

## General Information

Location: ABILENE TX USA  
ICAO/IATA: KABI / ABI  
Lat/Long: N32° 24.68', W099° 40.91'  
Elevation: 1791 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 5.0° E  
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A, Jet A-1  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1320 Z  
Sunset: 0026 Z

## Runway Information

Runway: 17L  
Length x Width: 7198 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 1791 ft  
Lighting: Edge

Runway: 04  
Length x Width: 3681 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 1764 ft  
Lighting: Edge

Runway: 22  
Length x Width: 3681 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 1764 ft  
Lighting: Edge

Runway: 35L  
Length x Width: 7208 ft x 150 ft  
Surface Type: asphalt

TDZ-Elev: 1786 ft  
Lighting: Edge, REIL

Runway: 17R  
Length x Width: 7208 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 1771 ft  
Lighting: Edge

Runway: 35R  
Length x Width: 7198 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 1776 ft  
Lighting: Edge, ALS

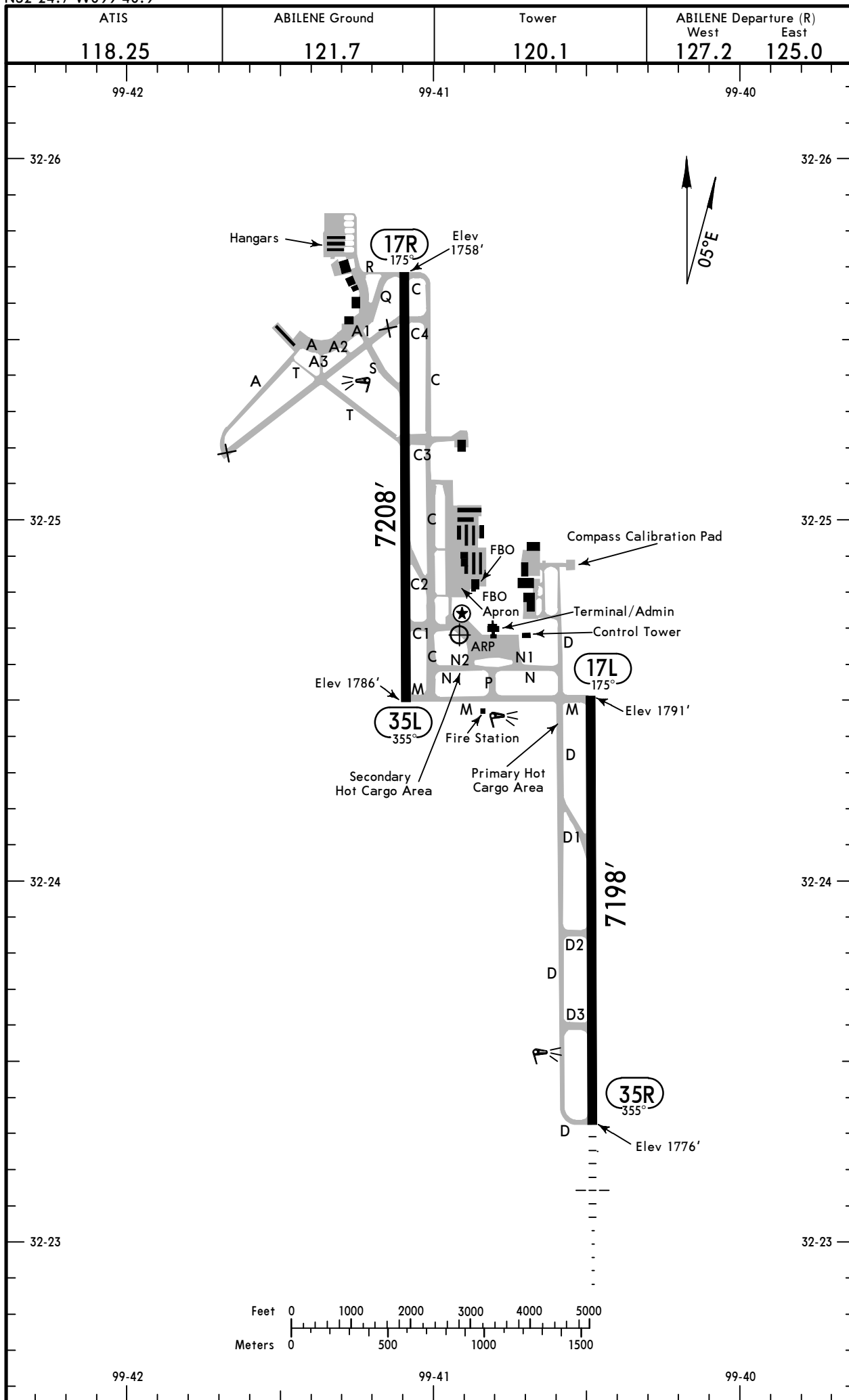
## Communication Information

ATIS: 118.250  
Abilene Tower: 120.100  
Abilene Ground: 121.700  
Abilene Approach: 125.000  
Abilene Approach: 127.200  
Abilene Airport Radar Service Area: 127.200  
Abilene Airport Radar Service Area: 125.000  
Abilene Departure: 127.200  
Abilene Departure: 125.000  
Abilene UNICOM: 122.950  
Ft Worth FSS: 122.650 RCO

**KABI/ABI**  
Apt Elev **1791'**  
N32 24.7 W099 40.9

**JEPPESSEN**  
26 NOV 21 **(10-9) Eff 2 Dec**

**ABILENE, TEXAS**  
**ABILENE REGL**



CHANGES: Airport diagram, windcones updated.

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KABI/ABI



ABILENE, TEXAS

26 NOV 21

10-9A

Eff 2 Dec

ABILENE REGL

**GENERAL**

Parachute jumping activity in vicinity of airport.  
 Uncontrolled airport 2 NM northeast of airport, pattern altitude 2300'.  
 Rwys 17R, 35R right traffic pattern.

**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
17R	HIRL PAPI-L (angle 3.00°) grooved	①		7202'	150'
35L	HIRL REIL PAPI-L (angle 3.0°) grooved				

① LDA 7202'.

17L	HIRL PAPI-L (angle 3.00°) grooved				150'
35R	HIRL MALSR grooved RVR		6036'		

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

**Rwys 17L/R, 35L/R**

	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP: Rwy 17L, climb on heading 185° to 3100' before proceeding on course.

TAKE-OFF OBSTACLE NOTES: Rwy 17L, lighting 10' from DER, 5' left of centerline, 2' AGL/1777' MSL.  
 Rwy 17R, terrain, sign, lighting beginning 8' from DER, 150' left of centerline, up to 1789' MSL.  
 Lighting beginning 10' from DER, 54' right of centerline, up to 1' AGL/1787' MSL. Pole 946' from DER,  
 743' left of centerline, 35' AGL/1821' MSL.  
 Rwy 35L, lighting 9' from DER, 54' right of centerline, 1' AGL/1759' MSL. Pole, wind indicator  
 beginning 193' from DER, 516' right of centerline, up to 8' AGL/1769' MSL.  
 Rwy 35R, lighting 9' from DER, 54' right of centerline, 2' AGL/1791' MSL. Sign 56' from DER, 428'  
 left of centerline, 2' AGL/1794' MSL.

**FOR FILING AS ALTERNATE**

	Authorized Only When Local Weather Available	VOR-A
	ILS Rwy 35R	LOC Rwy 17R RNAV (GPS) Rwy 17L
A		
B	600-2	800-2
C		
D		

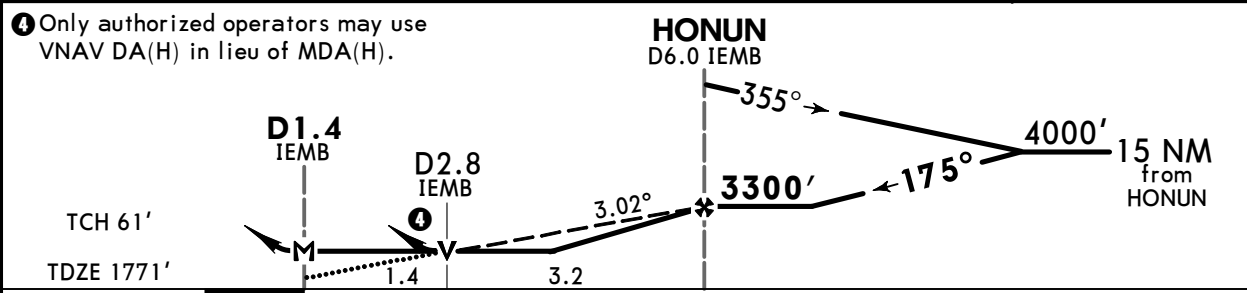
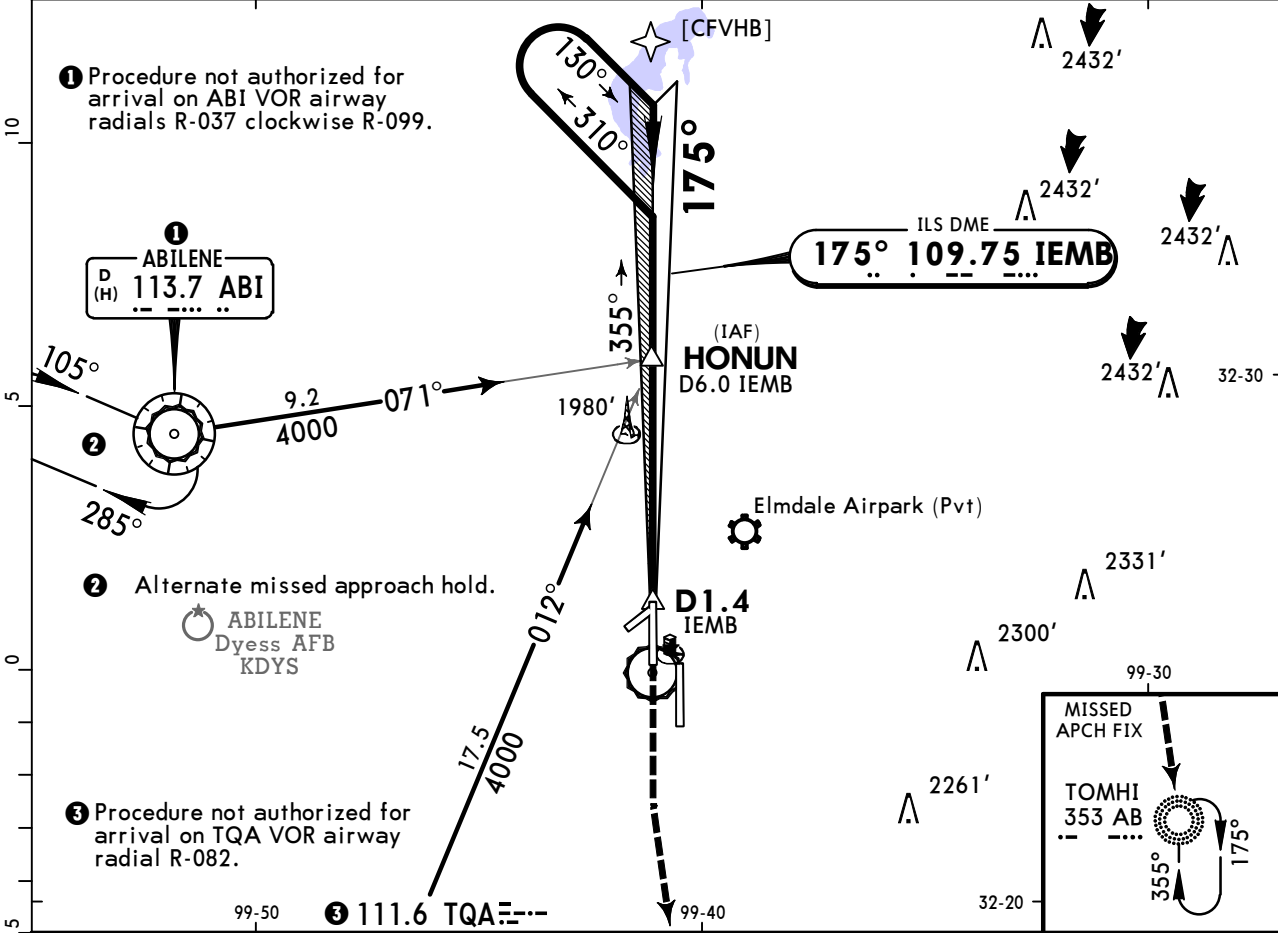
A  
M  
E  
N  
D  
4  
A

# KABI/ABI ABILENE REGL

**JEPPESSEN**  
7 FEB 20 **(11-1)**

# ABILENE, TEXAS LOC Rwy 17R

ATIS <b>118.25</b>		ABILENE Approach (R) West: <b>127.2</b> East: <b>125.0</b>		ABILENE Tower <b>120.1</b>	Ground <b>121.7</b>
LOC IEMB <b>109.75</b>	Final Apch Crs <b>175°</b>	HONUN <b>3300'</b> (1529')	MDA(H) <b>2280'</b> (509')	Apt Elev 1791' TDZE 1771'	
<b>MISSED APCH: Climb to 2800' then climbing LEFT turn to 4000' direct TOMHI LOM and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. ADF required for missed approach.					MSA AB LOM



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D1.4 IEMB or HONUN to MAP	4.6	3:57	3:04	2:46	2:18	1:58

PAPI-L	<b>2800'</b>	<b>4000'</b>	<b>AB 353</b>
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TERPS		STRAIGHT-IN LANDING RWY 17R
		MDA(H) <b>2280'</b> (509')
A		1
B		1 3/8
C		
D		

TERPS		CIRCLE-TO-LAND
Max Kts		MDA(H)
90		<b>2300'</b> (509') - 1
120		<b>2320'</b> (529') - 1
140		<b>2420'</b> (629') - 1 3/4
165		<b>2460'</b> (669') - 2

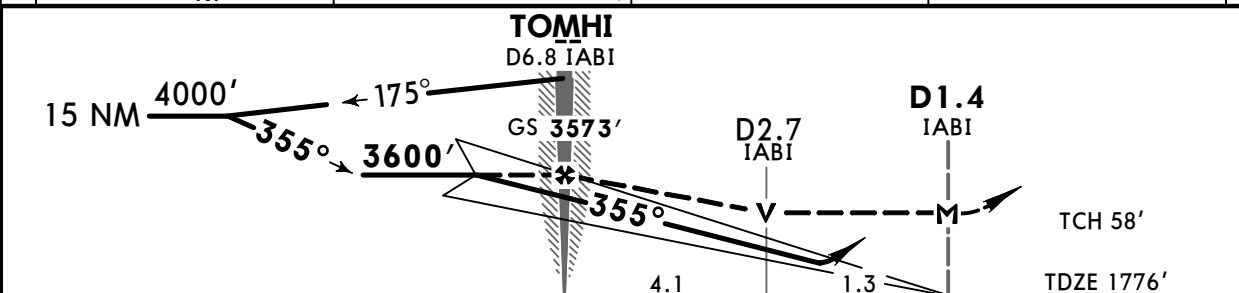
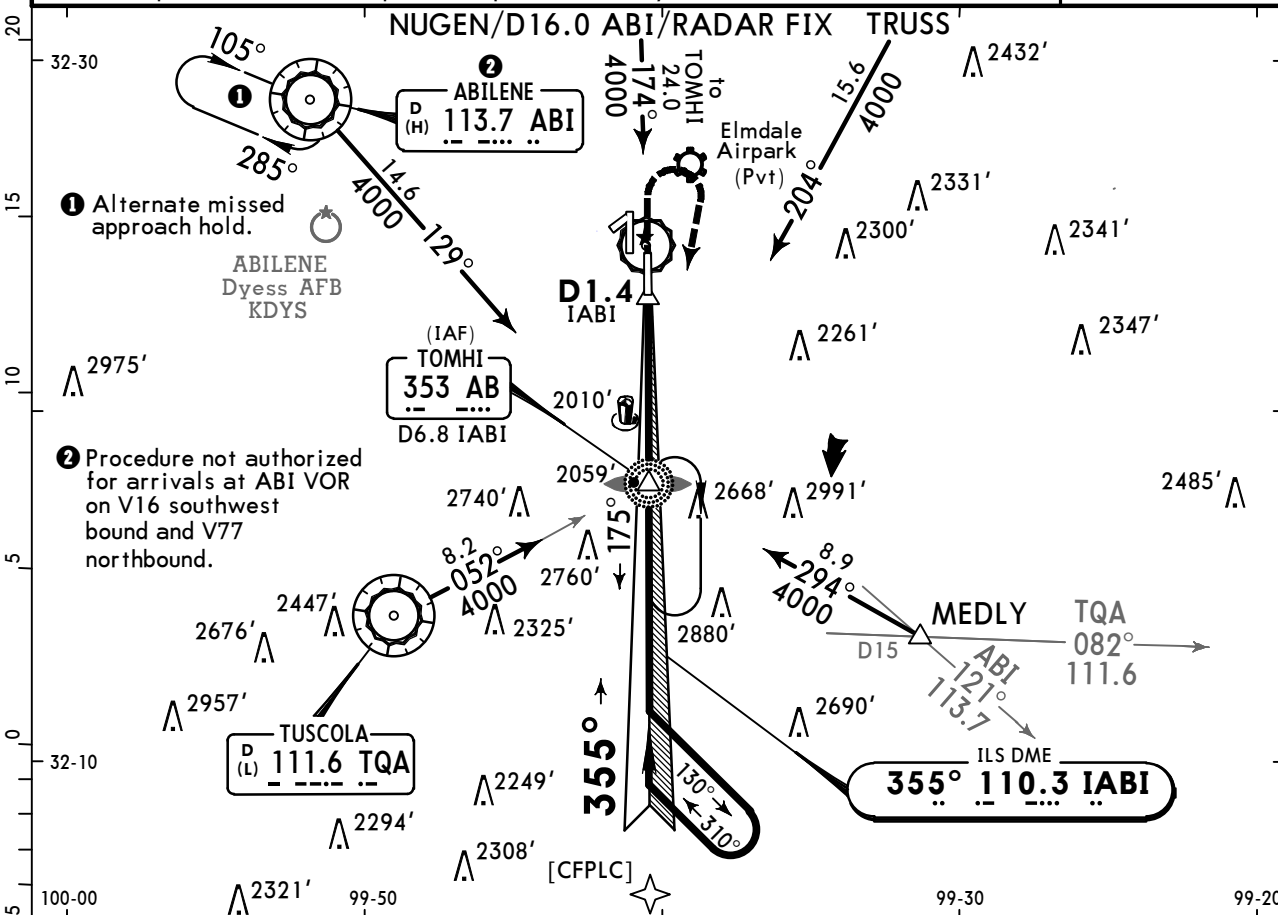
TERPS AMEND 08 15 AUG 2019

# KABI/ABI ABILENE REGL

**JEPPESSEN**  
7 FEB 20 **(11-2)**

# ABILENE, TEXAS ILS or LOC Rwy 35R

ATIS <b>118.25</b>		ABILENE Approach (R) West: <b>127.2</b> East: <b>125.0</b>		ABILENE Tower <b>120.1</b>	Ground <b>121.7</b>
LOC IABI <b>110.3</b>	Final Apch Crs <b>355°</b>	TOMHI <b>3573'</b> (1797')	ILS DA(H) <b>1976'</b> (200')	Apt Elev 1791' TDZE 1776'	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. ADF required. 2. RADAR required for procedure entry at NUGEN.					MSA AB LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3300'	4000'	D	AB 353
GS	3.00°	372	478	531	637	849					
MAP at D1.4 IABI or TOMHI to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02	↑	RT		

TERPS				STRAIGHT-IN LANDING RWY 35R		CIRCLE-TO-LAND	
ILS		LOC (GS out)				Max Kts. MDA(H)	
DA(H) <b>1976'</b> (200')		MDA(H) <b>2260'</b> (484')					
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	90	2300'(509')-1		
A	<b>1</b> RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120	2320'(529')-1	
B			RVR 50 or 1	1 3/8	140	2420'(629')-1 3/4	
C					165	2460'(669')-2	
D							

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Chart format.

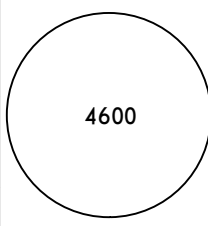
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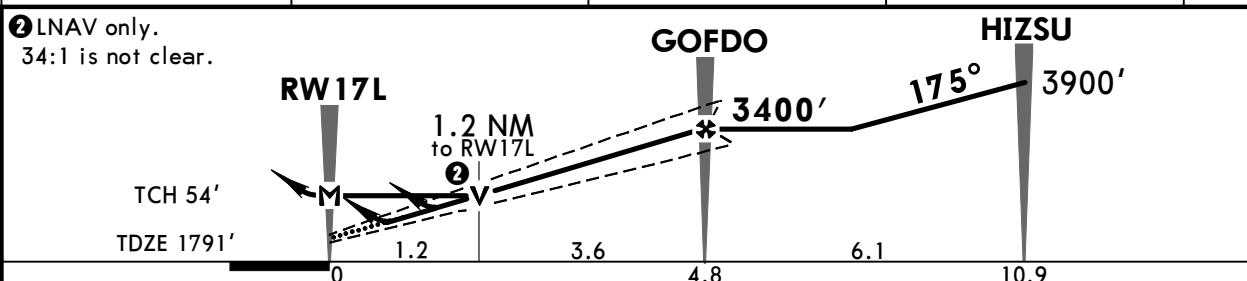
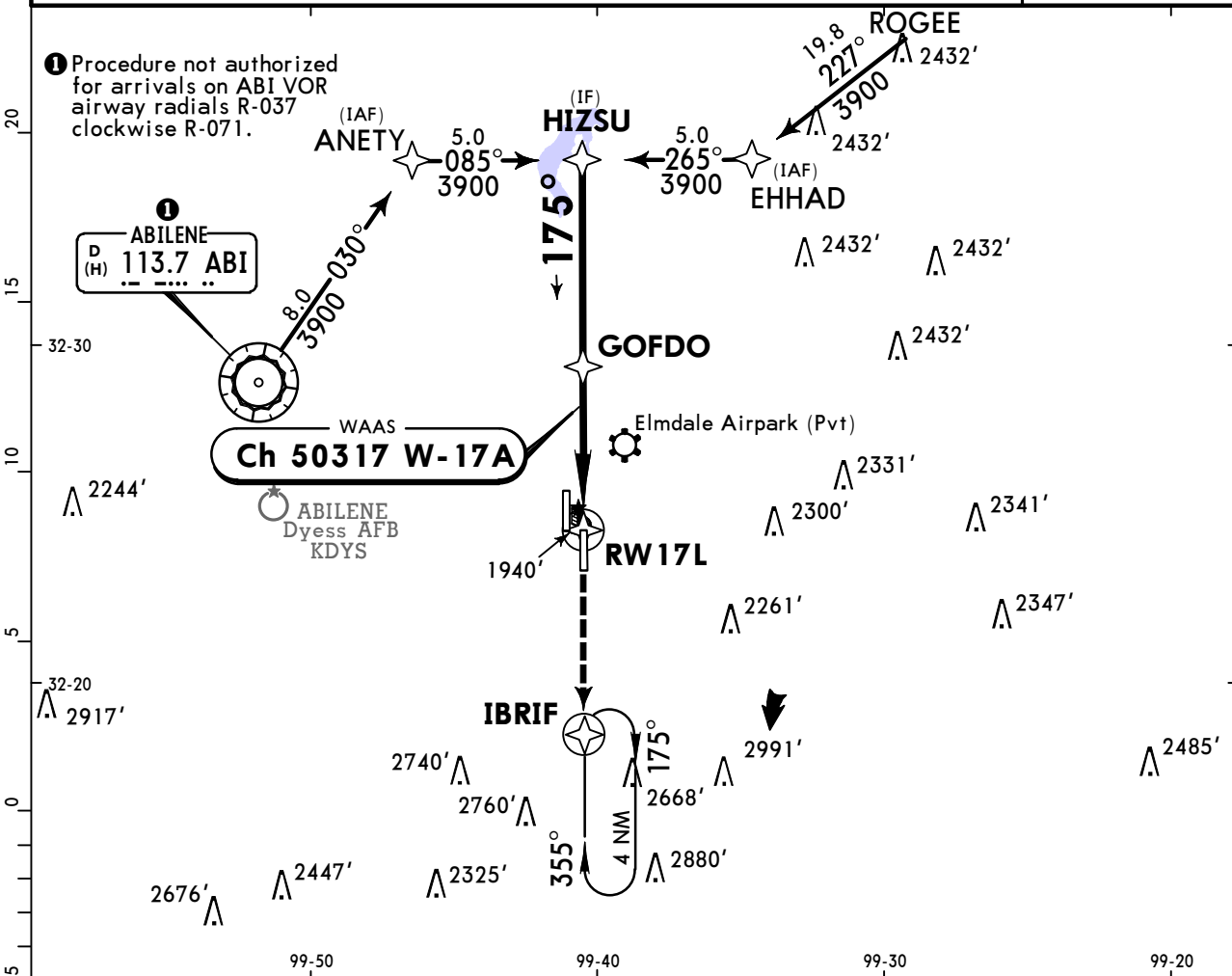
TERPS AMEND 7B 10 OCT 2019

# KABI/ABI ABILENE REGL

**JEPPESSEN**  
11 JUN 21 **(12-1)** Eff 17 Jun

# ABILENE, TEXAS RNAV (GPS) Rwy 17L

ATIS <b>118.25</b>		ABILENE Approach (R) West: <b>127.2</b> East: <b>125.0</b>		ABILENE Tower <b>120.1</b>	Ground <b>121.7</b>
WAAS <b>Ch 50317</b> W-17A	Final Apch Crs <b>175°</b>	GOFDO <b>3400'</b> (1609')	LPV DA(H) <b>2041'</b> (250')	Apt Elev 1791' TDZE 1791'	 4600  MSA RW17L
<b>MISSED APCH:</b> Climb to 4000' direct IBRIF and hold, continue climb-in-hold to 4000'.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 45°C.					



Gnd Speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	IBRIF
Glide Path Angle	3.00°	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW17L									

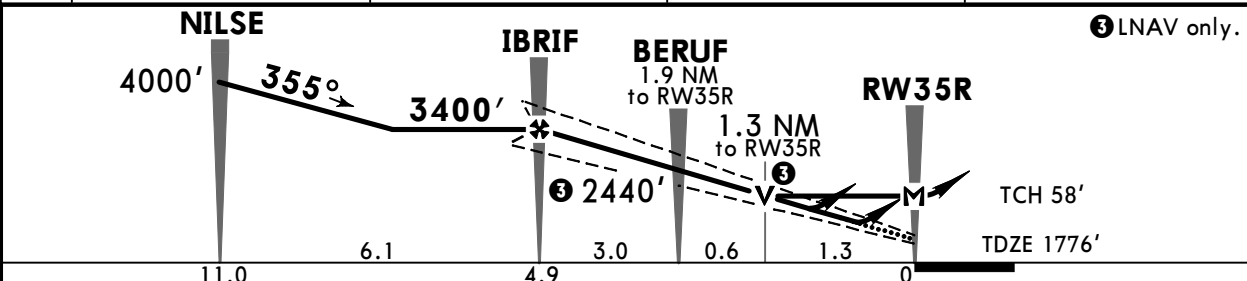
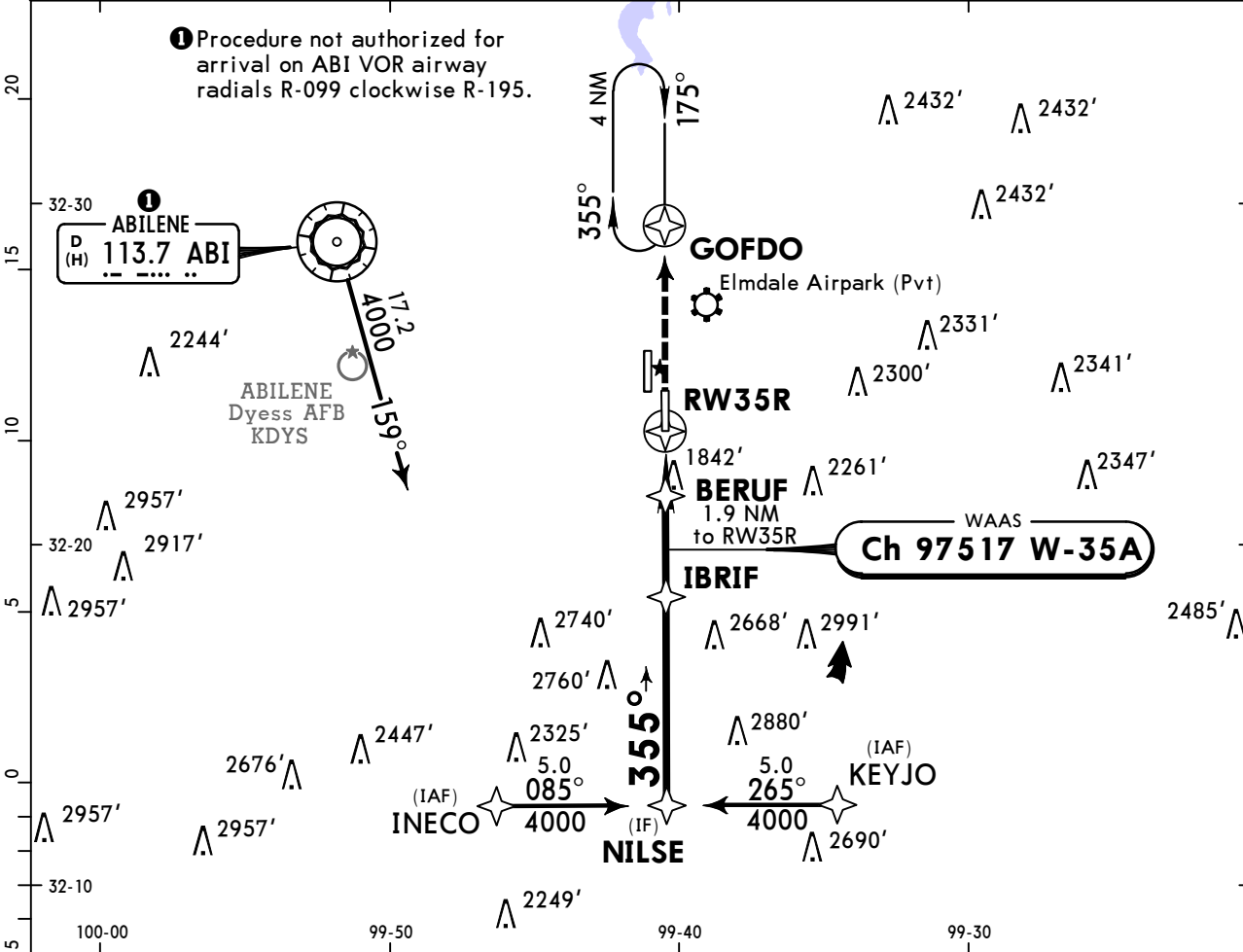
TERPS			STRAIGHT-IN LANDING RWY 17L		CIRCLE-TO-LAND	
	LPV DA(H) <b>2041'</b> (250')	LNAV/VNAV DA(H) <b>2171'</b> (380')	LNAV MDA(H) <b>2240'</b> (449')		Max Kts	MDA(H)
A				1	90	<b>2300'</b> (509') -1
B					120	<b>2320'</b> (529') -1
C	3/4	1/4		1 3/8	140	<b>2420'</b> (629') -1 3/4
D					165	<b>2460'</b> (669') -2

# KABI/ABI ABILENE REGL

**JEPPESSEN**  
11 JUN 21 **(12-2) Eff 17 Jun**

# ABILENE, TEXAS RNAV (GPS) Rwy 35R

BRIEFING STRIP™	ATIS	ABILENE Approach (R) West East		ABILENE Tower	Ground	
	118.25	127.2	125.0	120.1	121.7	
	WAAS <b>Ch 97517</b> W-35A	Final Apch Crs <b>355°</b>	IBRIF <b>3400'</b> (1624')	LPV DA(H) <b>1976'</b> (200')	Apt Elev 1791' TDZE 1776'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>4600</p>
	<b>MISSED APCH:</b> Climb to 4000' direct GOFDO and hold, continue climb-in-hold to 4000'.					
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch						
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 45°C.					MSA RW35R	



Gnd speed-Kts	70	90	100	120	140	160	<div style="border-left: 1px dashed black; border-right: 1px dashed black; width: 10px; height: 20px; margin: 0 auto;"></div> <p>MALSR</p>	<div style="border-left: 1px dashed black; border-right: 1px dashed black; width: 10px; height: 20px; margin: 0 auto;"></div> <p>4000'</p>	<div style="border-left: 1px dashed black; border-right: 1px dashed black; width: 10px; height: 20px; margin: 0 auto;"></div> <p>GOFDO</p>	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW35R										

TERPS AMEND 1C 10 OCT 2019	<b>TERPS STRAIGHT-IN LANDING RWY 35R</b>						<b>CIRCLE-TO-LAND</b>		
	<b>LPV</b> DA(H) <b>1976'</b> (200')		<b>LNAV/VNAV</b> DA(H) <b>2189'</b> (413')		<b>LNAV</b> MDA(H) <b>2260'</b> (484')		<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto;"></div>	Max Kts	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out				MDA(H)
	A	<b>1</b>	RVR 40	RVR 40	RVR 60	RVR 24 or 1/2	RVR 55 or 1	90	<b>2300'</b> (509') -1
	B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	1 3/8	120	<b>2320'</b> (529') -1
C							140	<b>2420'</b> (629') -1 3/4	
D							165	<b>2460'</b> (669') -2	

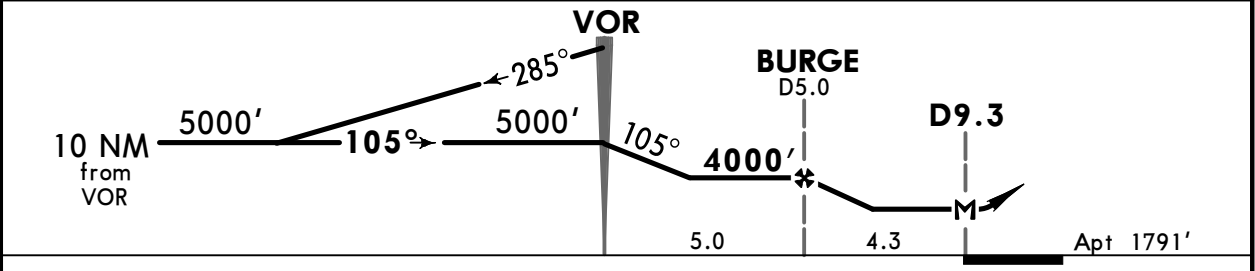
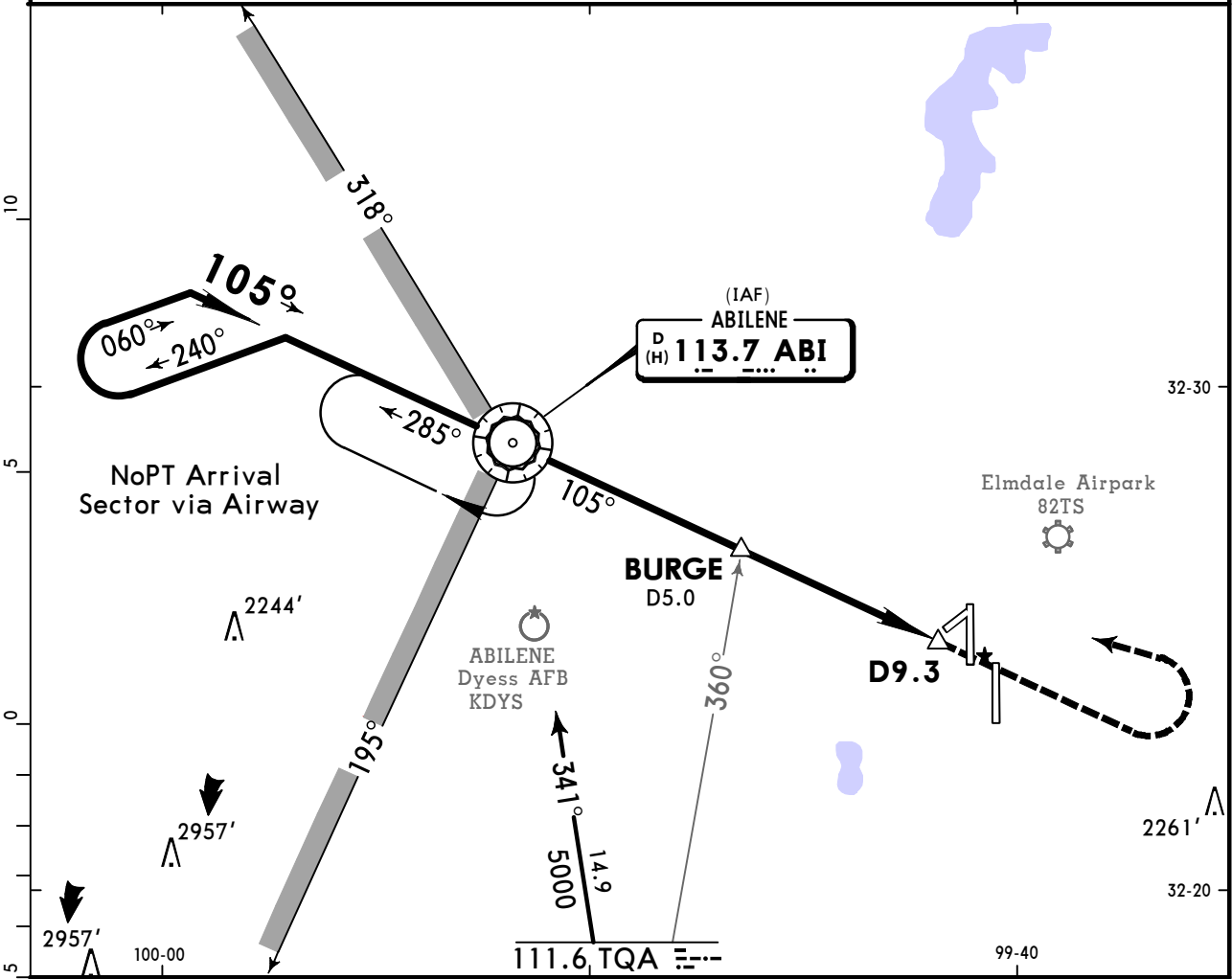
**1** RVR 18 with Flight Director or Autopilot or HUD to DA.  
CHANGES: Chart re-indexed, Rwy 4/22 deleted. © JEPPESSEN, 2001, 2021. ALL RIGHTS RESERVED.

# KABI/ABI ABILENE REGL

**JEPPESSEN**  
17 APR 20 (13-1)

# ABILENE, TEXAS VOR OR GPS-A

BRIEFING STRIP™	ATIS	ABILENE Approach (R) West East		ABILENE Tower	Ground
	118.25	127.2	125.0	120.1	121.7
	VOR ABI <b>113.7</b>	Final Apch Crs <b>105°</b>	<b>BURGE</b> <b>4000'</b> (2209')	MDA(H) Refer to Minimums	Apt Elev 1791'
<b>MISSED APCH:</b> Climb to 3000', then climbing LEFT turn to 5000' direct ABI VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000'	5000'	-D→	ABI <b>113.7</b>
MAP at D9.3 or BURGE to MAP	4.3	3:41	2:52	2:35	2:09	1:51		1:37	↑		

**CIRCLE-TO-LAND**

TERPS	A M E N D B		Max Kts	MDA(H)
		A	90	<b>2300'</b> (509') - 1
		B	120	<b>2320'</b> (529') - 1
		C	140	<b>2420'</b> (629') - 1¾
		D	165	<b>2460'</b> (669') - 2

CHANGES: Minimums.

## Chart changes since cycle 23-2021

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ABILENE, TX (ABILENE REGL - KABI)</b>				
REV	AIRPORT	10-9	26 Nov 2021	02 Dec 2021
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	26 Nov 2021	02 Dec 2021
DEL	RADAR-1 ASR RWYS 17R, 35L...	18-1	26 Nov 2021	02 Dec 2021

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KABI

### Chart Change Notices for Country USA

**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

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR 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.

**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.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT