

WAAS CH 42914 W31A	APP CRS 308°	Rwy Idg 6901 TDZE 1301 Apt Elev 1302
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RNAV (GPS) RWY 31
ABERDEEN RGNL (ABR)

RNP APCH - GPS.

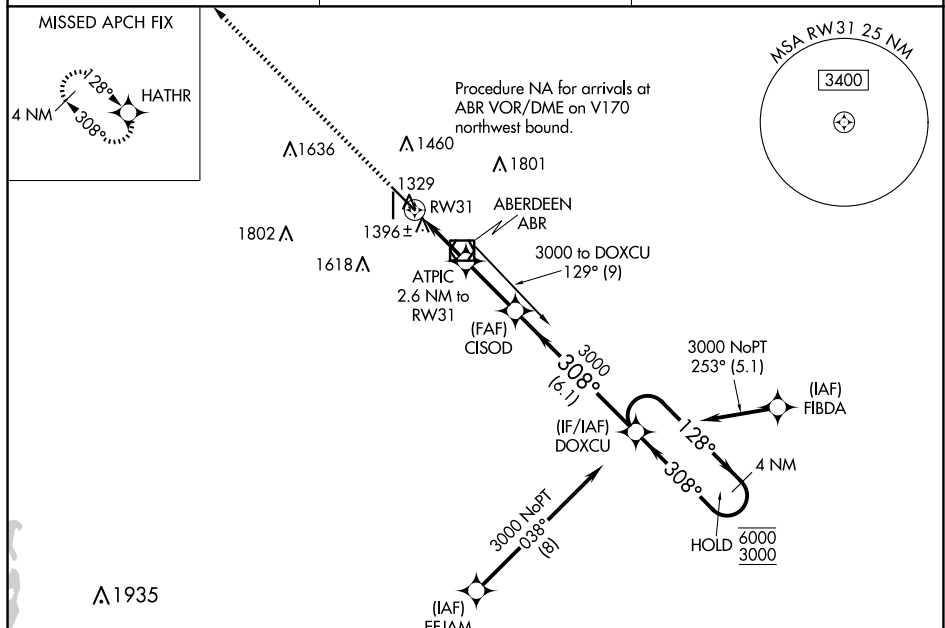
MALSR

MISSED APPROACH: Climb to 3000 direct HATHR and hold.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA
A below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV
visibility all Cats to $\frac{3}{8}$ SM and LNAV visibility all Cats to 1 SM.

ASOS
125.875

MINNEAPOLIS CENTER
120.6 371.9

UNICOM
122.7 (CTAF) **L**

NC-1, 17 APR 2025 to 15 MAY 2025

Diagram illustrating the RW31 instrument approach procedure. The approach path is a straight line from 6000 feet to 3000 feet, with a 128° heading. The distance from the holding pattern to the runway is 6.1 NM. The distance from the runway to the holding pattern is 0.9 NM. The distance from the runway to the holding pattern is 1.7 NM. The distance from the runway to the holding pattern is 2.5 NM. The distance from the runway to the holding pattern is 6.1 NM. The diagram also shows the ATIS frequency 121.675 and the VOR frequency 113.1. The runway is RW31, and the holding pattern is at DOXCU. The diagram includes a scale bar for 0.9 NM, 1.7 NM, 2.5 NM, and 6.1 NM. The diagram also shows the VOR station at 113.1 and the ATIS frequency at 121.675.

CATEGORY	A	B	C	D
LPV DA	1501-½	200 (200-½)		
LNAV/VNAV DA	1599-½	298 (300-½)		
LNAV MDA	1660-½	359 (400-½)	1660-⅝	359 (400-⅝)
CIRCLING	1760-1 458 (500-1)	1860-1 558 (600-1)	1960-1¾ 658 (700-1¾)	2160-2¾ 858 (900-2¾)

ABERDEEN, SOUTH DAKOTA

Orig-C 25JAN24

ABERDEEN RGNL (ABR)

RNAV (GPS) RWY 31

45°27'N-98°25'W