

VOR/DME ABR 113.0 Chan 77	APP CRS 304°	Rwy Ldg 6901 TDZE 1301 Apt Elev 1302
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VOR RWY 31
ABERDEEN RGNL (ABR)

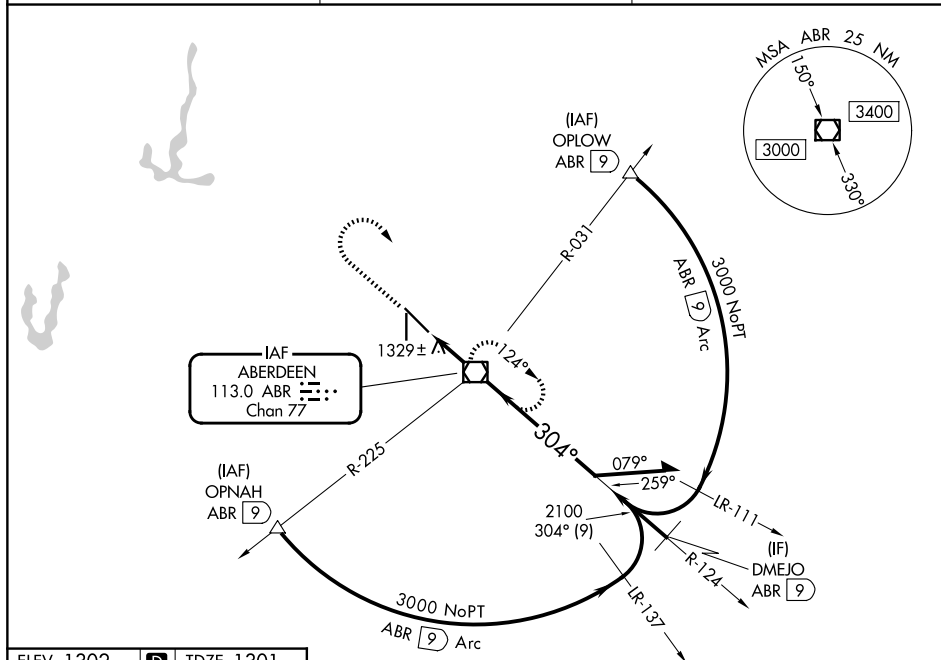


For inop ALS, increase S-31 Cat C visibility to 1 SM.



MISSED APPROACH: Climb to 3000 then right turn direct ABR VOR/DME and hold.

ASOS 125.875	MINNEAPOLIS CENTER 120.6 371.9	UNICOM 122.7 (CTAF) 0
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The diagram shows the FAF to MAP segment of the approach procedure. It includes the following information:

- ELEV 1302**: Elevation of the FAF.
- D**: Distance marker symbol.
- TDZE 1301**: Threshold Crossing Height.
- REIL Rwy 13, 17 and 35**: Runway End Identifier Lights for runways 13, 17, and 35.
- HIRL Rwy 13-31**: High Intensity Runway Lights for runway 13-31.
- MIRL Rwy 17-35**: Medium Intensity Runway Lights for runway 17-35.
- A star symbol indicating a specific point or feature.
- A vertical line representing the FAF, with a distance of **5500 X 100** feet from the MAP.
- A diagonal line representing the FAF to MAP segment, with a distance of **6201 X 100** feet.
- A bearing of **304°** at the end of the diagonal line.
- A table showing speed and time constraints for the FAF to MAP segment:

	Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46	

Diagram illustrating a circling approach for a Category C aircraft. The diagram shows a 3000 ft MSL altitude, a 3.07° TCH 67, and a 304° descent angle. The approach is for a Category C aircraft, with a 1660-1/2 ft MSL altitude and a 359 (400-1/2) ft MSL altitude. The diagram also shows a 124° angle and a 3000 ft MSL altitude. The diagram is labeled 'ABR 1.3' and 'ABR 2.3'.