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Revision Letter For Cycle 05-2025
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General Information

Location: ALBANY GA USA
ICAO/IATA: KABY / ABY
Lat/Long: N31° 32.13', W084° 11.67'
Elevation: 196 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 5.0° W
Sectional Chart: Jacksonville

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

Sunrise: 1059 Z
Sunset: 0026 Z

Runway Information

Runway: 05
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 5200 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 6601 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 192 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 5200 ft x 150 ft
Surface Type: asphalt

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TDZ-Elev: 196 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 133.050
Albany Tower: 120.250 CTAF PCL
Albany Ground: 121.900
Albany UNICOM: 122.950
Macon FSS: 122.600 RCO
Jacksonville ACC: 125.750 Remote Communications Air-Ground

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KABY/ABY

Apt Elev **196′**

N31 32.1 W084 11.7

JEPPESEN

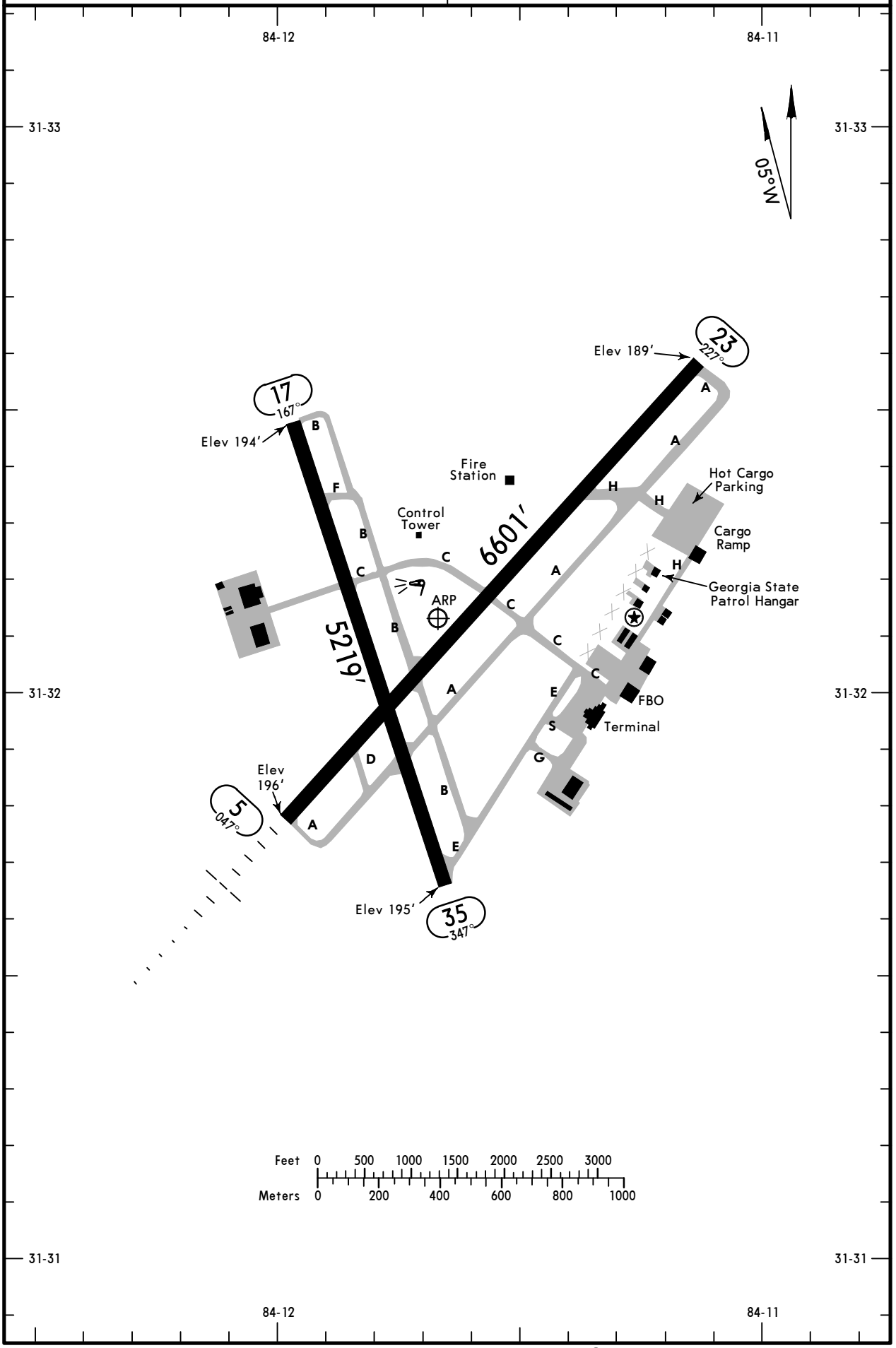
29 MAR 24 (10-9)

ALBANY, GA

SOUTHWEST GEORGIA REGL

ATIS (ASOS when Twr inop)	*ALBANY Ground	*Tower
133.05	121.9	CTAF 120.25

UNICOM 122.95	JACKSONVILLE Center (R)
	125.75



CHANGES: Communications.

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GENERAL

Numerous birds on and within 5 NM of airport Sep-Feb.

Low flying aircraft 3 miles southeast.

Aircraft beyond 3 NM and below 2000′ on approach to Rwy 17 bearing 325°-040° from airport not visible from tower due to trees.

Aircraft greater than 350,000 lbs gross weight are restricted from using Rwy 5/23 except 24 hr PPR, call airport manager.

Personnel and equipment mowing grass adjacent to all runways and taxiways Apr 1-Oct 30.

Closed to unscheduled air carrier operations with more than 30 passenger seats except PPR, call airport manager.

Rwys 5, 17 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 ❶ 23	❷HIRL ❷MALSR ❸PAPI-L (angle 3.0°) RVR ❷HIRL REIL ❷PAPI-L (angle 3.0°)		5451′		148′

❶ Grooved.
❷ Activate on 120.25 when Twr inop.
❸ Unusable beyond 8° right of centerline.

17 35	❹MIRL REIL VASI-L grooved ❹MIRL ❹REIL VASI-L				148′

❹ Activate on 120.25 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 5, 17, 23		Rwy 35		
	Adequate Vis Ref	STD	With Mim climb of 255′/NM to 600′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-2
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwy 5, climb heading 047° to 700′ before turning left.

Rwy 35, climb heading 347° to 700′ before turning right.

TAKE-OFF OBSTACLE NOTES

Rwy 5, trees and tank beginning 913′ from DER, 383′ left of centerline, up to 127′ AGL/329′ MSL. Trees beginning 1985′ from DER, 797′ right of centerline, up to 79′ AGL/275′ MSL.

Rwy 17, trees beginning 1044′ from DER, 310′ left of centerline, up to 59′ AGL/253′ MSL. Trees beginning 1977′ from DER, 81′ right of centerline, up to 92′ AGL/286′ MSL.

Rwy 23, tree 1461′ from DER, 793′ left of centerline, 81′ AGL/250′ MSL. Pole 1093′ from DER, 731′ left of centerline, 61′ AGL/230′ MSL.

Rwy 35, trees beginning 426′ from DER, 14′ left of centerline, up to 82′ AGL/277′ MSL. Trees beginning 477′ from DER, 14′ right of centerline, up to 58′ AGL/253′ MSL.

FOR FILING AS ALTERNATE

	Authorized Only When Tower Operating ILS Rwy 5	LOC Rwy 5	VOR Rwy 17 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 35
A	600-2	800-2	800-2
B			
C		800-2 1/4	800-2 1/4
D		800-2 1/2	800-2 1/2

ORIG B

CHANGES: Format.

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KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN

29 MAR 24 (11-1)

ALBANY, GA
ILS or LOC Rwy 5

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

LOC IABY	Final Apch Crs	FOLKA	ILS DA(H)	Apt Elev 196′ TDZE 196′
108.5	047°	2200′(2004′)	396′(200′)	

MISSED APCH: Climb to 1000′ then climbing LEFT turn to 3000′ direct PZD VOR/DME and hold.

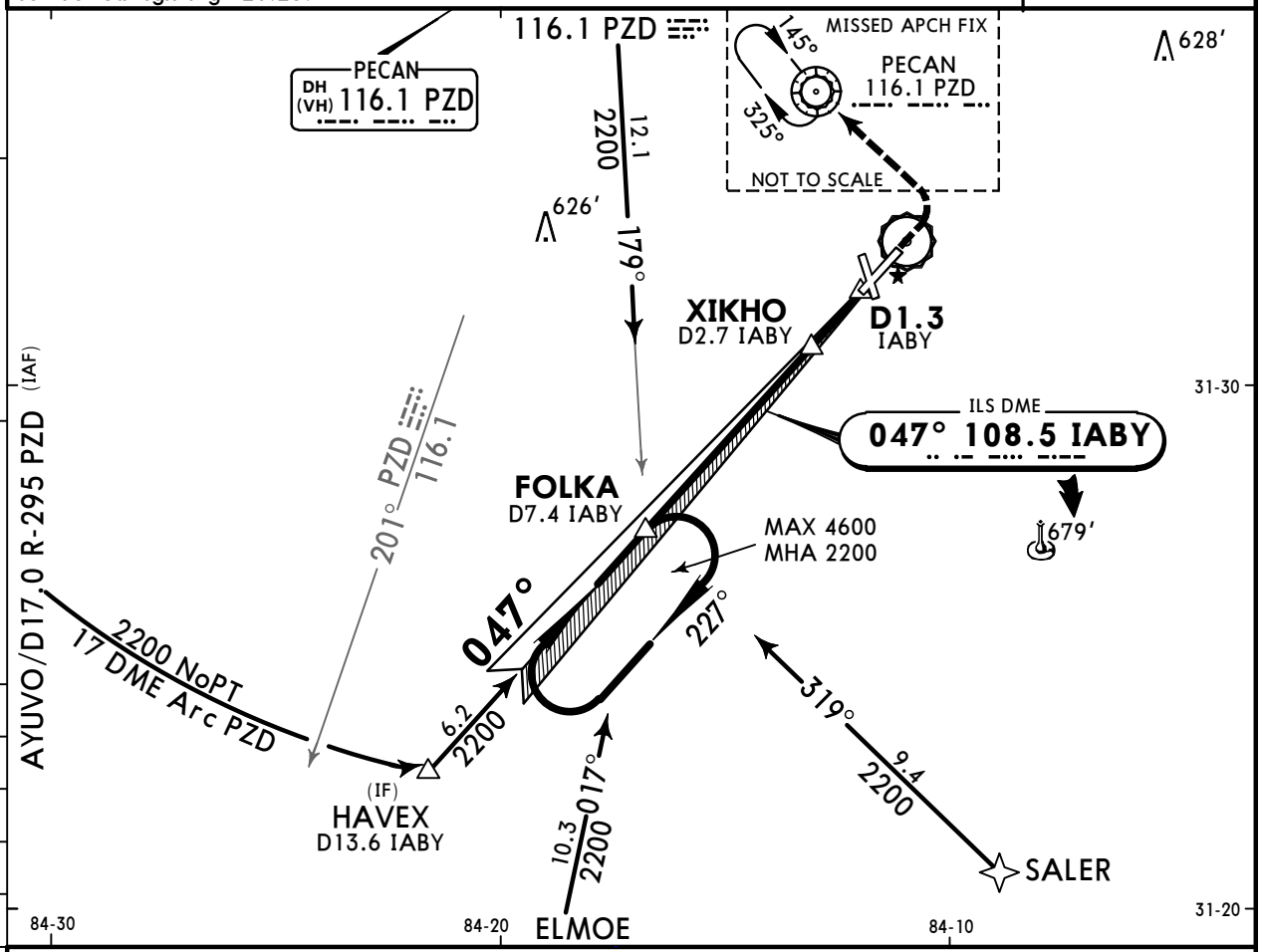
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

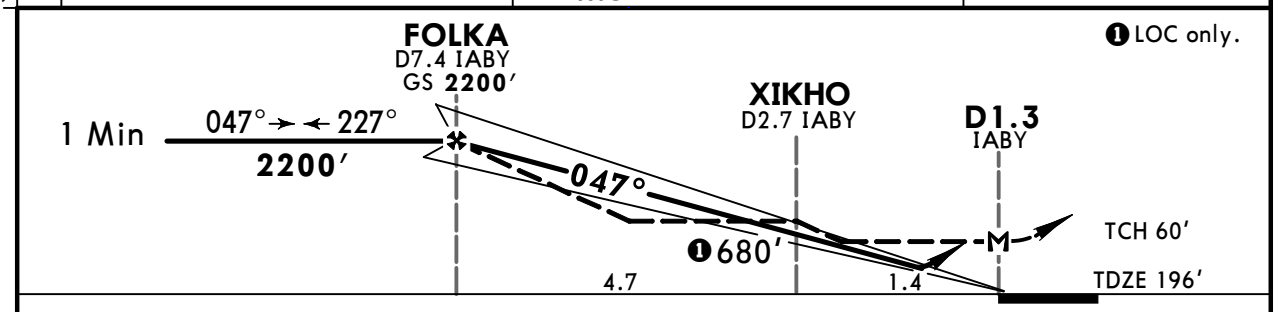
From ELMOE and SALER: RNAV-1 GPS required.

1. VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 55′). 2. Pilot controlled lighting 120.25.

2600

MSA PZD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 IABY or FOLKA to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR PAPI 1000′ 3000′ LT D PZD 116.1

TERPS STRAIGHT-IN LANDING RWY5

	ILS DA(H) 396′(200′) RAIL/ALS out		LOC (GS out) MDA(H) 560′(364′) ❶ With XIKHO RAIL/ALS out		LOC (GS out) MDA(H) 680′ (484′) Without XIKHO RAIL/ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B						
C			RVR 35 or 5/8	RVR 55 or 1	RVR 50 or 1	1 3/8
D						

CIRCLE-TO-LAND

Ⓒ Max Kts	❶ With XIKHO MDA(H)	Without XIKHO MDA(H)
90	640′(444′) -1	680′(484′) -1
120	660′(464′) -1	
140	940′(744′) -2¼	940′(744′) -2¼
165	940′(744′) -2½	940′(744′) -2½

❶ DME required.

TERPS AMEND 13B 26 MAR 2020

CHANGES: Communications, PZD VOR service volume, format.

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KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 29 MAR 24 (12-1)

ALBANY, GA
RNAV (GPS) Rwy 5

ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

BRIEFING STRIP ™

WAAS	Final Apch Crs	ZITIR	LPV DA(H)	Apt Elev 196′ TDZE 196′
Ch 78000 W-05A	047°	2200′(2004′)	396′(200′)	

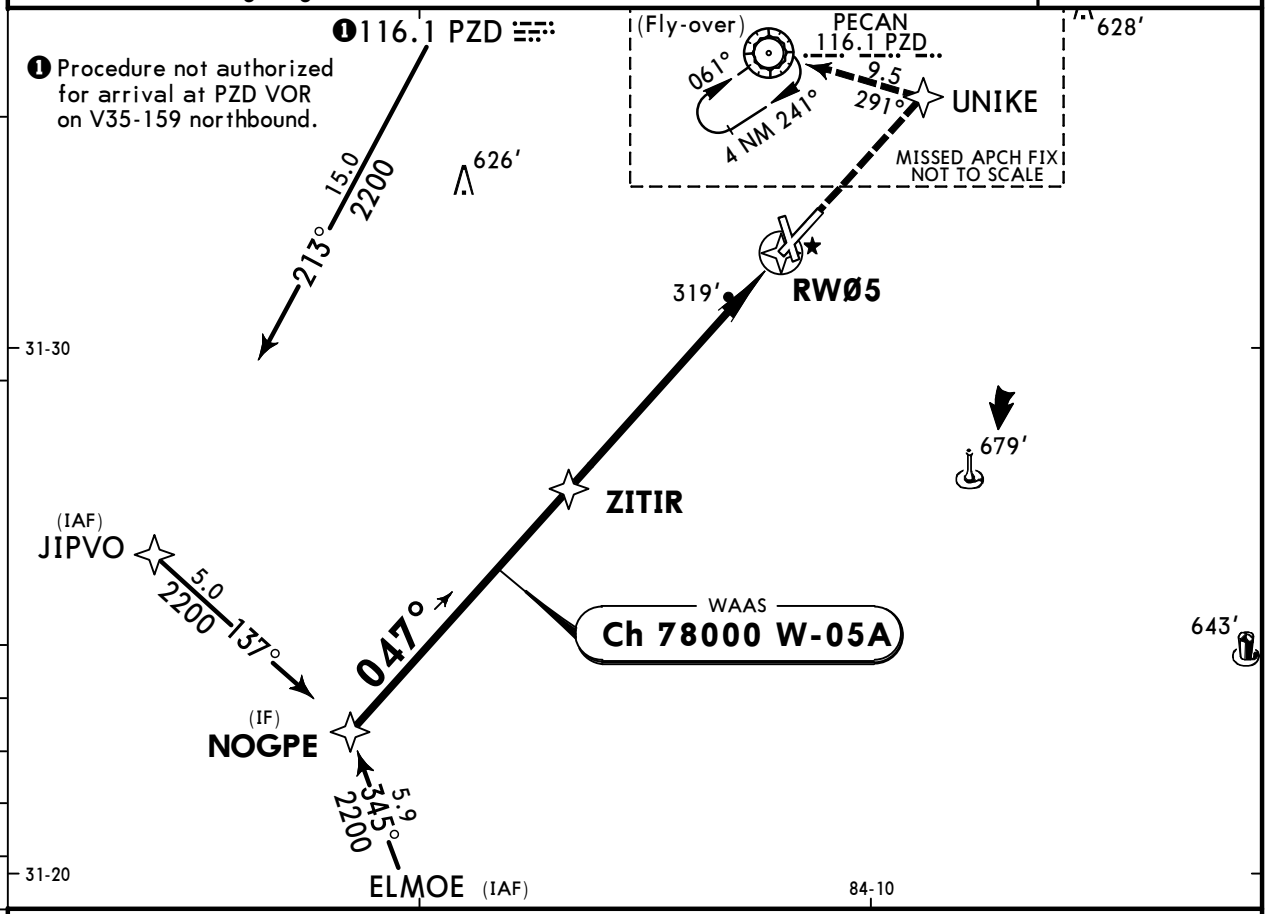
MISSED APCH: Climb to 2000′ direct UNIKE and LEFT turn on track 291° to PZD VOR and hold.

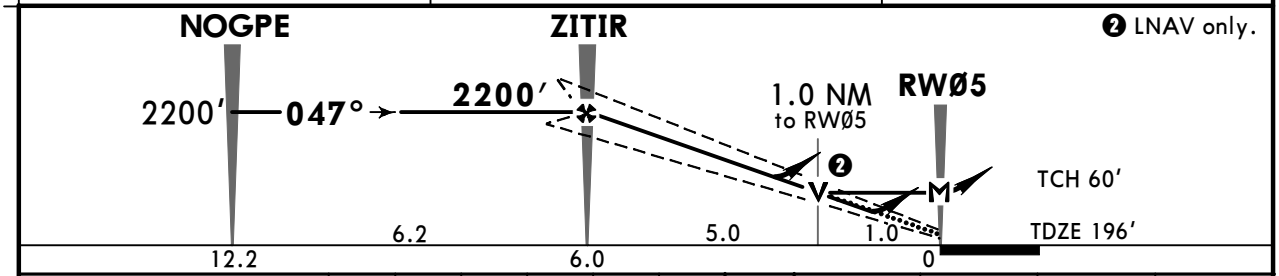
RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 55′). 3. Pilot controlled lighting 120.25.

2600

MSA RWØ5





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ5							

MALSR PAPI 2000′ UNIKE

TERPS STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 396′(200′)		LNAV/VNAV DA(H) 635′(439′)		LNAV MDA(H) 580′(384′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	RVR 60 or 1¼
D						

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

CIRCLE-TO-LAND

Ⓒ Max Kts	MDA(H)
90	640′(444′)-1
120	660′(464′)-1
140	940′(744′)-2¼
165	940′(744′)-2½

TERPS AMEND 1D 26 MAR 2020

CHANGES: Communications, format.

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KABY/ABY
SOUTHWEST GEORGIA REGL 29 MAR 24 (12-2)

JEPPESEN

ALBANY, GA
RNAV (GPS) Rwy 17

ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

WAAS	Final Apch Crs	ZOTIG	LPV DA(H)	Apt Elev 196′ TDZE 196′
Ch 48815 W-17A	167°	2000′ (1804′)	534′ (338′)	

MISSED APCH: Climb to 3000′ direct TUPGE and on track 226° to ELMOE and hold.

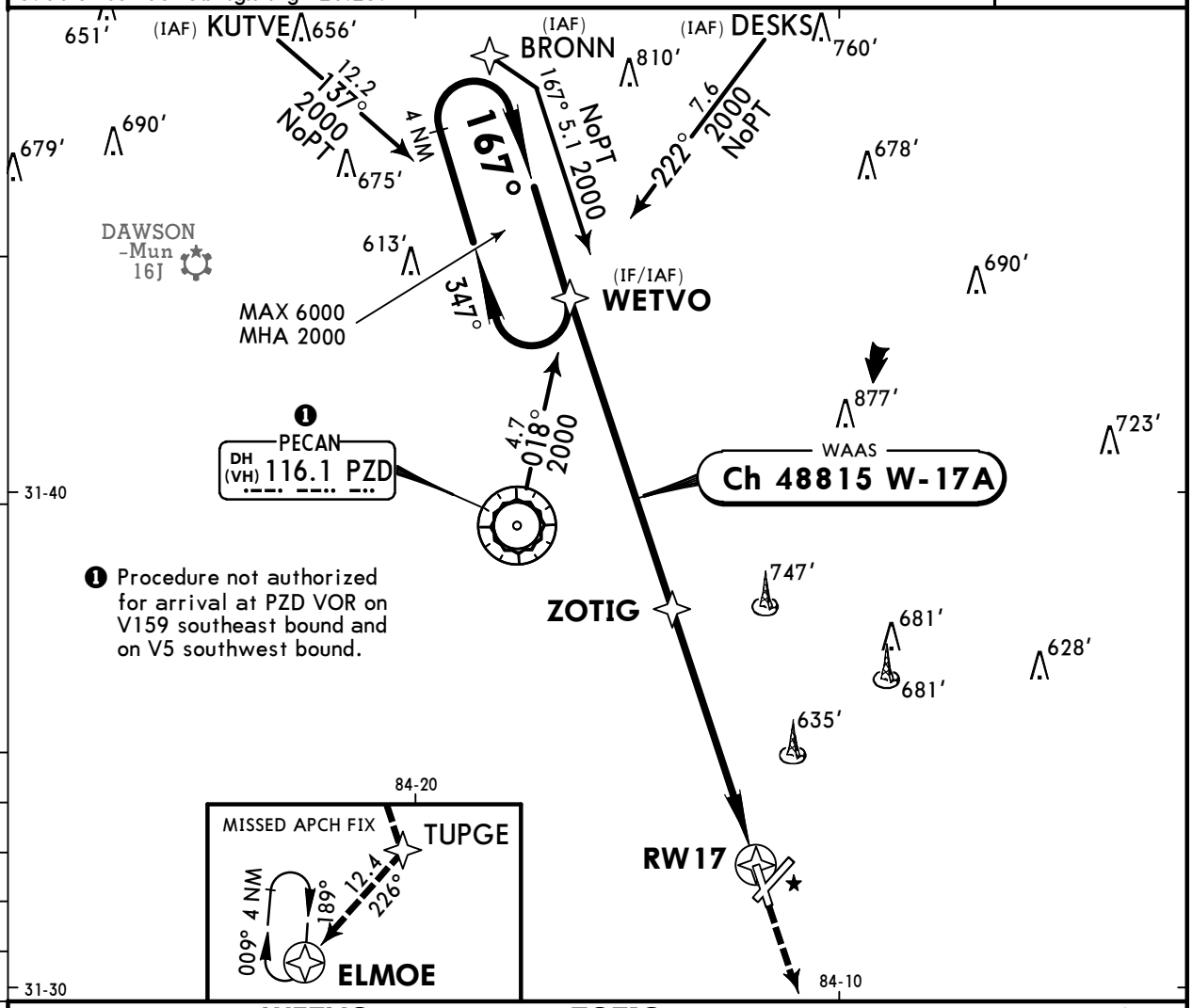
RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

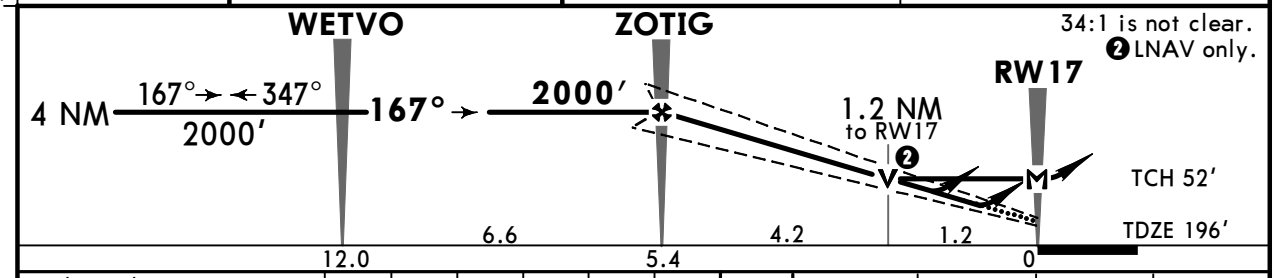
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C. 2. Rwy 17 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 120.25.

2600

MSA RW17

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW17							

REIL VASI-L | 3000′ | D | TUPGE

TERPS STRAIGHT-IN LANDING RWY 17

	LPV DA(H) 534′ (338′)	LNAV/VNAV DA(H) 603′ (407′)	LNAV MDA(H) 640′ (444′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (444′) - 1
120	660′ (464′) - 1
140	940′ (744′) - 2¼
165	940′ (744′) - 2½

TERPS AMEND 1C 26 MAR 2020

CHANGES: Communications, PZD VOR service volume, format.

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KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 29 MAR 24 (12-3)

ALBANY, GA
RNAV (GPS) Rwy 23

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

WAAS	Final Apch Crs	UNIKE	LPV DA(H)	Apt Elev 196′ TDZE 192′
Ch 53613 W-23A	227°	2000′(1808′)	531′(339′)	

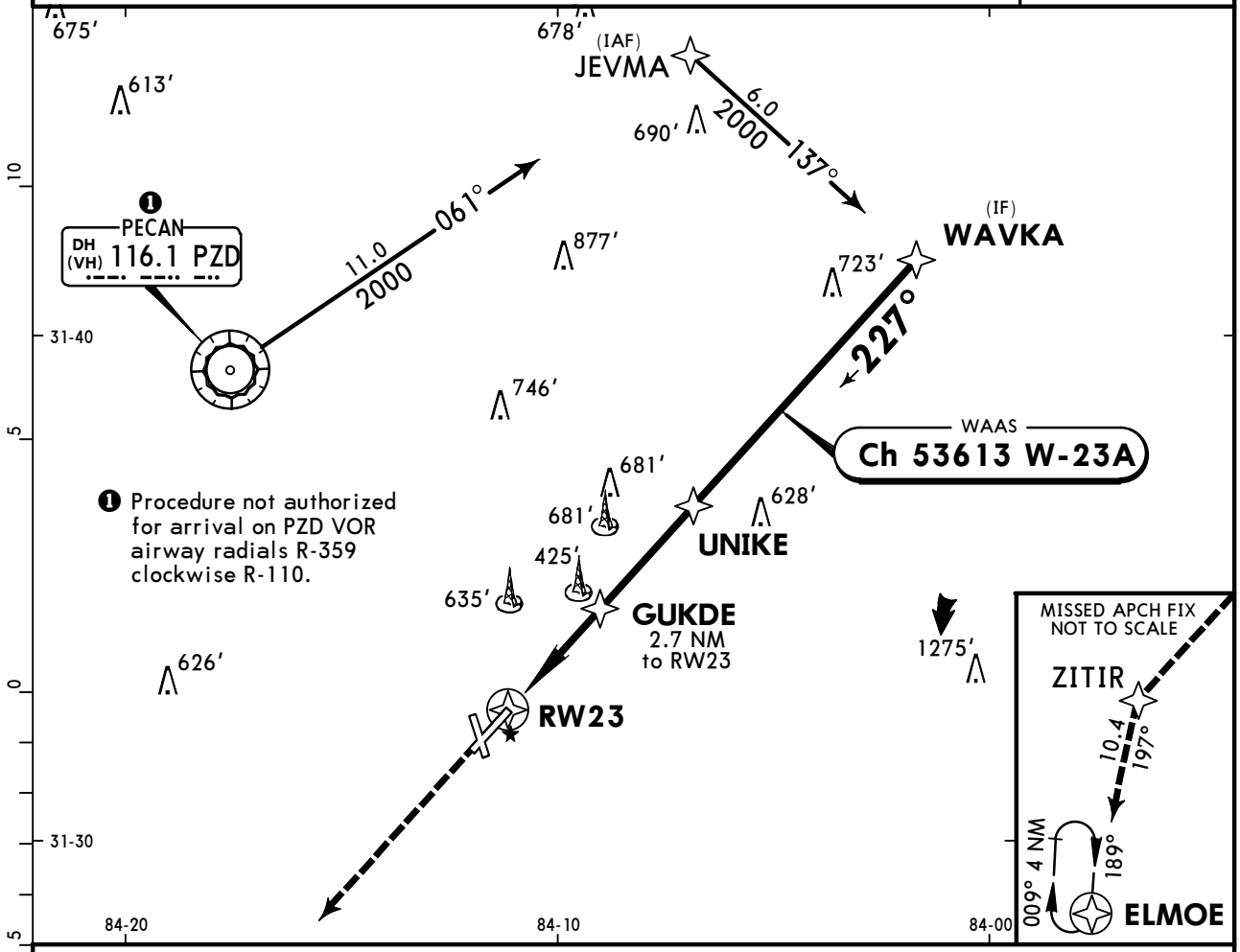
MISSED APCH: Climb to 3000′ direct ZITIR and on track 197° to ELMOE and hold.

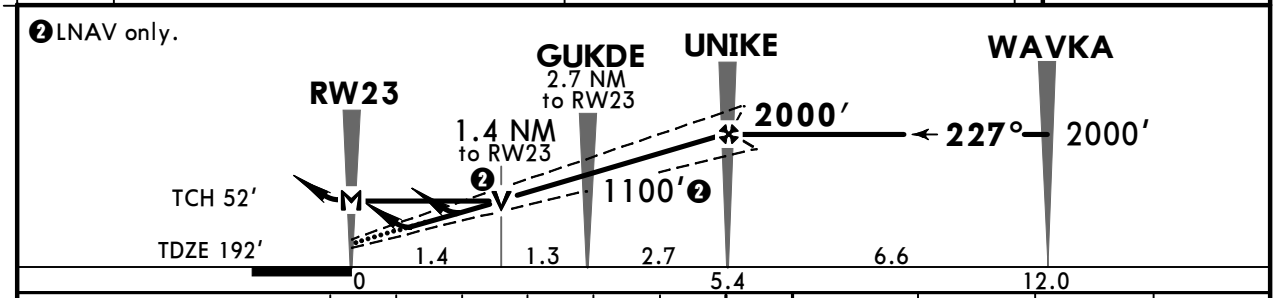
RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C. 2. Pilot controlled lighting 120.25.

2600

MSA RW23





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23							

REIL
PAPI-L

3000′

D

ZITIR

TERPS STRAIGHT-IN LANDING RWY **23**

	LPV DA(H) 531′(339′)	LNAV/VNAV DA(H) 611′(419′)	LNAV MDA(H) 680′(488′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′(484′) -1
120	
140	940′(744′) -2¼
165	940′(744′) - 2½

TERPS AMEND 1C 26 MAR 2020

CHANGES: Communications.

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KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN 29 MAR 24 (12-4)

ALBANY, GA
RNAV (GPS) Rwy 35

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

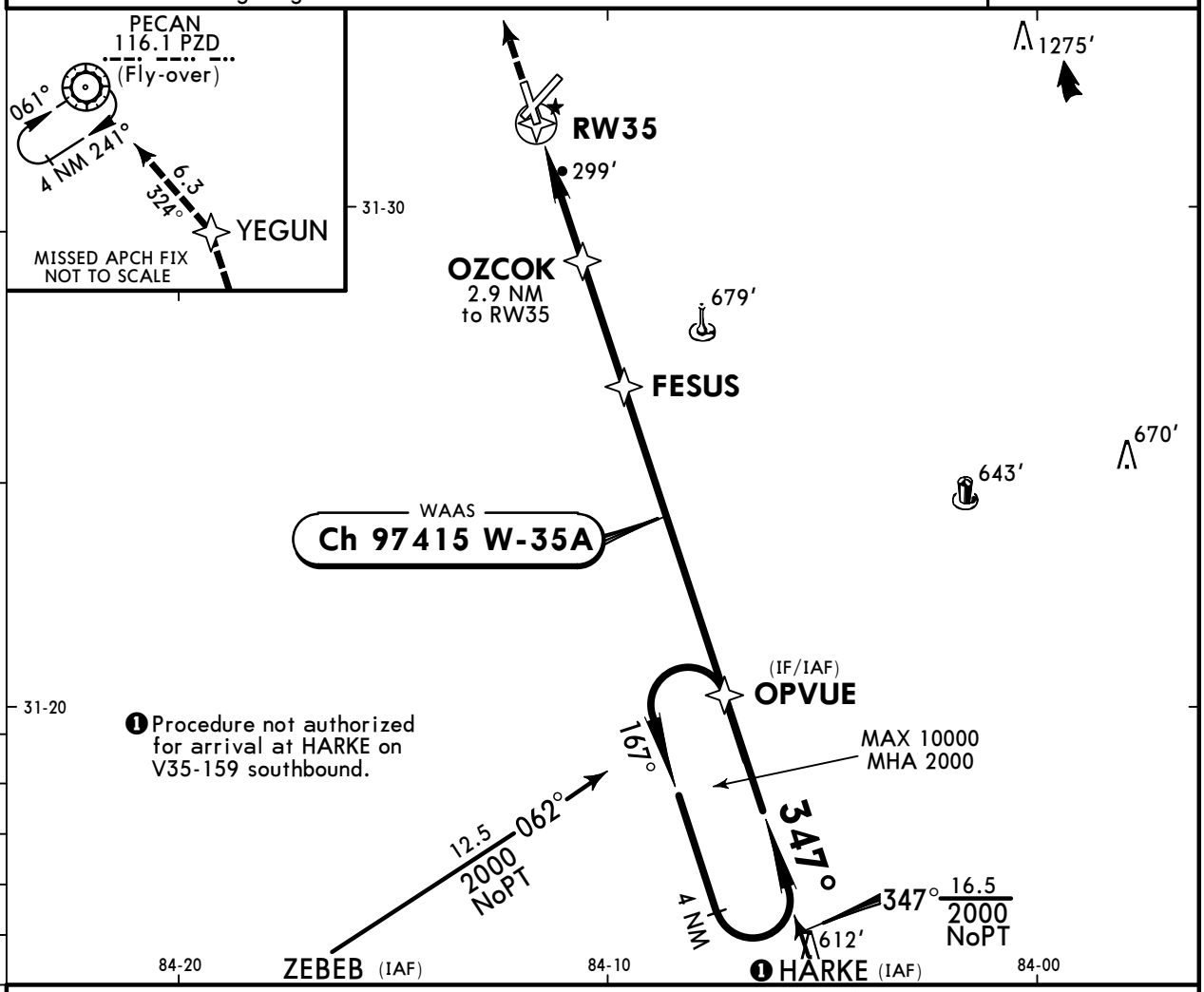
WAAS	Final Apch Crs	FESUS	LNAV/VNAV DA(H)	Apt Elev 196′ TDZE 196′
Ch 97415 W-35A	347°	2000′(1804′)	475′(279′)	

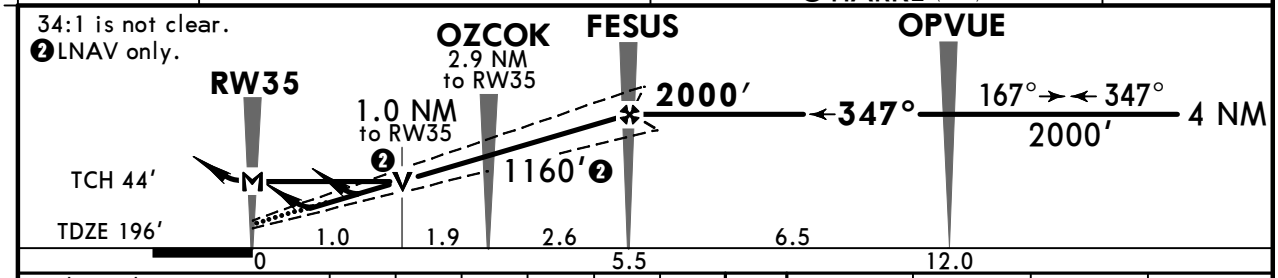
MISSED APCH: Climb to 2000′ direct YEGUN and on track 324° to PZD VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C. 2. Rwy 35 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 120.25.

2600
MSA RW35





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW35							

REIL
VASI-L
2000′
YEGUN

TERPS STRAIGHT-IN LANDING RWY 35

	LPV DA(H) 495′(299′)	LNAV/VNAV DA(H) 475′(279′)	LNAV MDA(H) 560′(364′)
A	1	1	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(444′)-1
120	660′(464′)-1
140	940′(744′)-2¼
165	940′(744′)-2½

TERPS AMEND 2C 26 MAR 2020

CHANGES: Communications, format.

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KABY/ABY
SOUTHWEST GEORGIA REGL

JEPPESEN

28 FEB 25 (13-1)

ALBANY, GA
VOR Rwy 17

BRIEFING STRIP™

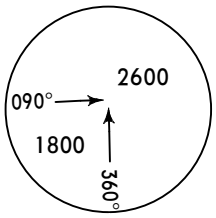
ATIS (ASOS when Twr inop)	JACKSONVILLE Center (R)	*ALBANY Tower	*Ground
133.05	125.75	CTAF 120.25	121.9

VOR PZD	Final Apch Crs	VOR	MDA(H) (CONDITIONAL)	Apt Elev 196′ TDZE 196′
116.1	147°	2000′ (1804′)	640′ (444′)	

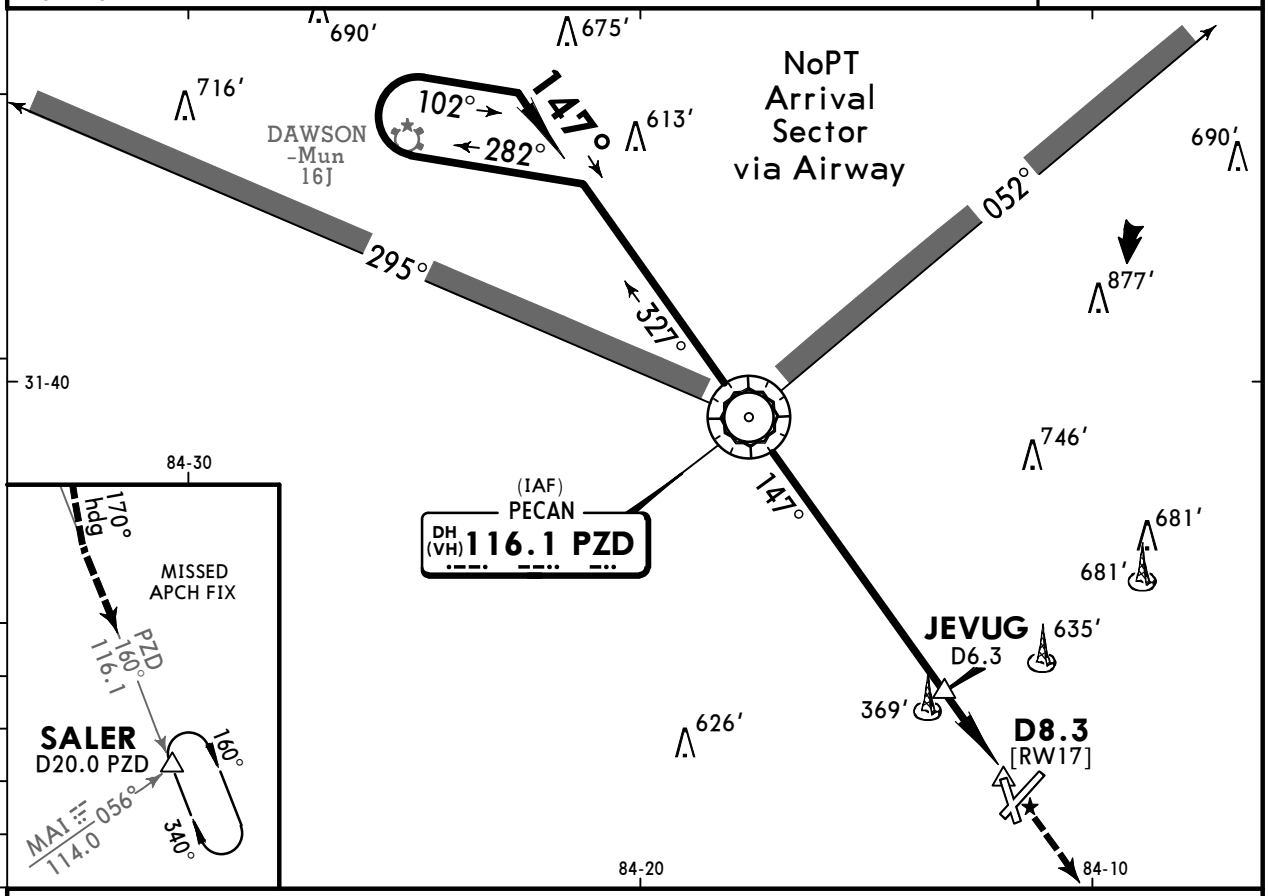
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 3000′ on heading 170° and outbound on PZD VOR R-160 to SALER INT/D20.0 PZD and hold.

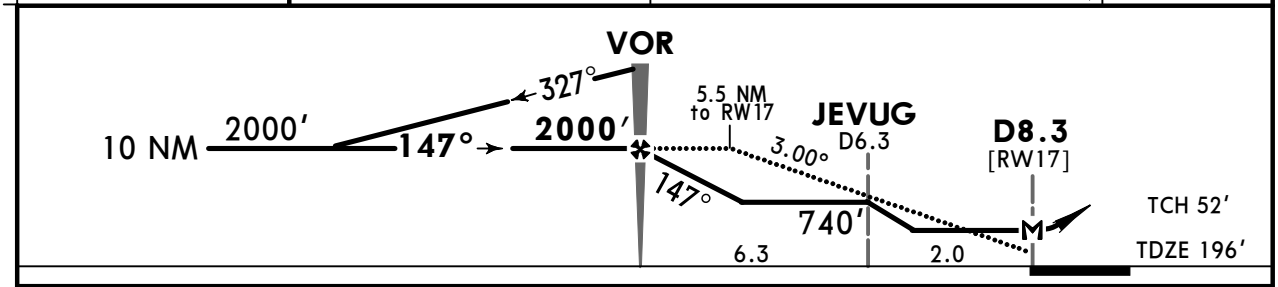
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Rwy 17 helicopter visibility reduction below 3/4 SM not authorized. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 49′). 3. Pilot controlled lighting 120.25.



MSA PZD VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D8.3 or VOR to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

REIL
VASI-L

1000′ ↑

3000′ ↱ RT on 170° hdg and PZD 116.1 R-160

TERPS STRAIGHT-IN LANDING RWY 17

	With JEVUG MDA(H) 640′ (444′)	Without JEVUG MDA(H) 740′ (544′)
A	1	1
B		
C	1⅜	1⅝
D		

CIRCLE-TO-LAND

Ⓒ Max Kts	With JEVUG MDA(H)	Without JEVUG MDA(H)
90	640′ (444′) -1	740′ (544′) -1
120	660′ (464′) -1	
140	940′ (744′) -2¼	940′ (744′) -2¼
165	940′ (744′) -2½	940′ (744′) -2½

TERPS AMEND 27C 26 MAR 2020

CHANGES: Note.

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Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALBANY, GA (SOUTHWEST GEORGIA REGL - KABY)				
REV	VOR RWY 17	13-1	28 Feb 2025	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KABY

Type: Terminal
Effectivity: Permanent
Begin Date: 20250228
End Date: No end date

(10-9A) Runways 5-23 and 17-35 width increased to 150'.

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.