

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
ABI	VOR-A	9	ABILENE	TX		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1791		VOR OR GPS-A	8B	04/23/2020	10E	1965
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	ROUTINE	
ABI						

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
TQA VOR/DME		ABI VORTAC					340.85	14.90	5000
ABI VORTAC	IF	BURGE INT/ABI 5.00 DME					104.97	5.00	4000

MISSED APPROACH

MAP:

4.30 NM AFTER BURGE INT/ABI 5.00 DME OR AT CAKRO INT/ABI 9.30 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3400 THEN CLIMBING LEFT TURN TO 5000 DIRECT ABI VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 284.97 OUTBOUND 5000 FT WITHIN 10 MILES OF ABI VORTAC (IAF)
- 2.
3. FAC: 104.97 FAF: BURGE INT/ABI 5.00 DME DIST FAF TO MAP: 4.30 DIST FAF TO THLD:
4. MIN ALT: ABI VORTAC 5000, BURGE INT/ABI 5.00 DME 4000
8. MSA FROM: ABI VORTAC 180-270 4600, 270-180 4000

NOTES:

CHART PLANVIEW NOTE: NOPT FOR ARRIVAL ON ABI VORTAC AIRWAY RADIALS 195 CW 318.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DYS ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART 82TS IN PLANVIEW.
FAC ALIGNED TO CENTER OF AIRPORT.
HOLD W, RT, 105.00 INBOUND.
CHART FAS OBST: 2053 TOWER (48-005617) 322515N/0994355W.
CHART CIRCLING ICON.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
CIRCLING	2320	1	529	2320	1	529	2420	1 3/4	629	2460	2	669			

CHANGES - REASONS

1. PROCEDURE NAME: CHANGED FROM "VOR OR GPS -A" TO "VOR-A" – AFS MEMO OF AUGUST 24TH 2000, REMOVING "OR GPS" FROM PROCEDURE TITLES.
2. TERMINAL ROUTES: LINE 2 COURSE CHANGED FROM "105.00" TO "104.97" – UPDATED EVALUATION RESULTS. NO CHANGE TO CHARTED COURSE.
3. MAP: CHANGED FROM "4.32 NM AFTER BURGE/ABI 5.00 DME OR AT ABI 9.30 DME" TO "4.30 NM AFTER BURGE INT/ABI 5.00 DME OR AT CAKRO INT/ABI 9.30 DME" – IAW 8260.19J,2-10-4A.
4. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3000 THEN CLIMBING LEFT TURN TO 5000 DIRECT ABI VORTAC AND HOLD." TO "CLIMB TO 3400 THEN CLIMBING LEFT TURN TO 5000 DIRECT ABI VORTAC AND HOLD." – CLIMB TO ALTITUDE INCREASE TO NEGATE THE NEED FOR A CIH AT THE CLEARANCE LIMIT.
5. PROFILE: LINE 1 OUTBOUND HEADING CHANGED FROM "285" TO "284.97" – TO MATCH UPDATED COURSE ALIGNMENT. NO CHANGE TO CHARTED HDG.
6. PROFILE: LINE 3 FAC CHANGED FROM "105.00" TO "104.97" - UPDATED EVALUATION RESULTS. NO CHANGE TO CHARTED COURSE.
7. PROFILE: LINE 3 DISTANCE FAF TO MAP CHANGED FROM "4.32" TO "4.30" – MAP MOVED 122' IN THE DIRECTION OF THE FAF TO NEGATE THE NEED FOR A CIH AT THE CLEARANCE LIMIT. NO CHANGE TO CHARTED DISTANCE.
8. PROFILE: LINE 3 DISTANCE FAF TO THLD REMOVED "4.32" – SHOULD BE BLANK FOR CIRCLING ONLY. IAW 8260.19J,8-6-7C.(4)
9. NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DYS ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND VISIBILITY CAT D 1/4 SM." – PREVIOUS PUBLICATION SHOWED 0 FT RASS ADJ, SO NO BACKUP ALTIMETER NOTE WAS PUBLISHED. CALCULATIONS INDICATE A 21 FT RASS ADJ IS REQUIRED ROUNDING UP TO A 40 FT INCREASE IN MDA.
10. ADDITIONAL FLIGHT DATA: FAS OBST NOTE CHANGED FROM "CHART FAS OBST: 2048 BLDG (44-4225) 322640N/0994404W." TO "CHART FAS OBST: 2053 TOWER (48-005617) 322515N/0994355W." – NEW CONTROLLING OBSTACLE IN FINAL SEGMENT.
11. MINIMUMS: CIRCLING CAT A CHANGED FROM "MDA 2300/HAA 509" TO "MDA 2320/HAA 529" – NEW CONTROLLING OBSTACLE IN FAS. ISSUED NOTAM: FDC 5/5122.
12. ALTERNATE MINIMUMS: ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" - IAW 8260.19J,8-6-12B.(4)
13. INCORPORATED CHANGES FROM PREVIOUS P-NOTAMS INTO THE FORM.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒

OTHER: ZFW ARTCC, ABI ATCT/APP CON, AMGR

FLIGHT CHECKED BY

COLTON CROWDER

Digitally signed by OFFICE
RAKE MCGRAW
Jun 09, 2025
AJF
06/06/2025

DEVELOPED BY

DUSTIN HARDISON

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RAKE MCGRAW
Jun 09, 2025
AJV-A422
02/12/2025

APPROVED BY

RAKE MCGRAW

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RAKE MCGRAW
Jun 09, 2025
AJV-A422
08/07/2025
TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
ABI	VOR-A	9	ABILENE	TX	1791	ABI

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM TQA VOR/DME **TO** ABI VORTAC

<u>RNP</u>	<u>DISTANCE</u> 14.90	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (48-004137)	321659.00N/0994454.00W	2740	500	125	5E	1000				AT1260	5000
TERRAIN	321900.00N/0995215.00W	2404 (2400)								AS1500	3900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM ABI VORTAC **TO** BURGE INT/ABI 5.00 DME

<u>RNP</u>	<u>DISTANCE</u> 5.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>				<u>HMAS</u>	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	323024.00N/0995057.00W	2041	215	8	4B	500				AT1459	4000
TERRAIN	322515.00N/0995348.00W	1863 (1900)								AS1500	3400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

BURGE INT/ABI 5.00 DME

TO

4.30 NM AFTER BURGE INT/ABI 5.00 DME OR AT CAKRO INT/ABI 9.30 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

4.30

4.30 NM AFTER BURGE INT/ABI 5.00 DME OR AT CAKRO INT/ABI 9.30 DME

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-005617)	322514.76N/0994355.21W	2053	20	3	1A	250					2320

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

ABI VORTAC

TO

10 NM

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-000492)	322448.00N/1000626.00W	3547	250	50	4D	1000				AT453	5000
TERRAIN	322557.00N/1000939.00W	2539 (2500)								AS1500	4000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH

FROM

4.30 NM AFTER BURGE INT/ABI 5.00 DME OR AT CAKRO INT/ABI 9.30 DME

TO

ABI VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
						2070					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				5000
WINDMILL (48-185919)	322651.68N/0993152.08W	2545	250	50	4D	1000					3600
TERRAIN	322418.00N/0993139.00W	2047 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE	322309.00N/0993900.00W	1.32	529	1934	215	8	4B	300		SI	2320
CATEGORY B											
TOWER (48-005753)	322444.00N/0993827.00W	1.87	529	2005	20	3	1A	300			2320
CATEGORY C											
ANTENNA (48-092089)	322304.67N/0994336.65W	2.94	629	2101	20	10	1B	300			2420
CATEGORY D											
AAO	322236.00N/0993612.00W	3.85	669	2159	215	8	4B	300			2460

CIRCLING REMARKS:

MSA

CENTER

ABI VORTAC

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
180-270	TOWER (48-000492)	322448.00N/1000626.00W	242	13.0	3547	250	50	4D	1000			4600
270-180	TOWER (48-011248)	321632.00N/0993525.00W	122	18.6	2991	500	50	5D	1000			4000

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ABI APP CON, ABI TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> ABI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> ABI	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> DYS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> DYS	<u>DISTANCE</u> 8.87	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 21

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KABI 1791, KDYS 1790
RA = 20.6.

<u>PRIMARY NAVAID</u> ABI VORTAC	<u>MONITOR POINT</u> MOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW17R - HIRL, PAPI-4L	NPI-G		
RW35L - REIL, HIRL, PAPI-4L	NPI-G		
RW17L - HIRL, PAPI-4L	PIR-G	ROLL OUT	
RW35R - MALSR, HIRL	PIR-G	APPROACH	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD		FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE		FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

FAC ALIGNED TO AIRPORT CENTER - 322447.49N/0994128.64W
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100 FT VEG HEIGHT.
VDP NOT PUBLISHED - CIRCLING ONLY APPROACH.
WAIVER: LENGTH OF INTERMEDIATE SEGMENT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	MAP	TO 1000FT POINT	.30
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	114.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1800
DISTANCE FROM	MAP	TO 1500FT POINT	1.97
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.74
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	114.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1800

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	322440.80N/0994054.80W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35R DISTANCE 1.40 NM
FAF COORDINATES	322645.78N/0994627.13W
FIX NAME COORDINATES	MAP CAKRO 322456.32N/0994150.89W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DUSTIN HARDISON	AJV-A422	02/12/2025	AERONAUTICAL INFORMATION SPECIALIST

