

WAAS CH 40341 W13A	APP CRS 128°	Rwy Idg 6901 TDZE 1302 Apt Elev 1302
--	------------------------	---

RNAV (GPS) RWY 13
ABERDEEN RGNL (ABR)

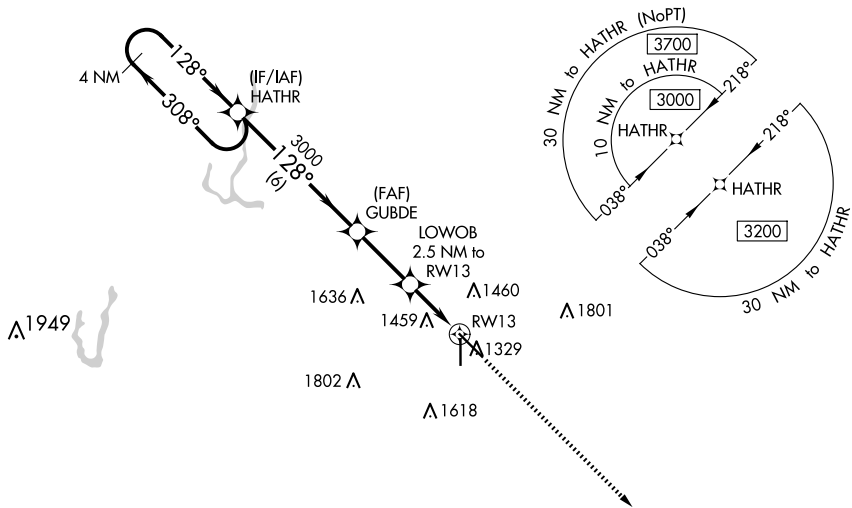
RNP APCH - GPS.



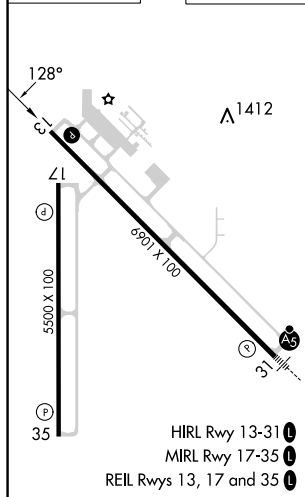
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct DOXCU and hold.

ASOS 125.875	MINNEAPOLIS CENTER 120.6 371.9	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------------



ELEV 1302	D	TDZE 1302
-----------	----------	-----------



The diagram illustrates the GUDBE VOR/DME station at 3000 MHz. It shows two holding patterns: a 4 NM Holding Pattern to the west and a HATHR pattern to the east. The 4 NM Holding Pattern has inbound and outbound legs of 308° and 128°, respectively, with a distance of 3000 units. The HATHR pattern has an inbound leg of 128° and an outbound leg of 3000 units. The GUDBE station is located 6 NM from the HATHR pattern and 2.7 NM from the 4 NM Holding Pattern. A LOWOB (Low Obstacle) clearance of 2.5 NM is provided to RW13. A *1.1 NM clearance is also shown to RW13. A *2140 unit distance is indicated from the GUDBE station to the start of the final approach segment. The final approach segment is a straight line leading to a runway (RW13). A *1.1 NM clearance is shown from the end of the final approach segment to RW13. A *1.1 NM clearance is also shown from the end of the final approach segment to the start of the next segment. A *1.1 NM clearance is shown from the end of the final approach segment to the start of the next segment. A *1.1 NM clearance is shown from the end of the final approach segment to the start of the next segment.