

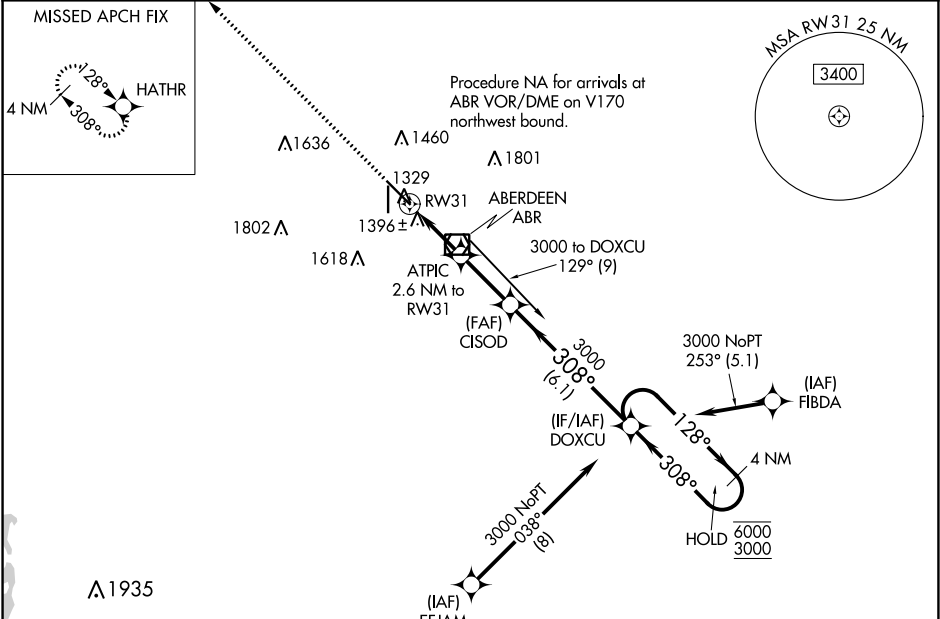
|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| WAAS<br>CH <b>42914</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6901</b><br><b>1301</b><br><b>1302</b> |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|

RNAV (GPS) RWY 31

ABERDEEN RGNL (ABR)

|                                                                                                                                                                                 |       |                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                                                                 | MALSR | MISSED APPROACH: Climb to 3000 direct HATHR and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM and LNAV visibility all Cats to 1 SM. |       |                                                       |

|                        |                                          |                               |
|------------------------|------------------------------------------|-------------------------------|
| ASOS<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>120.6 371.9</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|------------------------|------------------------------------------|-------------------------------|



|                            |                       |                                                                     |                         |                         |                    |
|----------------------------|-----------------------|---------------------------------------------------------------------|-------------------------|-------------------------|--------------------|
| ELEV 1302                  |                       | D                                                                   |                         | TDZE 1301               |                    |
| 3000<br>↑                  | HATHR<br>✦            | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 67). |                         |                         |                    |
| ATPIC<br>2.6 NM to<br>RW31 |                       | CISOD<br>3000                                                       | DOXCU                   | 4 NM<br>Holding Pattern |                    |
| 0.9 NM to<br>RW31          |                       | 2180                                                                | 308°                    | 128°                    | 6000<br>3000       |
| 0.9 NM                     |                       | 1.7 NM                                                              | 2.5 NM                  | 6.1 NM                  | GP 3.00°<br>TCH 52 |
| CATEGORY                   | A                     | B                                                                   | C                       | D                       |                    |
| LPV DA                     | 1501-½ 200 (200-½)    |                                                                     |                         |                         |                    |
| LNAV/<br>VNAV              | DA                    | 1599-½ 298 (300-½)                                                  |                         |                         |                    |
| LNAV MDA                   | 1660-½ 359 (400-½)    |                                                                     | 1660-⅝ 359 (400-⅝)      |                         |                    |
| CIRCLING                   | 1760-1<br>458 (500-1) | 1860-1<br>558 (600-1)                                               | 1960-1¾<br>658 (700-1¾) | 2160-2¾<br>858 (900-2¾) |                    |

HIRL Rwy 13-31

MIRL Rwy 17-35

REIL Rws 13, 17 and 35