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Revision Letter For Cycle 05-2025

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General Information

Location: ABERDEEN SD USA
ICAO/IATA: KABR / ABR
Lat/Long: N45° 26.81', W098° 25.35'
Elevation: 1302 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1128 Z
Sunset: 0150 Z

Runway Information

Runway: 13
Length x Width: 6901 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1302 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1302 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 6901 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1301 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt

TDZ-Elev: 1300 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS: 125.875

Aberdeen Regl UNICOM: 122.700 CTAF PCL

Minneapolis ACC: 120.600 Remote Communications Air-Ground

Huron FSS: 122.400 RCO

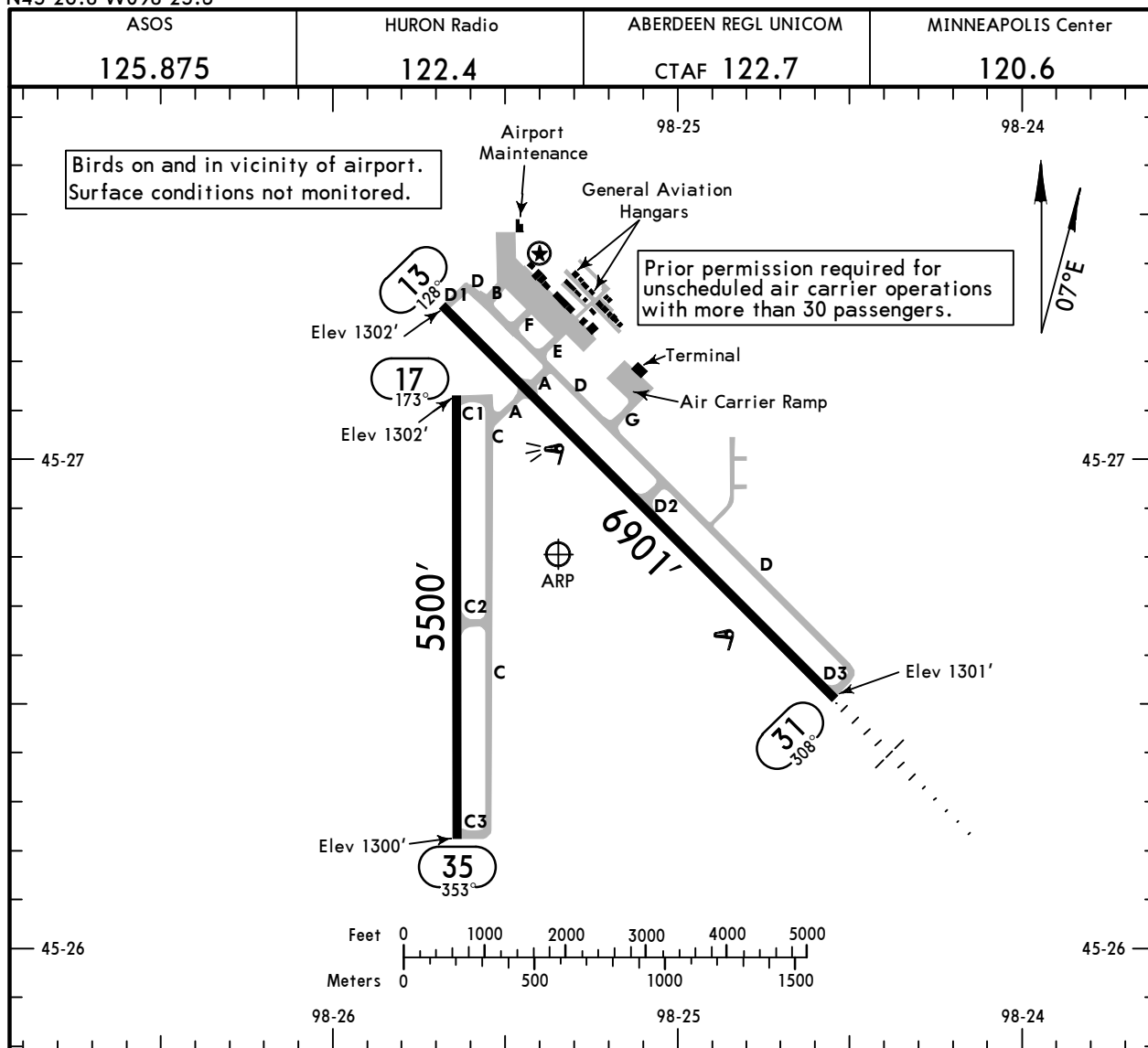
Huron FSS: 122.100 RCO

Huron FSS: 113.000

KABR/ABR
 Apt Elev **1302'**
 N45 26.8 W098 25.3

JEPPESSEN
 1 OCT 21 (10-9)

ABERDEEN, S DAK
ABERDEEN REGL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND	TAKE-OFF	
		Threshold	Glide Slope		
13	① HIRL ③ REIL ③④ PAPI-L grooved				100'
31	① HIRL ② MALSR ④ PAPI-L grooved		5658'		
17	① MIRL ③ REIL ④ PAPI-R grooved				100'
35	① MIRL ③ REIL ④ PAPI-L grooved				

- ① Preset on low intensity sunset-2400 on 122.7.
- ② Increase intensity & activate on 122.7.
- ③ Activate on 122.7.
- ④ Angle 3.00°.

FOR FILING AS ALTERNATE

TAKE-OFF				LOC Rwy 31 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 35 VOR Rwy 13 VOR Rwy 31	
All Rwys					
	Adequate Vis Ref	STD	ILS Rwy 31		
1 & 2 Eng	1/4	1	600-2	800-2	
3 & 4 Eng		1/2		900-2 ³ / ₄	

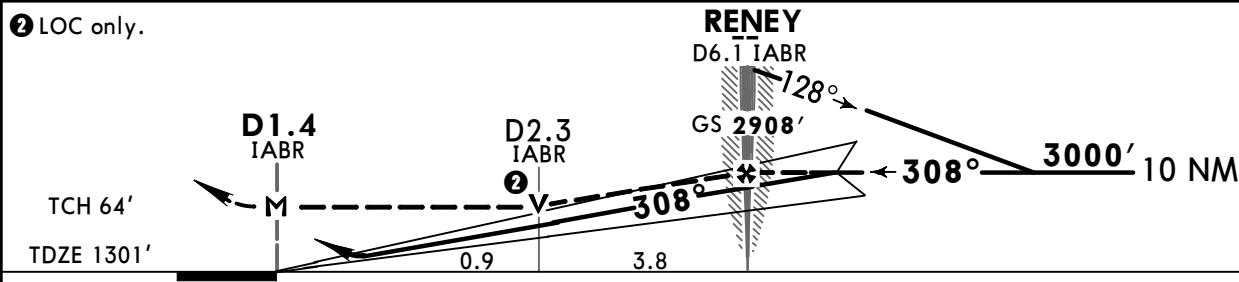
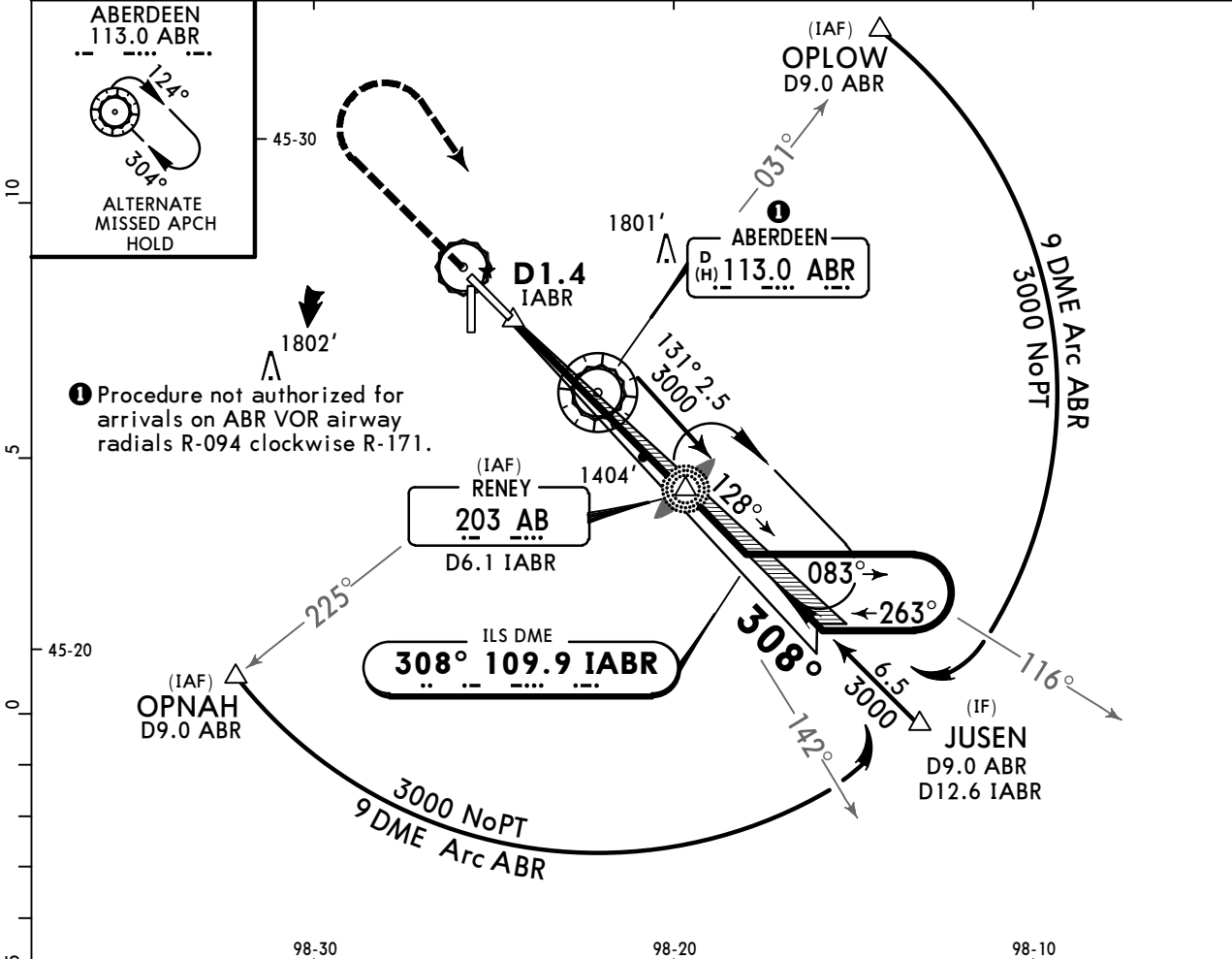
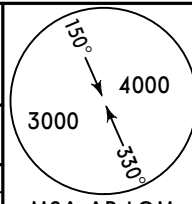
TAKE-OFF OBSTACLE NOTES: Rwy 13, light 4' from DER, 1' right of centerline, 1' AGL/1302' MSL. Sign 12' from DER, 256' left of centerline, 4' AGL/1302' MSL.
 Rwy 31, runway end ident, beginning 39' from DER, 125' right of centerline, up to 5' AGL/1304' MSL. Runway end ident 40' from DER, 126' left of centerline, 5' AGL/1303' MSL. Tree 1278' from DER, 745' left of centerline, 1351' MSL. Tree 1309' from DER, 716' left of centerline, 1352' MSL.

KABR/ABR ABERDEEN REGL

JEPPESSEN
1 NOV 19 **(11-1)**

ABERDEEN, S DAK ILS or LOC Rwy 31

ASOS 125.875	MINNEAPOLIS Center 120.6	HURON Radio 122.4	ABERDEEN REGL UNICOM CTAF 122.7
LOC IABR 109.9	Final Apch Crs 308°	GS RENEY 2908' (1607')	ILS DA(H) 1501' (200')
MISSED APCH: Climb to 3000' then RIGHT turn direct AB LOM/D6.1 IABR and hold.			Apt Elev 1302' TDZE 1301'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA AB LOM
1. ADF required. 2. Use IABR DME when on LOC course. 3. Pilot controlled lighting 122.7.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	RT ↻	D →	AB 203
GS	3.00°	372	478	531	637	849					
MAP at D1.4 IABR or RENEY to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48				

TERPS				STRAIGHT-IN LANDING RWY31			
ILS		LOC (GS out)		ILS		LOC (GS out)	
DA(H) 1501' (200')		MDA(H) 1660' (359')		DA(H) 1501' (200')		MDA(H) 1660' (359')	
FULL		RAIL/ALS out		FULL		RAIL/ALS out	
A							
B				1/2			
C	1/2			5/8			1
D				3/4			

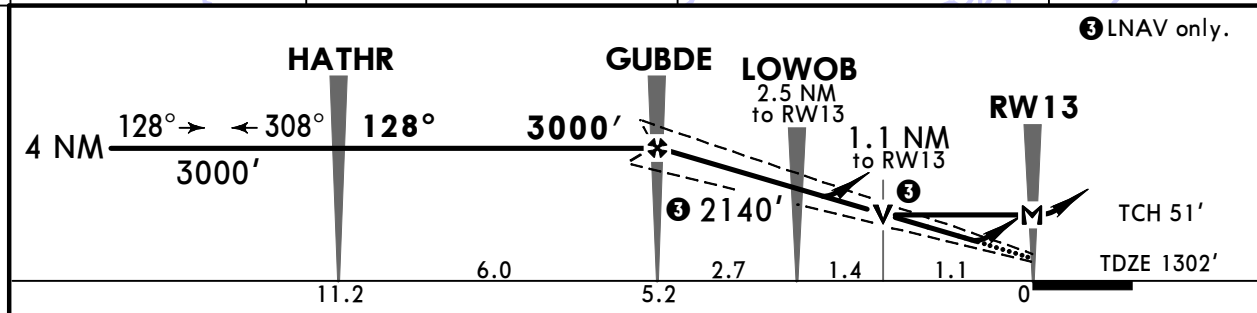
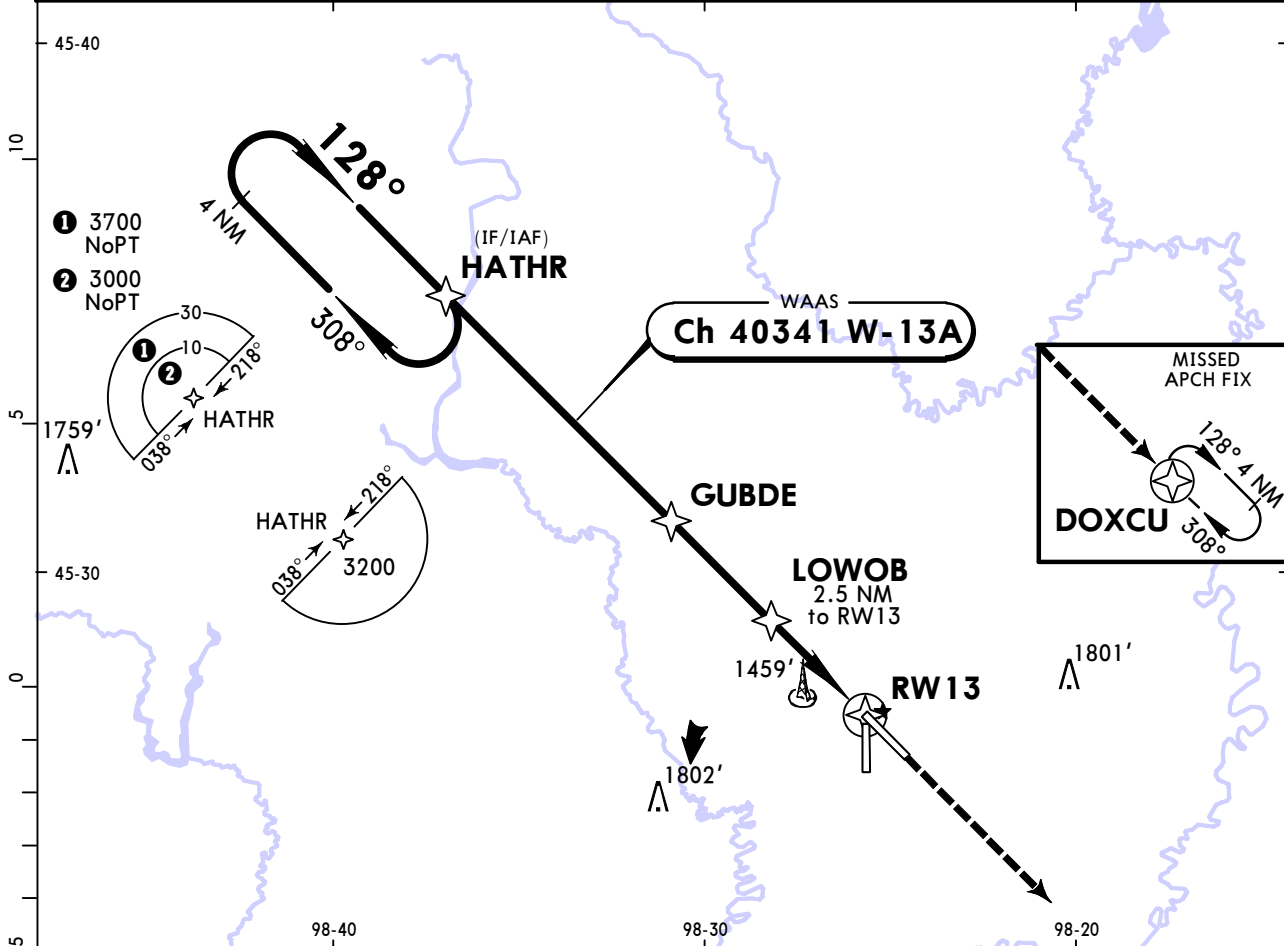
TERPS AMEND 13B 28 FEB 2019

KABR/ABR ABERDEEN REGL

JEPPESEN
1 SEP 23 (12-1)

ABERDEEN, S DAK RNAV (GPS) Rwy 13

ASOS 125.875		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7	
WAAS Ch 40341 W-13A	Final Apch Crs 128°	GUBDE 3000' (1698')	LPV DA(H) 1502' (200')	Apt Elev 1302'		TDZE 1302'	
MISSED APCH: Climb to 3000' direct DOXCU and hold.						TAA 30 NM IF/IAF	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP Apch - GPS							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C or above 54°C. 2. Pilot controlled lighting 122.7.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D → DOXCU
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW 13									

TERPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND	
LPV DA(H) 1502' (200')		LNAV/VNAV DA(H) 1752' (450')		LNAV MDA(H) 1700' (398')		Max Kts	MDA(H)
A				1	90		
B					120	1860' (558') - 1	
C	1		1 3/8		140	1960' (658') - 1 3/4	
D				1 1/8	165	2160' (858') - 2 3/4	

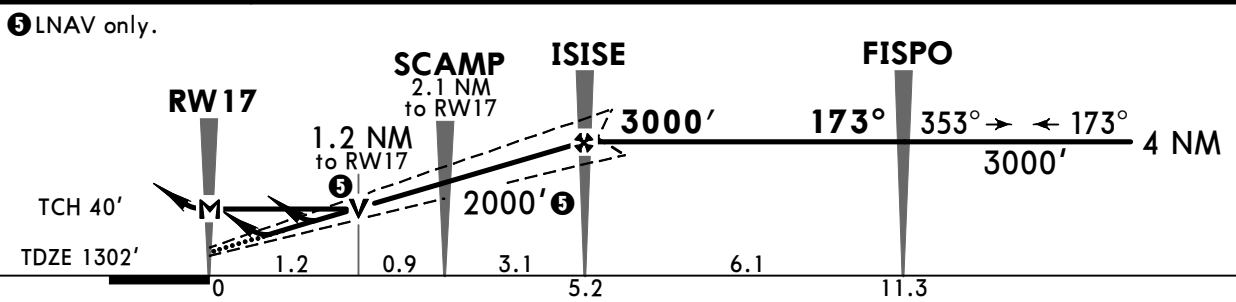
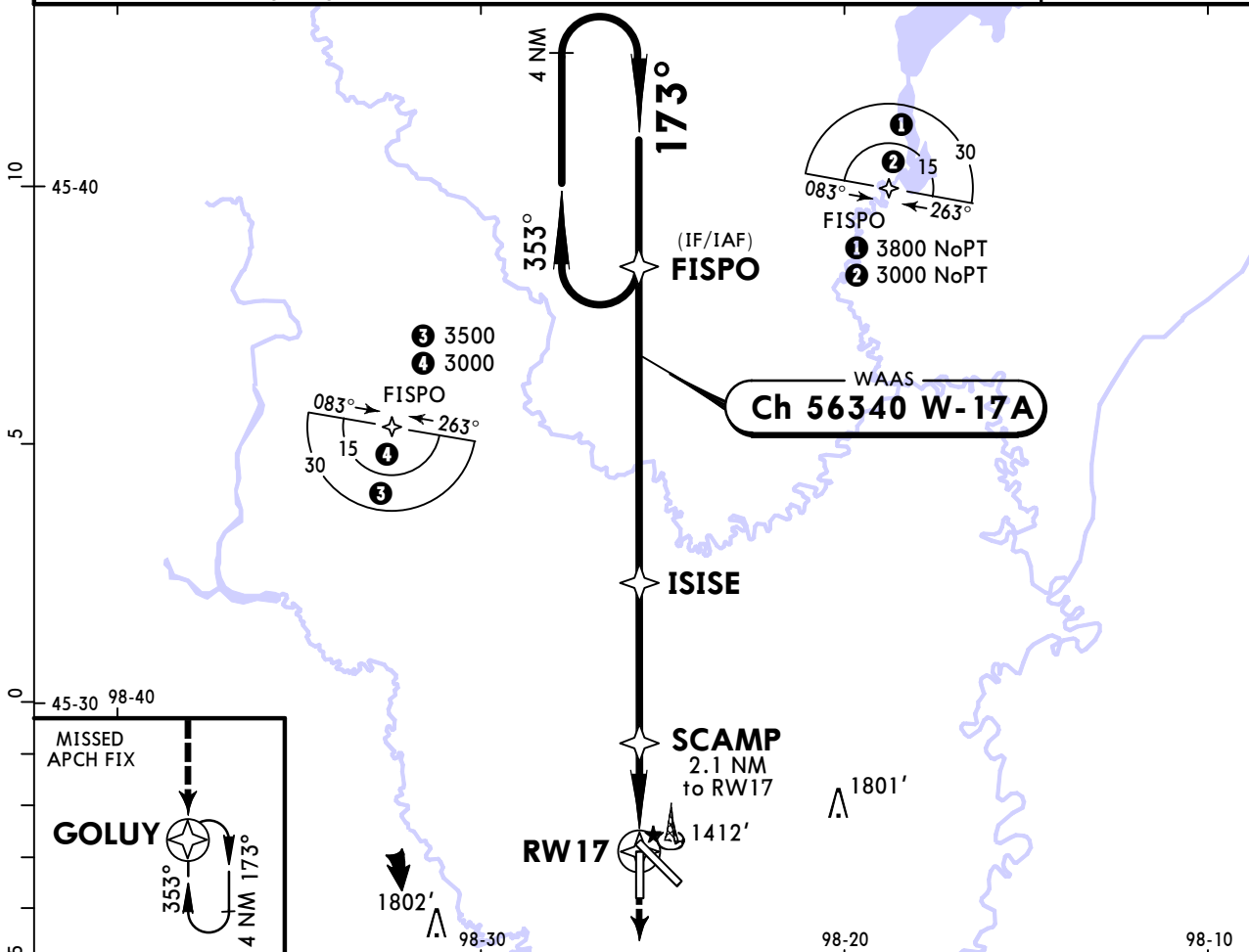
TERPS AMEND 1A 29 MAR 2018

KABR/ABR ABERDEEN REGL

JEPPESSEN
1 SEP 23 **(12-2)**

ABERDEEN, S DAK RNAV (GPS) Rwy 17

ASOS 125.875		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7	
WAAS Ch 56340 W-17A		Final Apch Crs 173°		ISISE 3000' (1698')		LPV DA(H) 1502' (200')	
				Apt Elev 1302'		TDZE 1302'	
MISSED APCH: Climb to 3000' direct GOLUY and hold.							TAA 30 NM IF/IAF
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 54°C (130°F). 3. Pilot controlled lighting 122.7.							



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849

REIL PAPI-R **3000'** **D** → **GOLUY**

TERPS			STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
LPV DA(H) 1502' (200')		LNAV/VNAV DA(H) 1624' (322')		LNAV MDA(H) 1720' (418')		 Max Kts MDA(H) 90 1760'(458')-1 120 1860'(558')-1 140 1960'(658')-1 3/4 165 2160'(858')-2 3/4
A				1		
B						
C	3/4	1 1/8		1 1/8		
D						

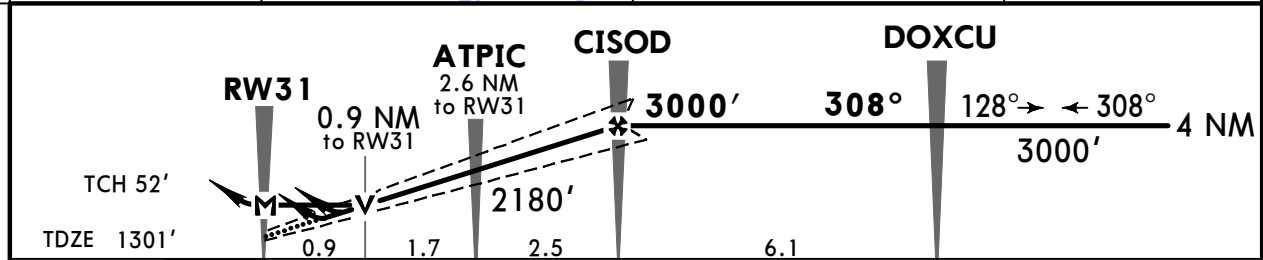
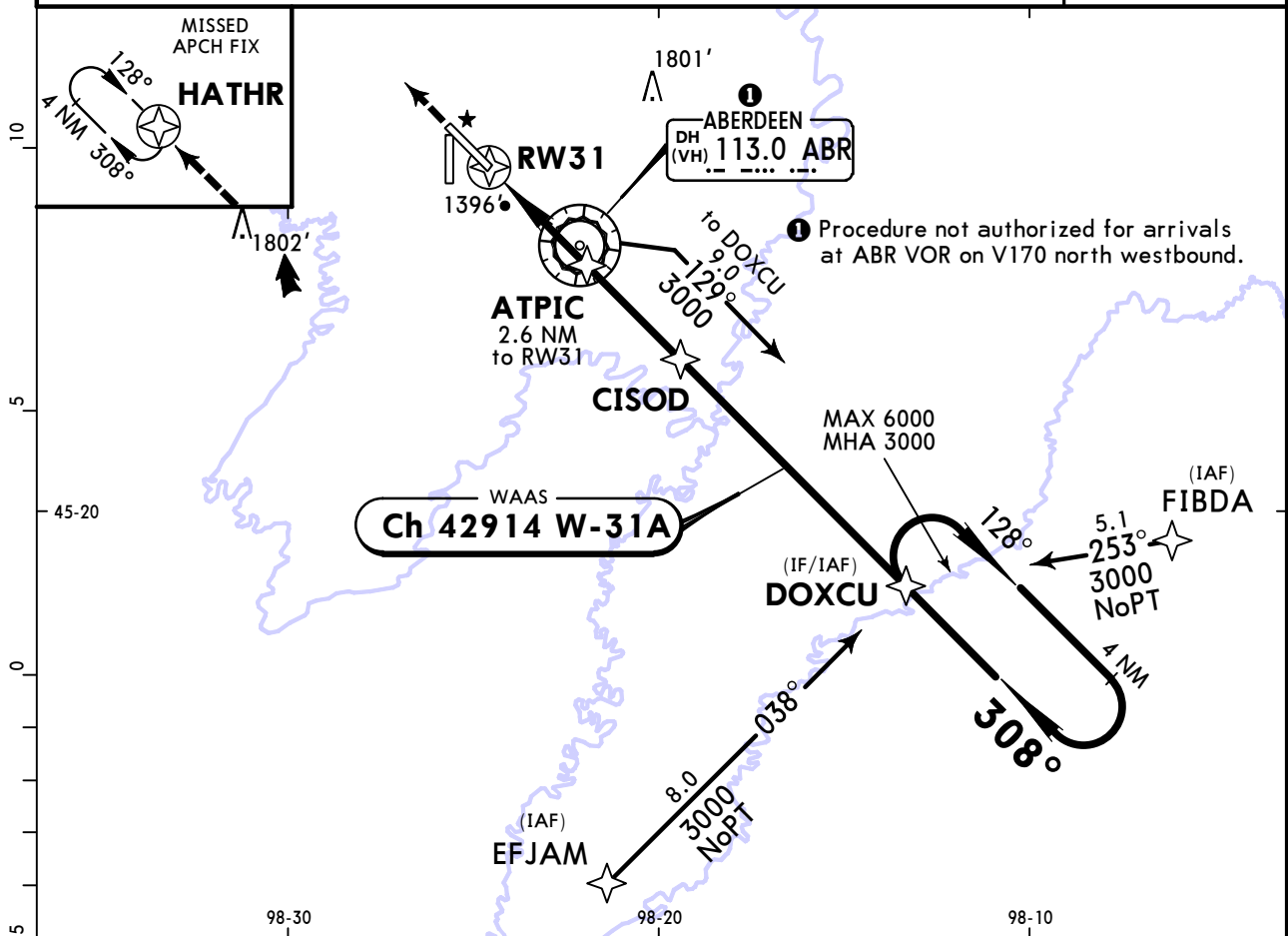
TERPS ORIG 2 MAR 2017

KABR/ABR ABERDEEN REGL

JEPPESEN
19 JAN 24 (12-3)

ABERDEEN, S DAK RNAV (GPS) Rwy 31

ASOS 125.875		MINNEAPOLIS Center (R) 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7		
WAAS Ch 42914 W-31A		Final Apch Crs 308°		CISOD 3000' (1699')		LPV DA(H) 1501' (200')		
						Apt Elev 1302' TDZE 1301'		
MISSED APCH: Climb to 3000' direct HATHR and hold.							3400 MSA RW31	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67'). 3. Pilot controlled lighting 122.7.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → HATHR
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW31									

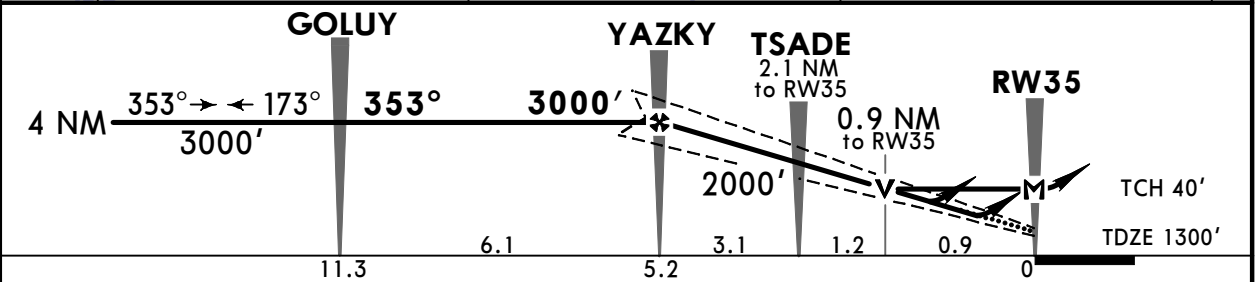
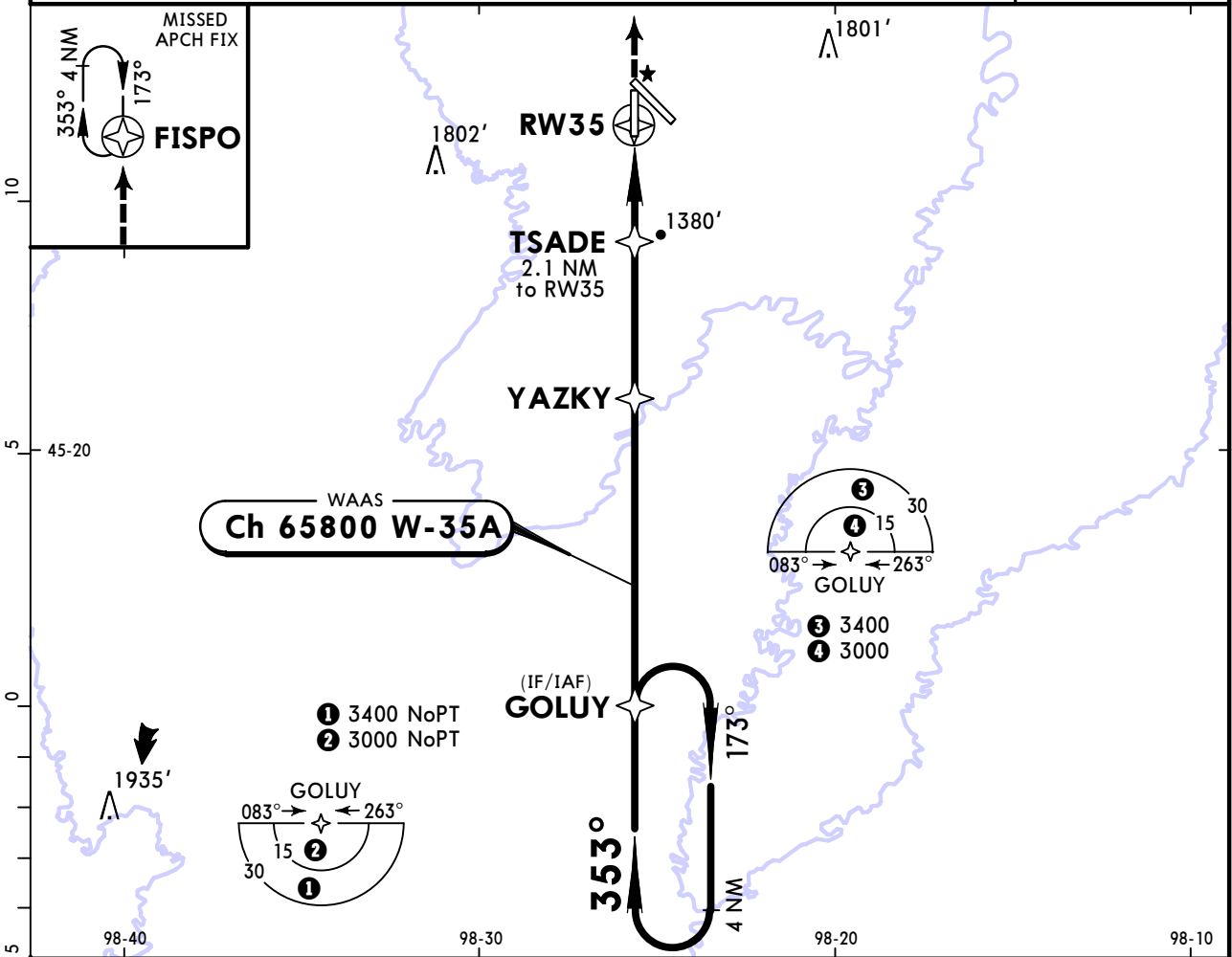
	STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
	LPV DA(H) 1501' (200')		LNAV/VNAV DA(H) 1599' (298')		LNAV MDA(H) 1660' (359')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A					1/2	90 1760' (458') - 1
B						120 1860' (558') - 1
C	1/2	3/4	1/2	7/8	1	140 1960' (658') - 1 3/4
D				5/8		165 2160' (858') - 2 3/4

KABR/ABR ABERDEEN REGL

JEPPESSEN
19 JAN 24 **(12-4)**

ABERDEEN, S DAK RNAV (GPS) Rwy 35

ASOS 125.875		MINNEAPOLIS Center (R) 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7		
WAAS Ch 65800 W-35A		Final Apch Crs 353°		YAZKY 3000' (1700')		LPV DA(H) 1500' (200')		
				Apt Elev 1302'		TDZE 1300'		
MISSED APCH: Climb to 3000' direct FISPO and hold.							TAA 30 NM IF/IAF	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 54°C. 2. Pilot controlled lighting 122.7.								



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW35										

REIL PAPI-L **3000'** **D** FISPO

TERPS			STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND			
	LPV DA(H) 1500' (200')		LNAV/VNAV DA(H) 1550' (250')		LNAV MDA(H) 1640' (340')	Max Kts	MDA(H)		
A					1			90	1760' (458') - 1
B								120	1860' (558') - 1
C	3/4		7/8		7/8			140	1960' (658') - 1 3/4
D								165	2160' (858') - 2 3/4

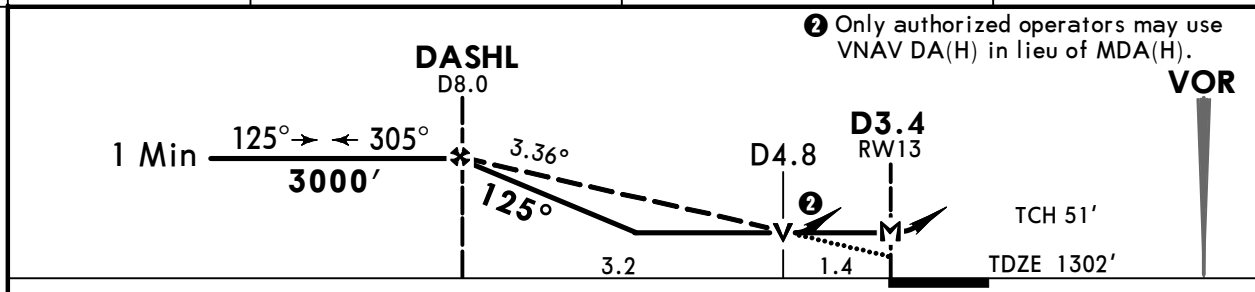
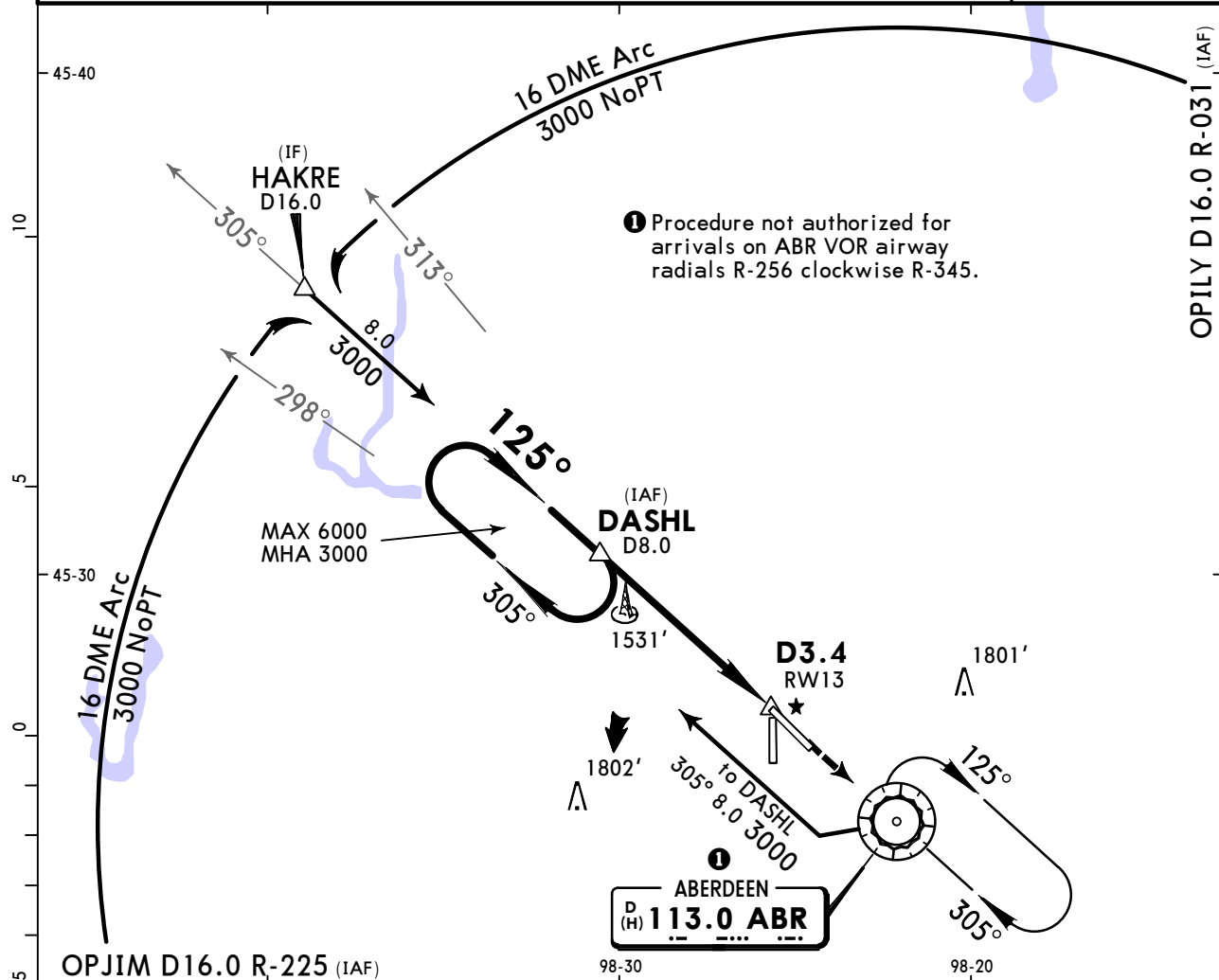
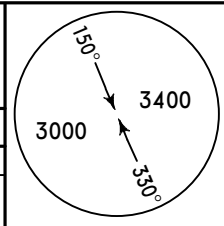
TERPS AMEND 1A 2 MAR 2017

KABR/ABR ABERDEEN REGL

JEPPESSEN
26 NOV 21 (13-1)

ABERDEEN, S DAK VOR Rwy 13

ASOS 125.875		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7	
VOR ABR 113.0	Final Apch Crs 125°	DASHL 3000' (1698')		MDA(H) 1800' (498')	Apt Elev 1302' TDZE 1302'		
MISSED APCH: Climb to 3000' direct ABR VOR and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. DME required. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 50'). 3. Pilot controlled lighting 122.7.							
							MSA ABR VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' ↑	D	ABR 113.0
Descent Angle 3.36°	416	535	595	713	832	951				
MAP at D3.4										

TERPS		STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
		MDA(H) 1800' (498')		Max Kts	
A	1			90	1800' (498') - 1
B				120	1860' (558') - 1
C	1 3/8			140	1960' (658') - 1 3/4
D				165	2160' (858') - 2 3/4

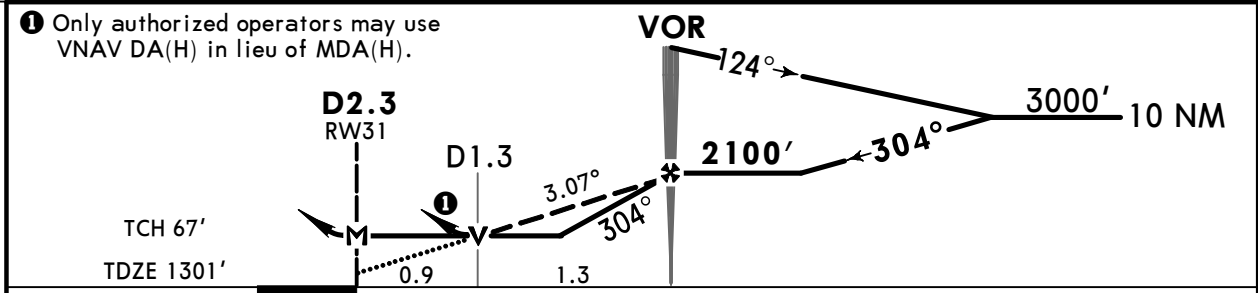
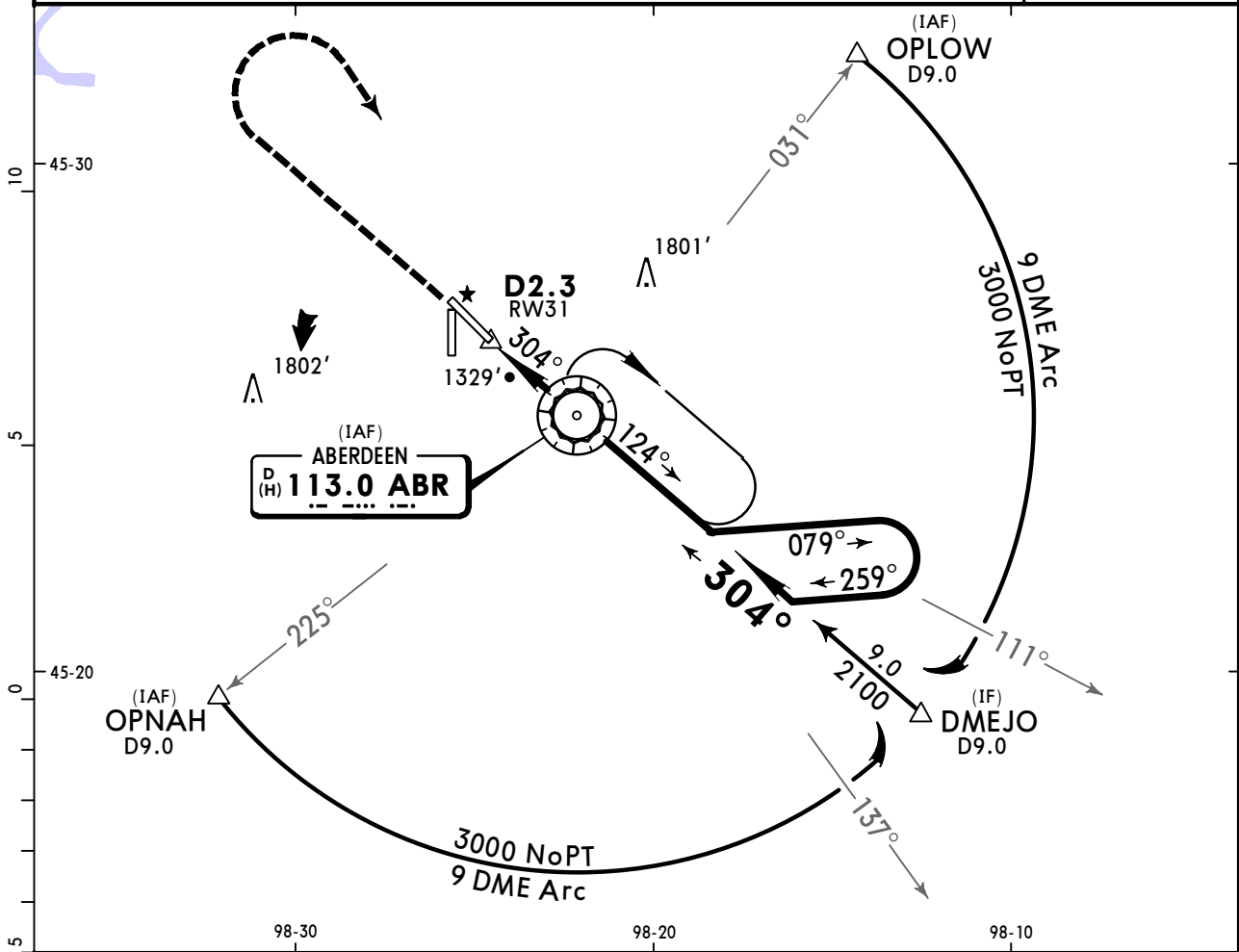
TERPS AMEND 13B 28 FEB 2019

KABR/ABR
ABERDEEN REGL

JEPPESSEN
 26 NOV 21 (13-2)

ABERDEEN, S DAK
VOR Rwy 31

ASOS 125.875		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL UNICOM CTAF 122.7	
VOR ABR 113.0	Final Apch Crs 304°	VOR 2100' (799')	MDA(H) 1660' (359')	Apt Elev 1302' TDZE 1301'		<p>MSA ABR VOR</p>	
MISSED APCH: Climb to 3000' then RIGHT turn direct ABR VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
Pilot controlled lighting 122.7.							



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑			ABR 113.0	
Descent Angle	3.07°	380	489	543	652	760						869
MAP at D2.3 or VOR to MAP	2.3	1:58	1:32	1:23	1:09	0:59						0:52

TERPS STRAIGHT-IN LANDING RWY31				CIRCLE-TO-LAND			
MDA(H) 1660' (359')							
RAIL/ALS out				Max Kts			
A	1/2			90	1760' (458') - 1		
B	3/4	1		120	1860' (558') - 1		
C	1	1 1/2		140	1960' (658') - 1 3/4		
D				D	NA		

TERPS AMEND 2.1B 28 FEB 2019



Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ABERDEEN, SD (ABERDEEN REGL - KABR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KABR

Type: Terminal

Effectivity: Temporary

Begin Date: 20240119

End Date: Until Further Notice

(11-1) ILS LOC Rwy 31 ABR VOR/DME Service Volume frequency altitude changed from High(H) to DME HIGH(DH), VOR HIGH(VH). (13-1) VOR Rwy 13 ABR VOR/DME Service Volume frequency altitude changed from High(H) to DME HIGH(DH), VOR HIGH(VH). (13-2) VOR Rwy 31 ABR VOR/DME Service Volume frequency altitude changed from High(H) to DME HIGH(DH), VOR HIGH(VH).

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.