

RNP APCH - GPS.

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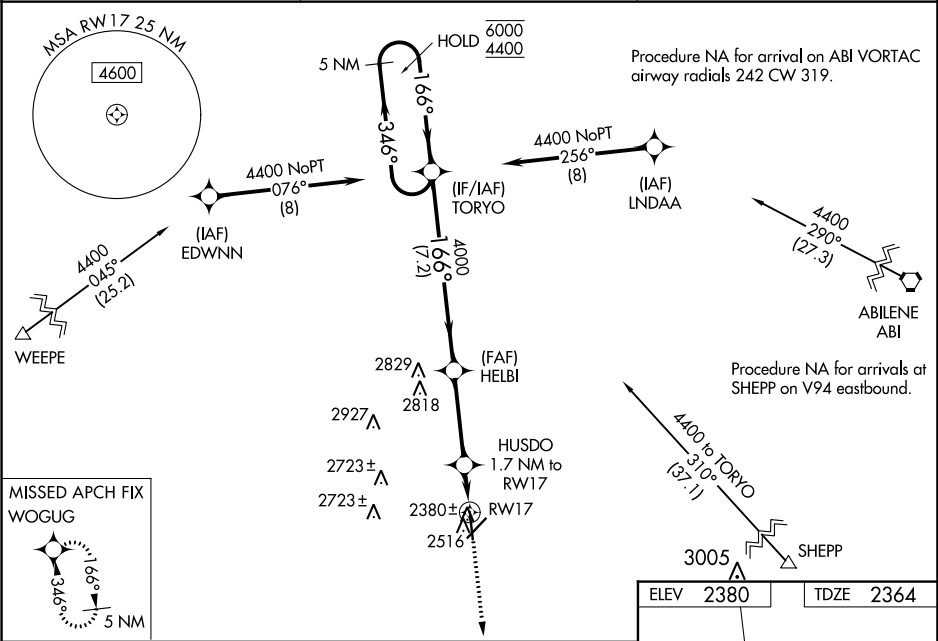
Rwy 17 helicopter visibility reduction below 1 SM NA.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Straight-in Rwy 17 and Circling Rwy 17, 22 NA at night.

MISSED APPROACH: Climb to 4400 direct WOGUG and hold.

AWOS-3 119.025	ABILENE APP CON 127.2 282.3	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern		TORYO		HELBI		HUSDO 1.7 NM to RW17		4400 ↑ 4400		WOGUG ✧	
6000 ← 346°		166° →		166°		4000		2920		RW17	
4400				4000							
GP 3.00° TCH 40											
		7.2 NM		3.4 NM		1.7 NM					
CATEGORY	A	B	C	D							
LPV DA	2614-1		250 (300-1)								
LNAV/ VNAV DA	2619-1		255 (300-1)								
LNAV MDA	2680-1		316 (300-1)								
CIRCLING	2880-1	500 (500-1)	3080-2 700 (700-2)	3080-2¼ 700 (700-2¼)							

Diagram illustrating the layout of Runway 17 (RW17) and Runway 35 (RW35). RW17 is a 5840 x 100 runway. RW35 is a 5638 x 75 runway. The diagram shows the intersection of the two runways, with RW17 running horizontally and RW35 running diagonally. The angle between the runways is 166°. The diagram also shows the location of the runway lights (RW17 and RW35) and the distance from the intersection to the lights (1.7 NM). The diagram includes a scale bar for 0.5% UP and a scale bar for 0.83% UP. The diagram also shows the location of the runway lights (RW17 and RW35) and the distance from the intersection to the lights (1.7 NM). The diagram includes a scale bar for 0.5% UP and a scale bar for 0.83% UP.

REIL Rwy 17-35
MIRL Rwy 4-22 and 17-35