JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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
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: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1159 Z
Sunset: 0129 Z

Runway Information

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

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

Runway: 35L
Length x Width: 7208 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1786 ft
Lighting: Edge, REIL

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: 127.200
Abilene Approach: 125.000
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: 122.600 RCO

KABI/ABI

Apt Elev **1791′**

N32 24.7 W099 40.9

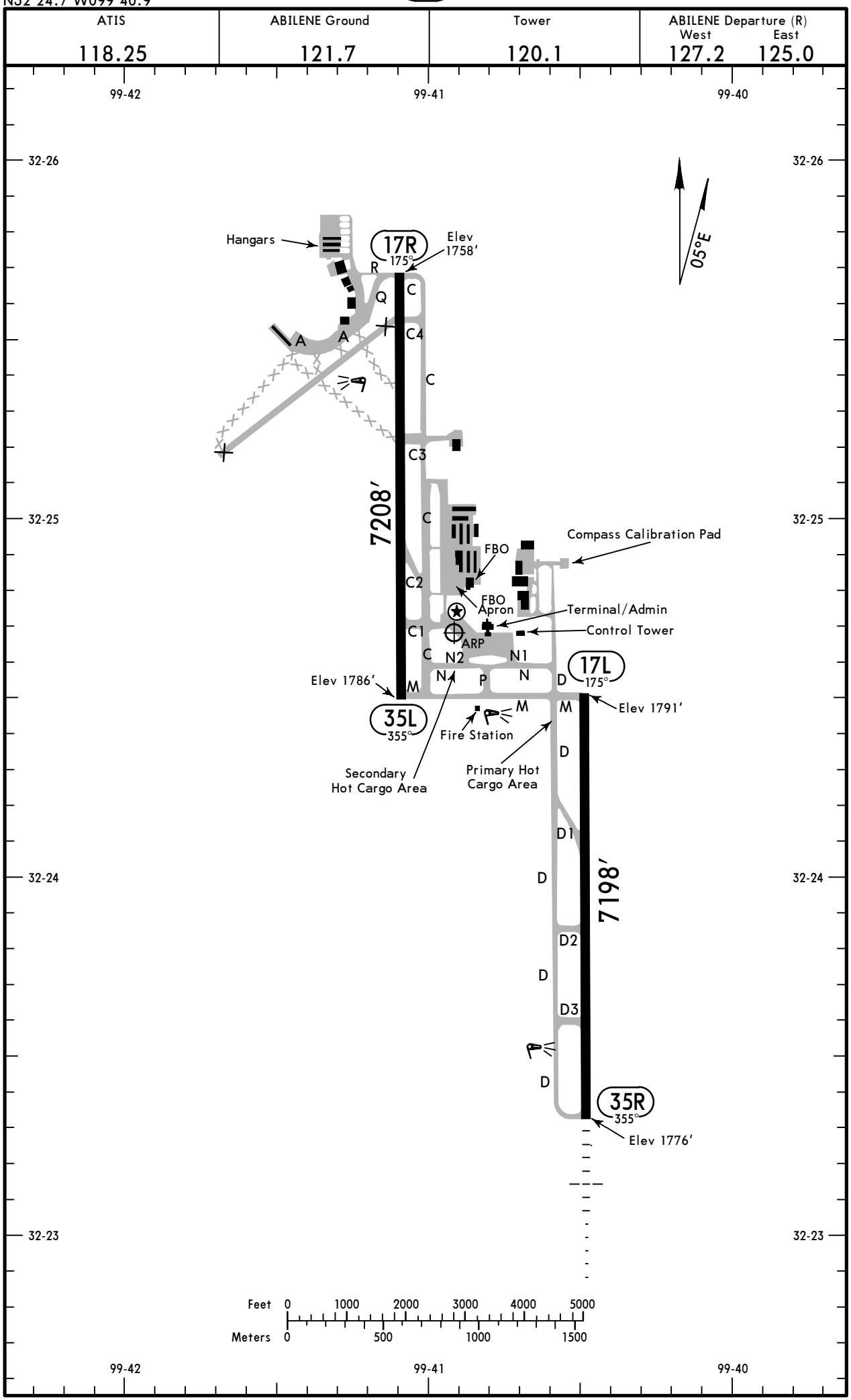
JEPPESEN

28 OCT 22 (10-9) **Eff 3 Nov**

ABILENE, TEXAS

ABILENE REGL

ATIS	ABILENE Ground	Tower	ABILENE Departure (R)	
			West	East
118.25	121.7	120.1	127.2	125.0



CHANGES: Airport diagram.

GENERAL

Uncontrolled airport 2 NM northeast of airport, pattern altitude 2300'.
Rwys 17R, 35R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

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

	ILS Rwy 35R	LOC Rwy 35R RNAV (GPS) Rwy 35R	VOR-A LOC Rwy 17R RNAV (GPS) Rwy 17L
A B C D	600-2	800-2	800-2

AMEND 4A

CHANGES: Notes.

KABI/ABI
ABILENE REGL

JEPPESEN

6 DEC 24 (11-1)

ABILENE, TEXAS
LOC Rwy 17R

ATIS	ABILENE Approach (R) West	ABILENE Approach (R) East	ABILENE Tower	Ground
118.25	127.2	125.0	120.1	121.7

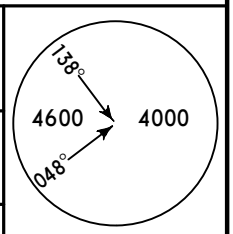
BRIEFING STRIP™

LOC IEMB	Final Apch Crs	HONUN	MDA(H)	Apt Elev 1791′
109.75	175°	3300′ (1529′)	2280′ (509′)	TDZE 1771′

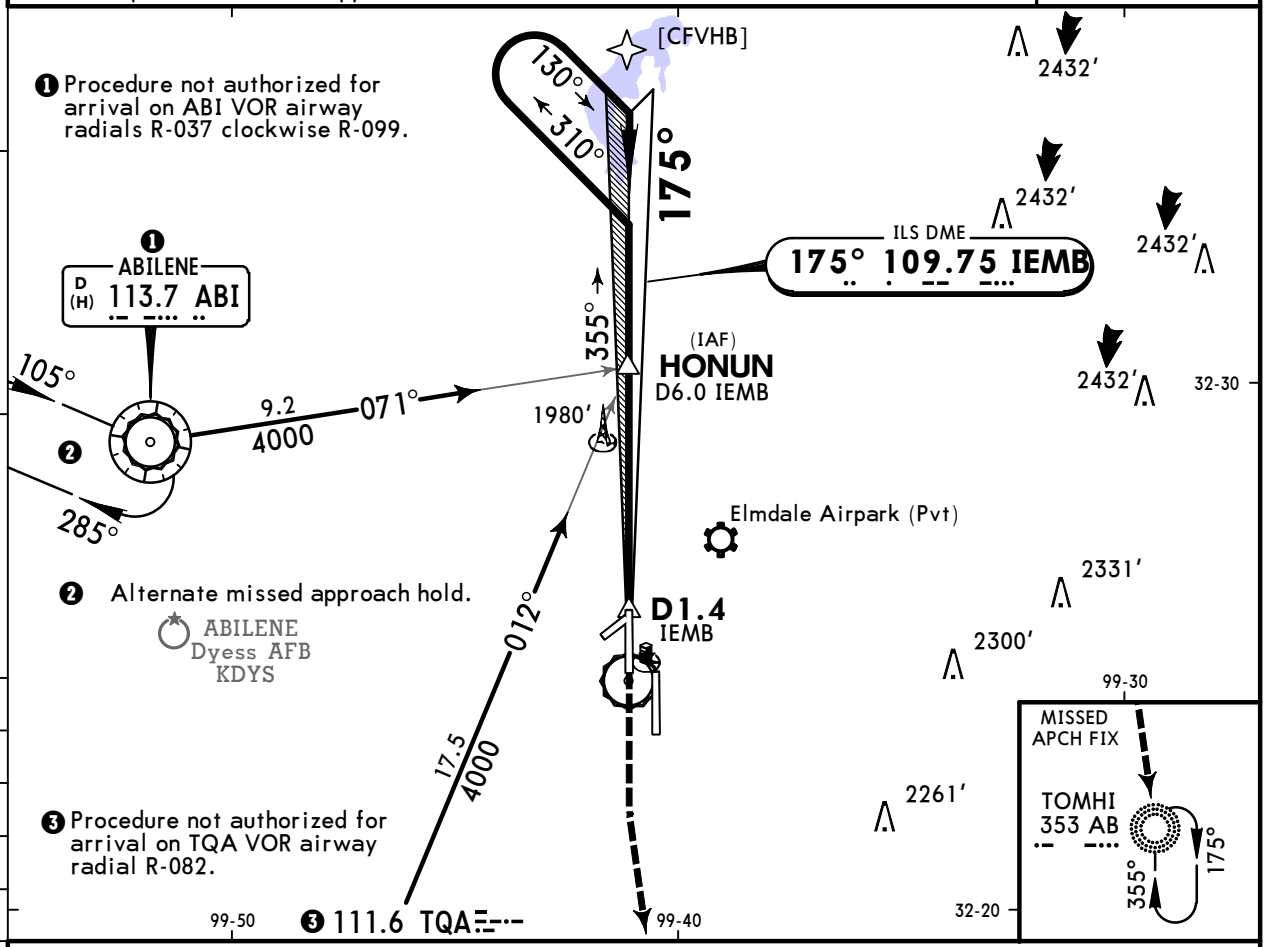
MISSED APCH: Climb to 2800′ then climbing LEFT turn to 4000′ direct TOMHI LOM and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. ADF required for missed approach.



MSA AB LOM

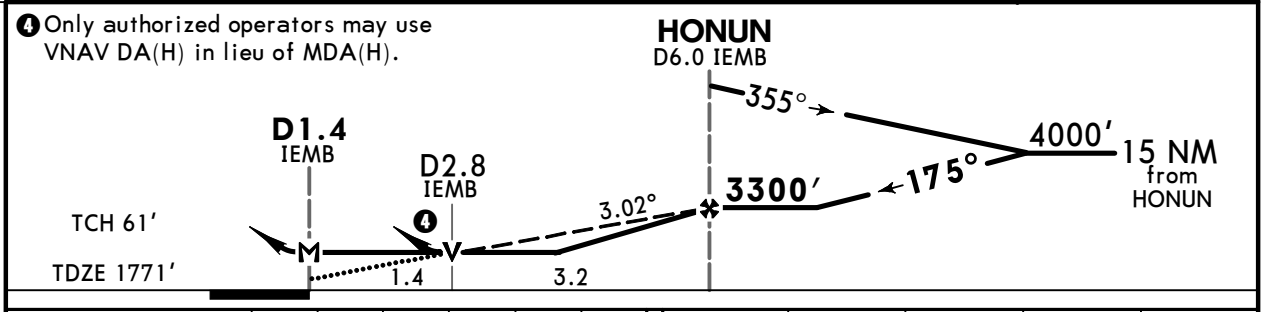


❶ Procedure not authorized for arrival on ABI VOR airway radials R-037 clockwise R-099.

❷ Alternate missed approach hold.

❸ Procedure not authorized for arrival on TQA VOR airway radial R-082.

❹ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



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	1:43

PAPI-L	2800′	4000′ LT	D	AB 353

TERPS STRAIGHT-IN LANDING RWY **17R**

MDA(H) **2280′** (509′)

A	1
B	
C	1⅜
D	

CIRCLE-TO-LAND

Cat	Max Kts	MDA(H)
A	90	2300′(509′) - 1
B	120	2320′(529′) - 1
C	140	2420′(629′) - 1¾
D	165	2460′(669′) - 2

TERPS AMEND 0B 15 AUG 2019

CHANGES: None.

KABI/ABI
ABILENE REGL

JEPPESEN

6 DEC 24 (11-2)

ABILENE, TEXAS
ILS or LOC Rwy 35R

ATIS	ABILENE Approach (R) West	ABILENE Approach (R) East	ABILENE Tower	Ground
118.25	127.2	125.0	120.1	121.7

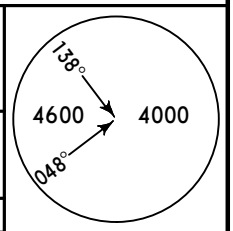
BRIEFING STRIP™

LOC IABI	Final Apch Crs	TOMHI	ILS DA(H)	Apt Elev 1791′
110.3	355°	3573′ (1797′)	1976′ (200′)	TDZE 1776′

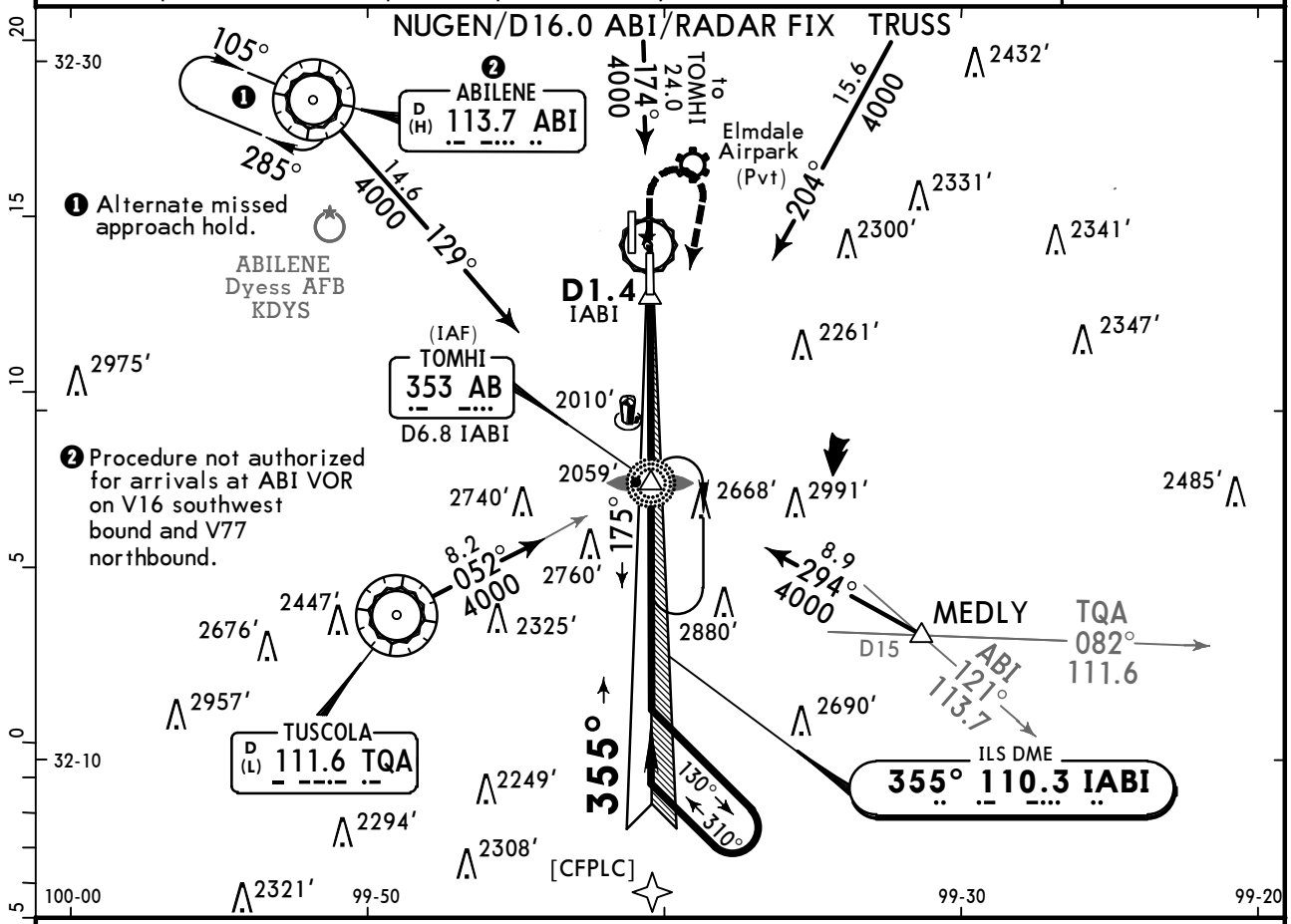
MISSED APCH: Climb to 3300′ then climbing RIGHT turn to 4000′ direct TOMHI LOM/D6.8 IABI and hold.

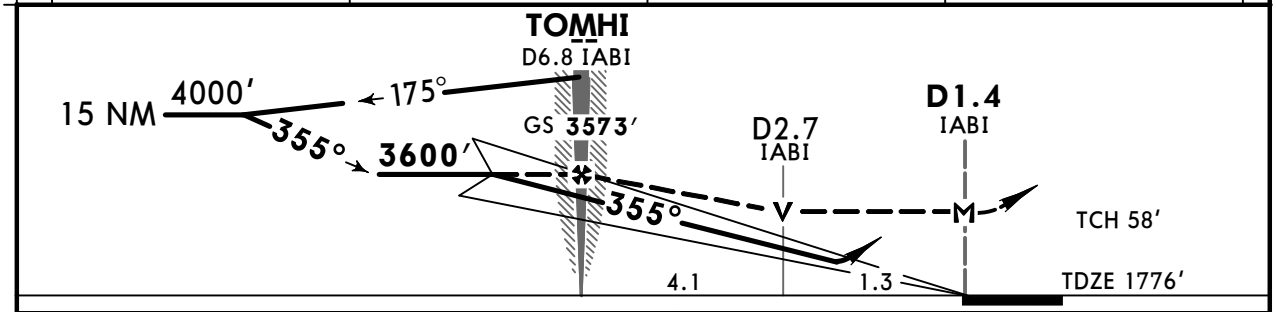
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. ADF required. 2. RADAR required for procedure entry at NUGEN.



MSA AB LOM





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.09°	383	492	547	656	765	875
MAP at D1.4 IABI or TOMHI to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR | 3300′ | 4000′ RT | D | AB 353

TERPS STRAIGHT-IN LANDING RWY **35R**

	ILS DA(H) 1976′ (200′) RAIL/ALS out	LOC (GS out) MDA(H) 2260′ (484′) RAIL/ALS out
A	1 RVR 24 or 1/2	RVR 24 or 1/2 / RVR 50 or 1
B		
C	RVR 40 or 3/4	RVR 50 or 1 / 1 3/8
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2300′ (509′) - 1
120	2320′ (529′) - 1
140	2420′ (629′) - 1 3/4
165	2460′ (669′) - 2

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

TERPS AMEND 7B 10 OCT 2019

CHANGES: Gnd spped box updated, rwy depiction, chart format.

KABI/ABI
ABILENE REGL

JEPPESEN
11 JUN 21 (12-1) Eff 17 Jun

ABILENE, TEXAS
RNAV (GPS) Rwy 17L

BRIEFING STRIP ™

ATIS	ABILENE Approach (R) West	ABILENE Approach (R) East	ABILENE Tower	Ground
118.25	127.2	125.0	120.1	121.7

WAAS	Final Apch Crs	GOFDO	LPV DA(H)	Apt Elev 1791′ / TDZE 1791′
Ch 50317 W-17A	175°	3400′ (1609′)	2041′ (250′)	

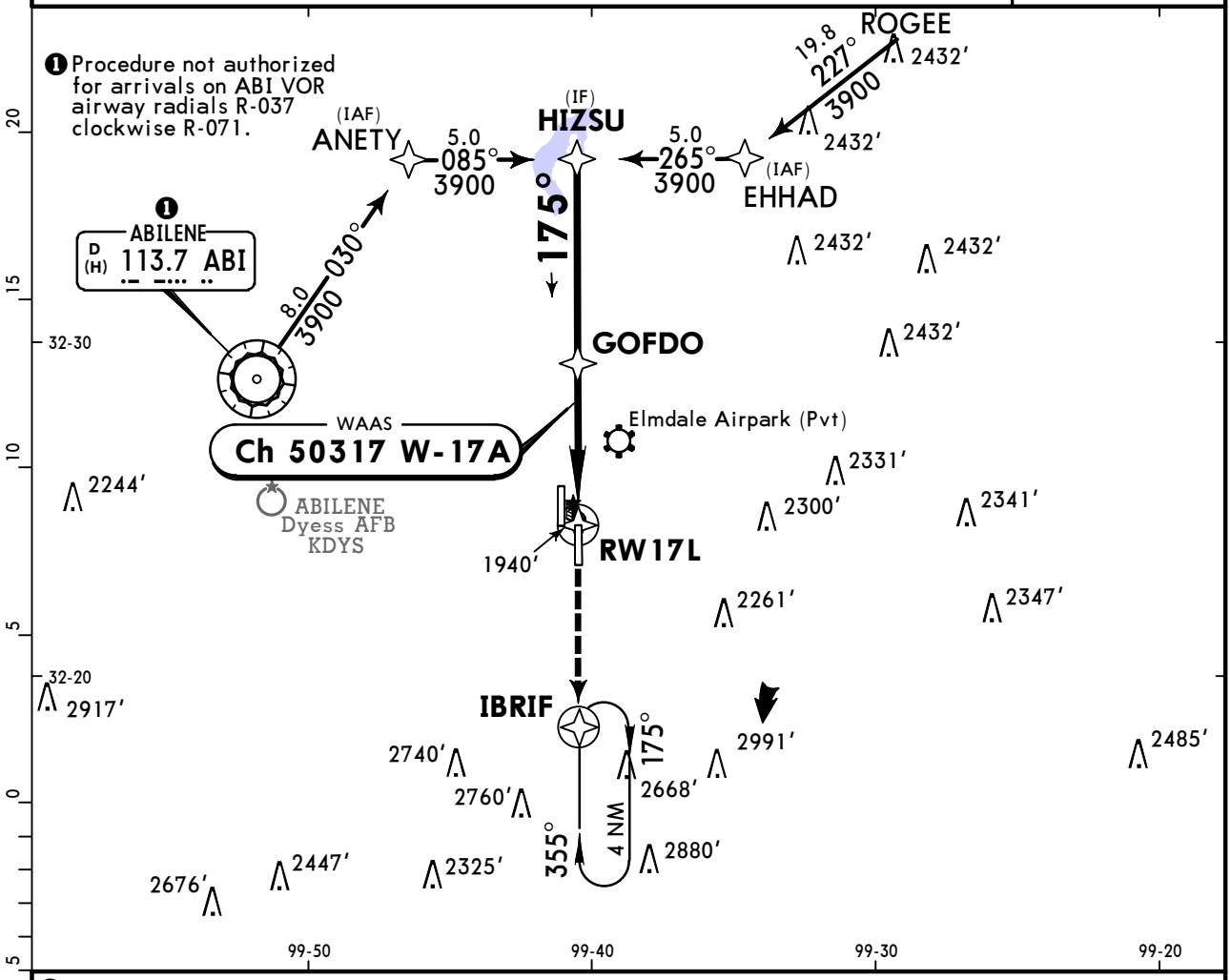
MISSED APCH: Climb to 4000′ direct IBRIF and hold, continue climb-in-hold to 4000′.

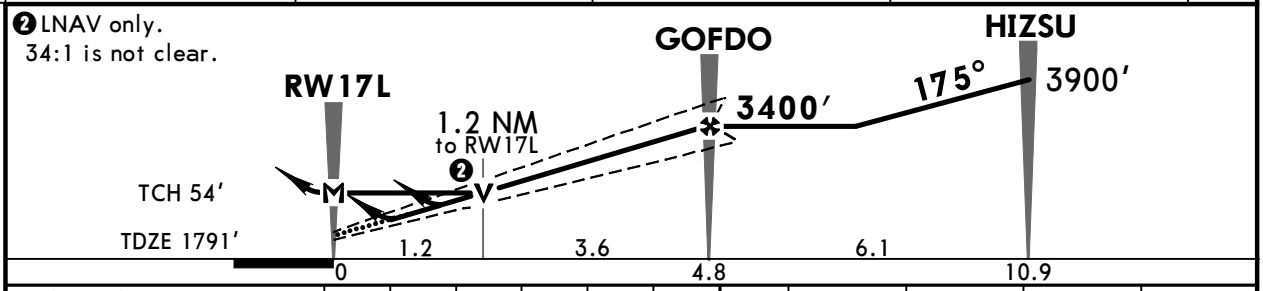
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 45°C.

4600

MSA RW17L





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW17L						

PAPI-L | 4000′ | D | IBRIF

TERPS STRAIGHT-IN LANDING RWY **17L**

	LPV DA(H) 2041′ (250′)	LNAV/VNAV DA(H) 2171′ (380′)	LNAV MDA(H) 2240′ (449′)
A	3/4	1 1/4	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND (C)

Max Kts	MDA(H)
90	2300′ (509′) - 1
120	2320′ (529′) - 1
140	2420′ (629′) - 1 3/4
165	2460′ (669′) - 2

TERPS AMEND 1B 5 JAN 2017

CHANGES: Rwy 4/22 deleted.

KABI/ABI
ABILENE REGL

JEPPESEN
11 JUN 21 (12-2) Eff 17 Jun

ABILENE, TEXAS
RNAV (GPS) Rwy 35R

ATIS	ABILENE Approach (R) West	ABILENE Approach (R) East	ABILENE Tower	Ground
118.25	127.2	125.0	120.1	121.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	IBRIF	LPV DA(H)	Apt Elev 1791′
Ch 97517 W-35A	355°	3400′ (1624′)	1976′ (200′)	TDZE 1776′

MISSED APCH: Climb to 4000′ direct GOFDO and hold, continue climb-in-hold to 4000′.

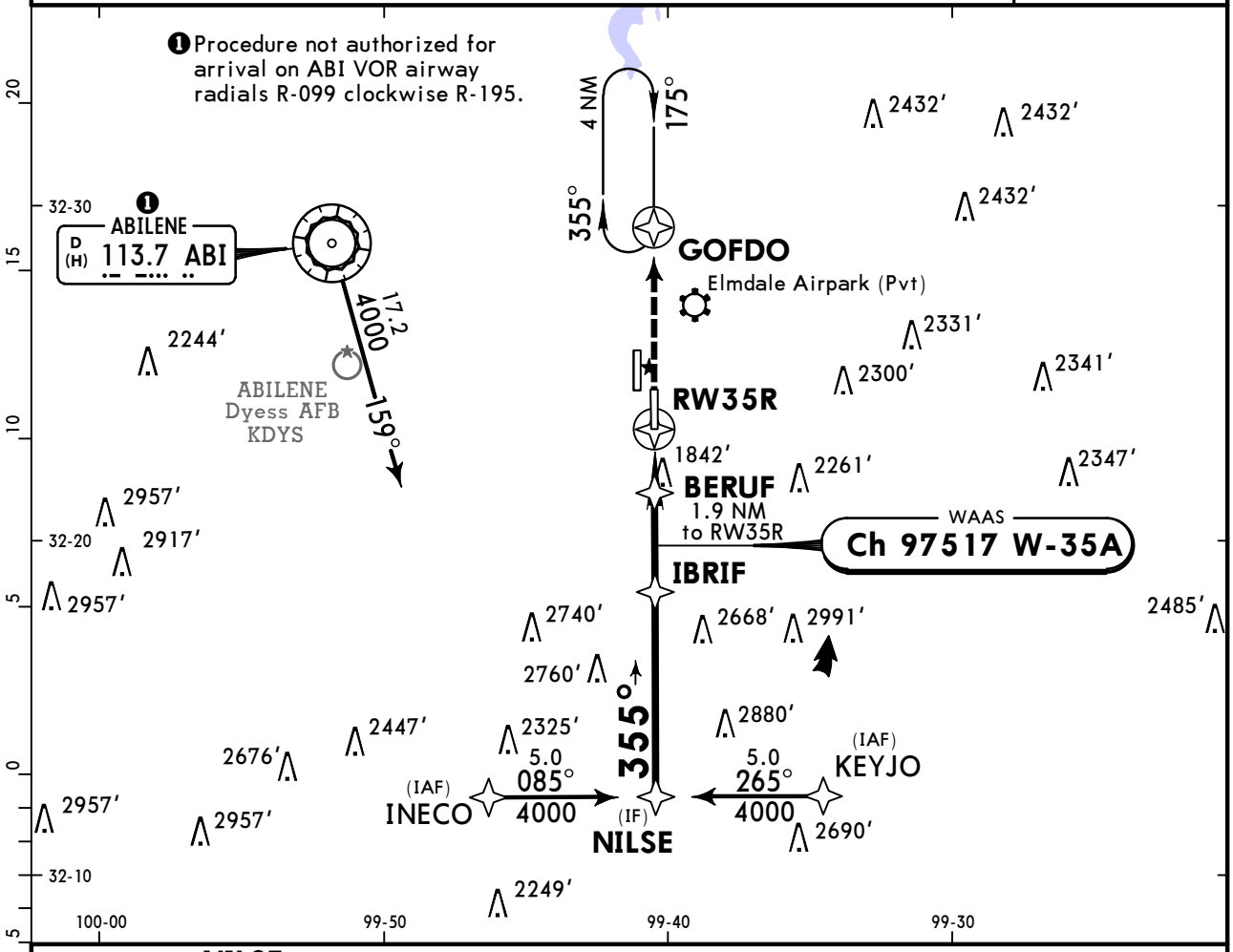
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

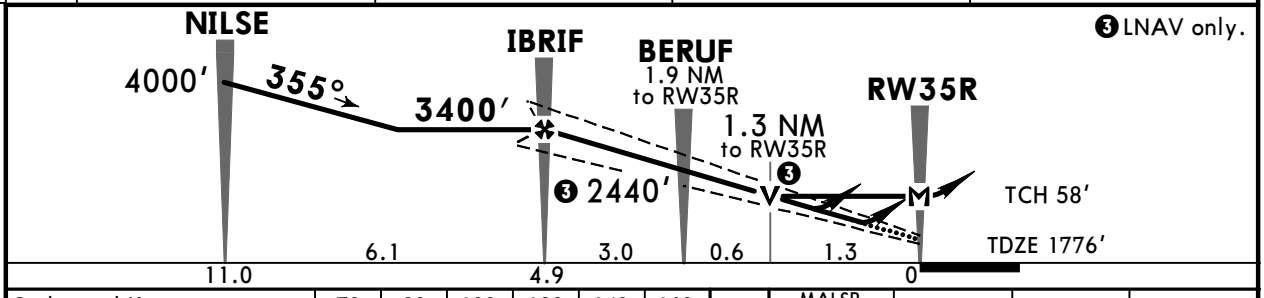
RNP Apch

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 45°C.

4600

MSA RW35R





❸ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW35R						

MALSR | 4000′ | D | GOFDO

TERPS STRAIGHT-IN LANDING RWY 35R — CIRCLE-TO-LAND

	LPV DA(H) 1976′ (200′) RAIL/ALS out	LNAV/VNAV DA(H) 2189′ (413′) RAIL/ALS out	LNAV MDA(H) 2260′ (484′) RAIL/ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾ RVR 60 or 1¼	RVR 24 or ½ RVR 55 or 1
B			
C			RVR 50 or 1 1⅜
D			

Max Kts	MDA(H)
90	2300′ (509′) - 1
120	2320′ (529′) - 1
140	2420′ (629′) - 1¾
165	2460′ (669′) - 2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1C 10 OCT 2019

CHANGES: Chart re-indexed, Rwy 4/22 deleted.

KABI/ABI
ABILENE REGL

JEPPESEN
17 APR 20 (13-1)

ABILENE, TEXAS
VOR OR GPS-A

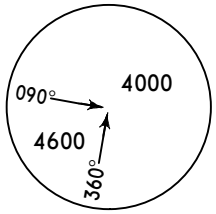
ATIS	ABILENE Approach (R) West	ABILENE Approach (R) East	ABILENE Tower	Ground
118.25	127.2	125.0	120.1	121.7

BRIEFING STRIP™

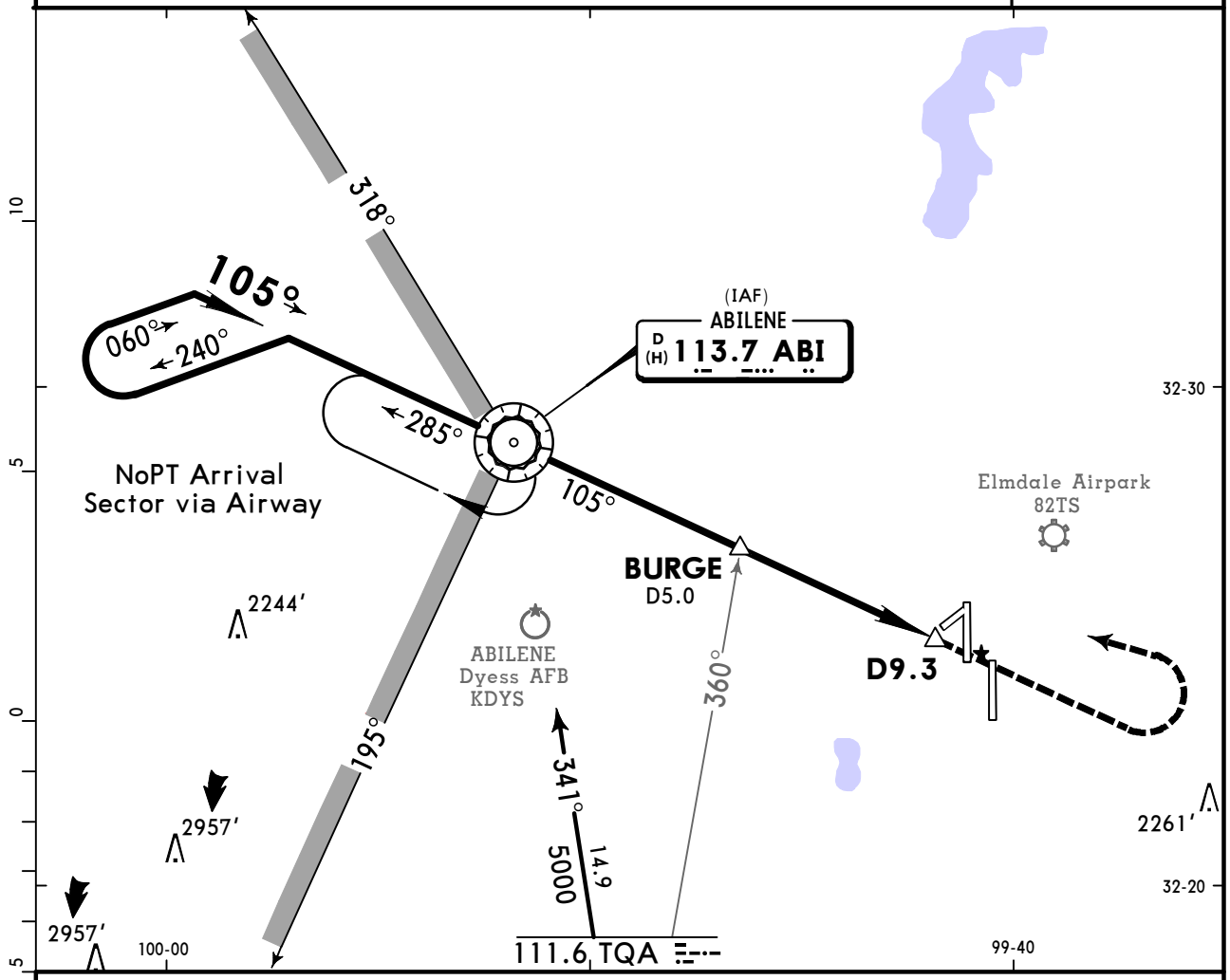
VOR ABI	Final Apch Crs	BURGE	MDA(H) Refer to Minimums	Apt Elev 1791′
113.7	105°	4000′(2209′)		

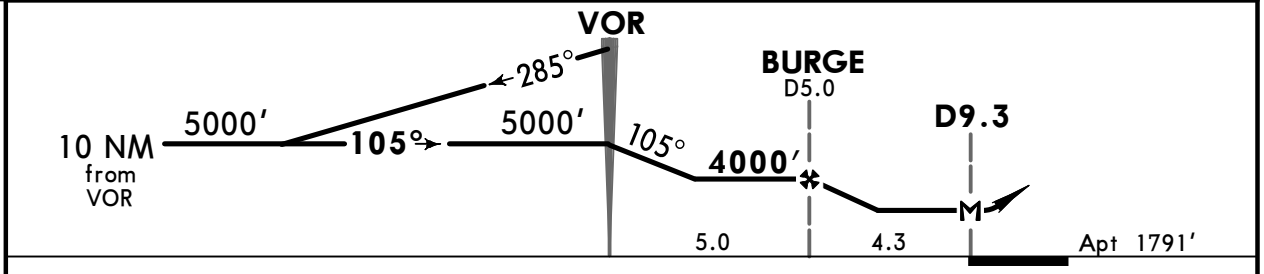
MISSED APCH: Climb to 3000′, then climbing LEFT turn to 5000′ direct ABI VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MSA ABI VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D9.3 or BURGE to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

Lighting - Refer to Airport Chart | 3000′ | 5000′ LT | D | ABI 113.7

CIRCLE-TO-LAND

TERPS AMENDED 8 8

C	Max Kts	MDA(H)
A	90	2300′(509′) -1
B	120	2320′(529′) -1
C	140	2420′(629′) -1¾
D	165	2460′(669′) -2

CHANGES: Minimums.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ABILENE, TX (ABILENE REGL - KABI)

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

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

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.