

LOC I-BDE <u>108.3</u>	APP CRS 299°	Rwy Idg TDZE Apt Elev	5498 1085 1085
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ILS or LOC RWY 30
BAUDETTE INTL (BDE)

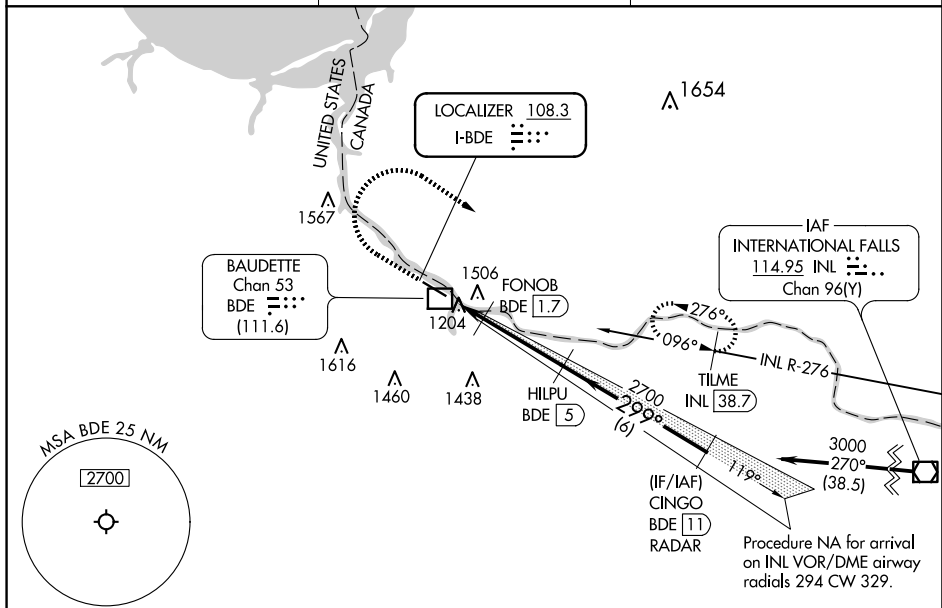
BAUDETTE INTL (BDE)

DME required.

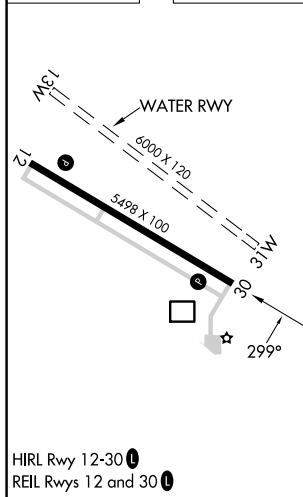
T Circling NA to Rwy 13W and 31W. DME from BDE DME.
A NA Simultaneous reception of I-BDE and BDE DME required.
 Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA.


MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 heading 122° and INL VOR/DME R-276 to TILME/INL VOR/DME 38.7 DME and hold.

ASOS 126.775	MINNEAPOLIS CENTER 134.75 251.1	UNICOM 122.8 (CTAF) 0
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ELEV 1085		TDZE 1085
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<div>2500</div> <div>↑</div>		<div>4000</div> <div> hdg 122°</div>	<div>INL</div> <div>R-276</div>	<div>TIME</div> <div>INL</div> <div>38.7</div>	BEAVER MOA		
*LOC only		<div>BDE</div> <div>0.2</div>	<div>*BDE</div> <div>0.9</div>	<div>FONOB</div> <div>BDE</div> <div>1.7</div>	<div>HILPU</div> <div>BDE</div> <div>5</div>	<div>CINGO</div> <div>BDE</div> <div>11</div> <div>RADAR</div>	
<div>0.8 NM</div>		<div>0.8 NM</div>	<div>1640*</div>		<div>2700</div>	<div>2700</div> <div>299°</div> <div>3000</div>	
<div>GS 3.00°</div> <div>TCH 49</div>		<div>3.3 NM</div>		<div>6 NM</div>			
CATEGORY	A	B	C	D			
S-ILS 30	1335-3/4		250 (300-3/4)				
S-LOC 30	1440-1		355 (400-1)				
<div>C</div> CIRCLING	<div>1520-1</div> <div>435 (500-1)</div>	<div>1820-1</div> <div>735 (800-1)</div>	<div>1820-2</div> <div>735 (800-2)</div>	<div>1820-2 1/4</div> <div>735 (800-2 1/4)</div>			