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Revision Letter For Cycle 08-2026
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General Information

Location: ANNISTON AL USA
ICAO/IATA: KANB / ANB
Lat/Long: N33° 35.29', W085° 51.49'
Elevation: 612 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° W
Sectional Chart: Atlanta

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: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1108 Z
Sunset: 0026 Z

Runway Information

Runway: 05
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 595 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 612 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

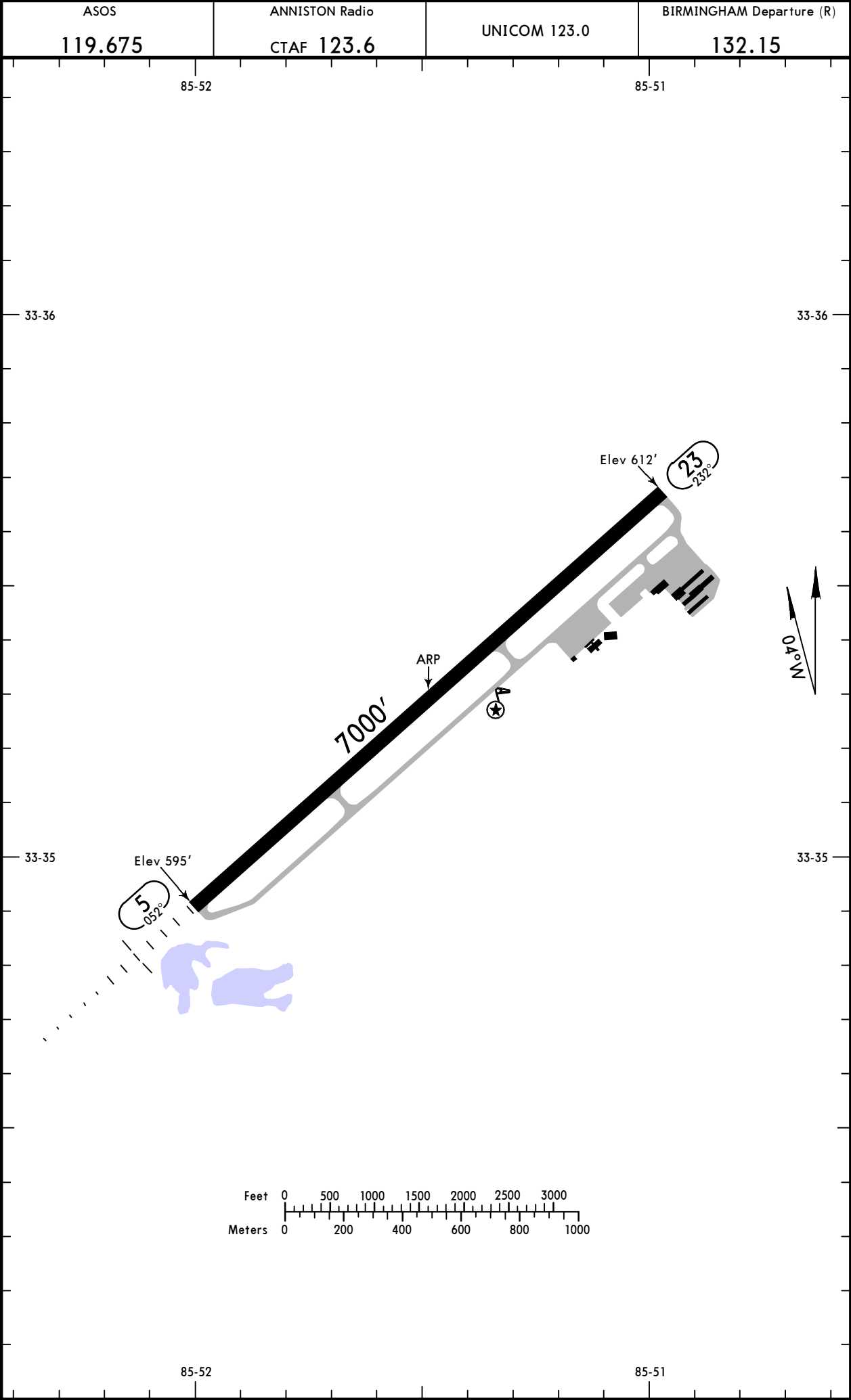
AWOS: 127.825 Secondary
ASOS: 119.675
Anniston Regl UNICOM: 123.000
Birmingham Approach: 132.150
Birmingham Departure: 132.150
Anniston FSS: 122.200 RCO

Anniston Regl MULTICOM: 123.600 CTAF PCL

KANB/ANB
Apt Elev **612'**
N33 35.3 W085 51.5

JEPPESEN
4 FEB 22 **(10-9)**

ANNISTON, ALA
ANNISTON REGL



KANB/ANB



ANNISTON, ALA
ANNISTON REGL

GENERAL

Birds on and in vicinity of runway.
Rwy 5 right traffic pattern.
Aircraft Rescue and Fire Fighting Index: closed to scheduled air carrier operations with more than 9 passenger seats and unscheduled air carrier operations with more than 30 passenger seats.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
5	①HIRL ①MALSR ①PAPI-L (angle 3.0°)	grooved			6237'		150'
23	①HIRL ①REIL ①PAPI-L (angle 3.0°)	grooved					

① Activate on 123.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 5		Rwy 23	
	With Min climb of 329'/NM to 2600'		With Min climb of 223'/NM to 3800'	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2

OBSTACLE DP

Rwy 5, climb heading 052° to 2600' before proceeding on course.
Rwy 23, climb heading 232° to 2500' before proceeding on course.

TAKE-OFF OBSTACLE NOTES

Rwy 5, tree, railroad beginning 0' from DER, 435' left of centerline, up to 679' MSL. Pole 507' from DER, 548' right of centerline, 20' AGL/636' MSL. Tree 1147' from DER, 731' left of centerline, 689' MSL. Tree 1971' from DER, 262' right of centerline, 690' MSL. Tree 1992' from DER, 850' left of centerline, 706' MSL. Sign, pole, tree beginning 2269' from DER, 394' left of centerline, up to 63' AGL/712' MSL. Tree 2413' from DER, 481' right of centerline, 692' MSL. Tree 2573' from DER, 221' right of centerline, 695' MSL. Tree 2695' from DER, 518' right of centerline, 698' MSL. Tree 2974' from DER, 772' left of centerline, 717' MSL. Tree 3048' from DER, 297' right of centerline, 718' MSL.

Rwy 23, tree 4545' from DER, 1237' left of centerline, 717' MSL.

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	LOC Z Rwy 5	ILS Y Rwy 5 LOC Y Rwy 5 ILS Z Rwy 5 RNAV (GPS) Rwy 5	RNAV (GPS) Rwy 23
A	900-2	900-2	900-2
B	900-2 1/4	900-2 1/4	900-2 1/2
C	NA	1300-3	1300-3
D			

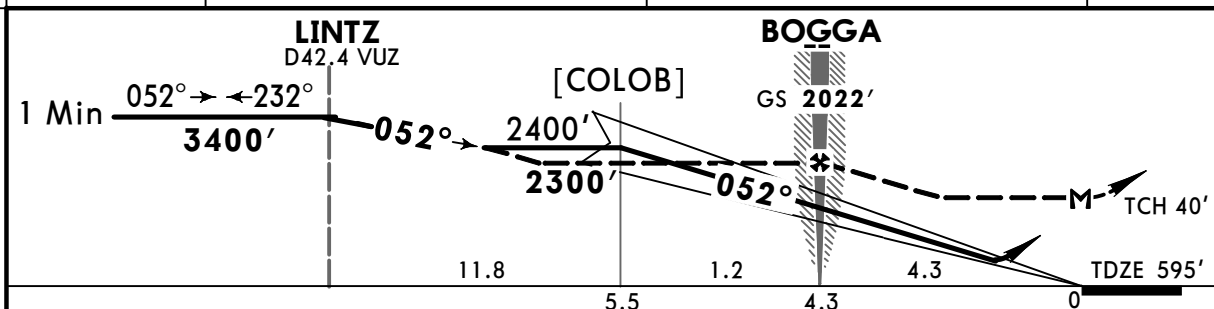
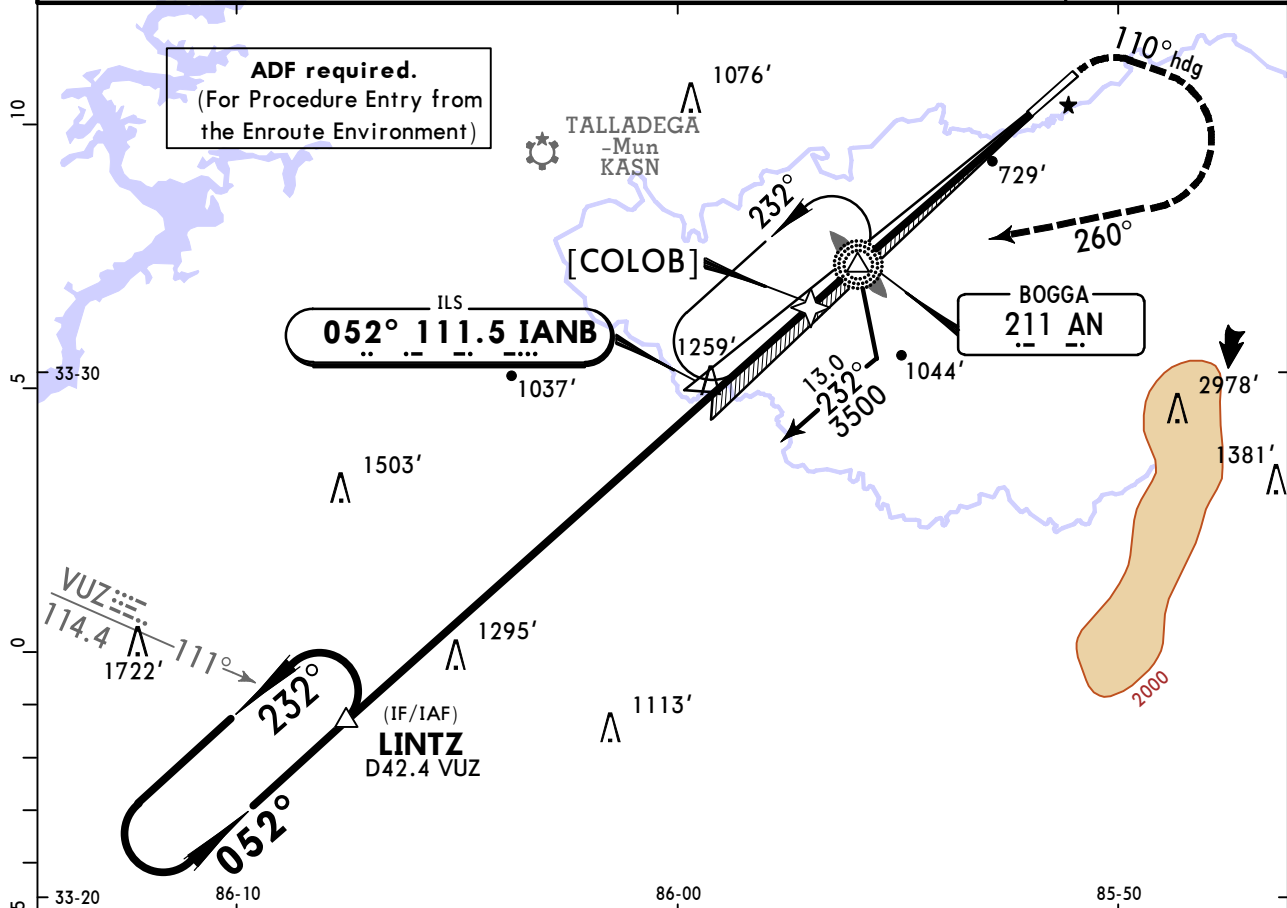
KANB/ANB
ANNISTON REGL

JEPPESSEN
2 SEP 22 **(11-1)**

ANNISTON, ALA
ILS Z or LOC Z Rwy 5

BRIEFING STRIP™

ASOS 119.675		BIRMINGHAM Approach (R) 132.15		ANNISTON Radio CTAF 123.6	
LOC IANB 111.5	Final Apch Crs 052°	BOGGA 2022' (1427')	ILS DA(H) (CONDITIONAL) 909' (314')	Apt Elev 612' TDZE 595'	4000 MSA AN LOM
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 4000' on heading 110° then on AN LOM 260° course to BOGGA LOM and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. ADF required. 2. Use local altimeter setting; if not received, use Gadsden altimeter setting. 3. LOC restricted beyond 16° right of course. 4. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1600' 4000' 110° ↑ RT on hdg
GS 3.00°	372	478	531	637	743	849	
BOGGA to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37	

TERPS STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND			
With Local Altimeter Setting		With Gadsden Altimeter Setting		1 LOC (GS out)		Not Authorized North of Rwy 5-23		With Local Altimeter Setting	
DA(H) 909' (314')		DA(H) 975' (380')		MDA(H) 1120' (525')		Max Kts		MDA(H)	
FULL	RAIL/ALS out	FULL	RAIL/ALS out	RAIL/ALS out					
A				1/2	1	90		1420' (808') -1	1500' (888') -1
B						120			
C	1/2	1	3/4	1 1/4	1	140		1420' (808') -2 1/4	1500' (888') -2 3/4
D					NA	165		1820' (1208') -3	1900' (1288') -3

1 MDA(H) 1200' (605') when using Gadsden altimeter setting and increase CAT C by 1/2

CHANGES: Notes, topography, chart format.

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TERPS AMEND 4A 17 AUG 2017

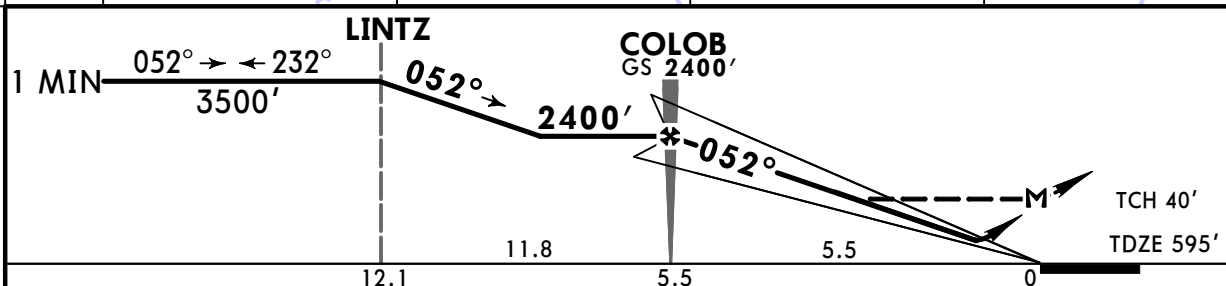
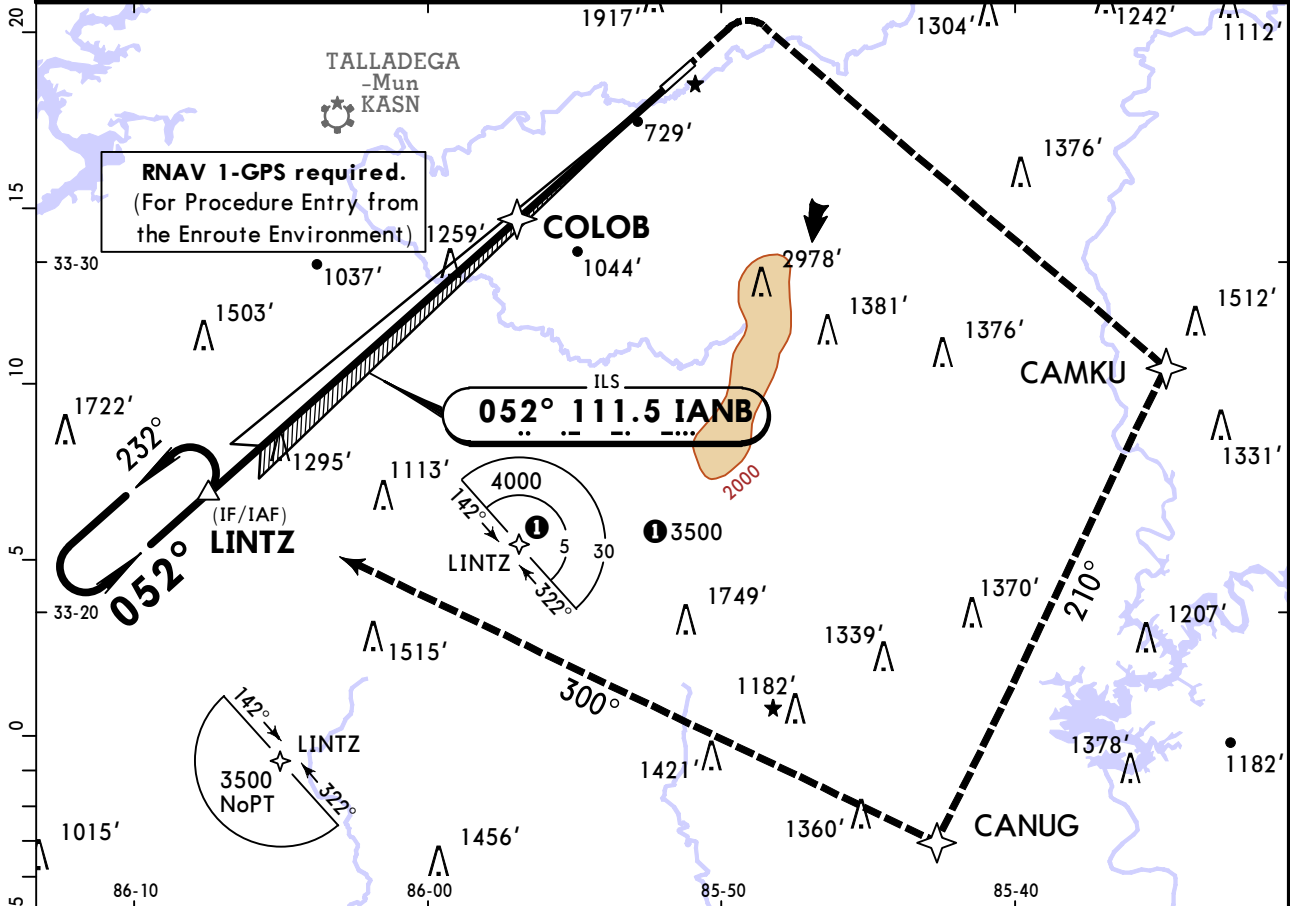
KANB/ANB
ANNISTON REGL

JEPPESSEN
2 SEP 22 **(11-2)**

ANNISTON, ALA
ILS Y or LOC Y Rwy 5

BRIEFING STRIP™

ASOS 119.675		BIRMINGHAM Approach (R) 132.15		ANNISTON Radio CTAF 123.6	
LOC IANB 111.5	Final Apch Crs 052°	COLOB 2400' (1805')	ILS DA(H) (CONDITIONAL) 909' (314')	Apt Elev 612' TDZE 595'	TAA 30 NM IAF
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 3500' direct CAMKU then on track 210° to CANUG and on track 300° to LINTZ and hold.					
Alt Set: INCHES					



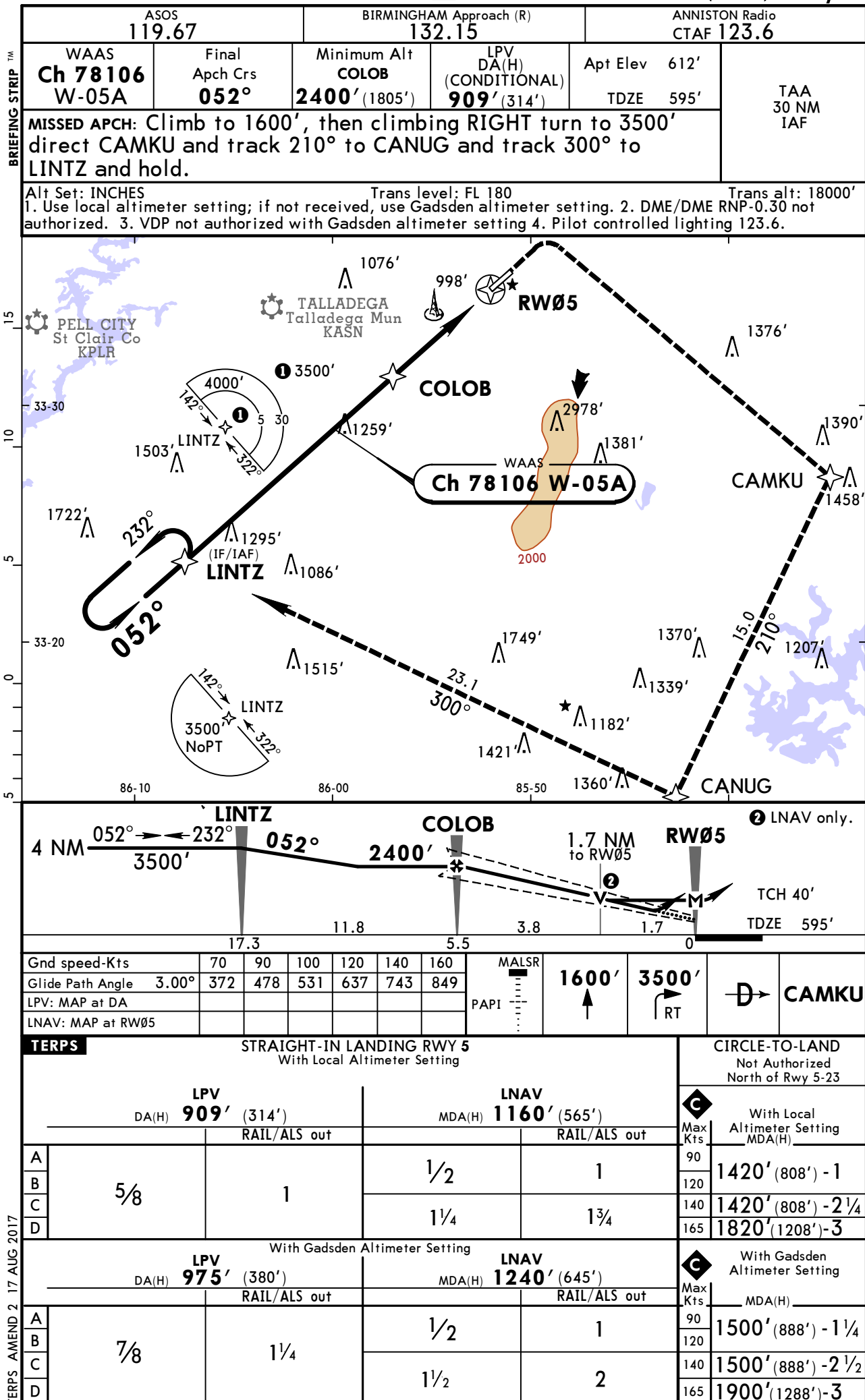
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1600'	3500'	→	CAMKU
GS 3.00°	372	478	531	637	743	849		↑	↻ RT		
COLOB to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04					

TERPS						STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND					
						ILS						Not Authorized North of Rwy 5-23					
With Local Altimeter Setting						With Gadsden Altimeter Setting						With Local Altimeter Setting					
DA(H) 909' (314')						DA(H) 975' (380')						DA(H) 1120' (525')					
FULL			RAIL/ALS out			FULL			RAIL/ALS out			FULL			RAIL/ALS out		
A	1/2	1	3/4	1 1/4	1/2	1	Max Kts	MDA(H) _____			MDA(H) _____						
B								90			1420'(808') - 1			1500'(888') - 1			
C								120			1420'(808') - 2 1/4			1500'(888') - 2 3/4			
D								140			1820'(1208') - 3			1900'(1288') - 3			
												165					
1 MDA(H) 1200' (605') when using Gadsden altimeter setting and increase CAT C & D by 1/2																	

KANB/ANB
ANNISTON REGL

JEPPESEN
11 AUG 17 **(12-1)** Eff 17 Aug

ANNISTON, ALA
RNAV (GPS) Rwy 5



KANB/ANB
ANNISTON REGL

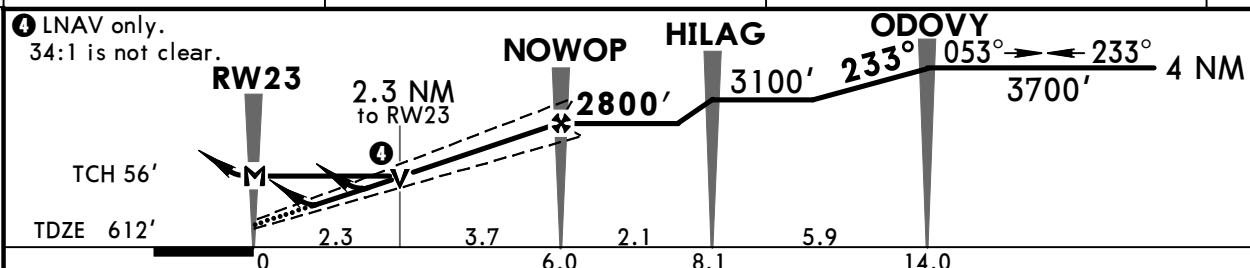
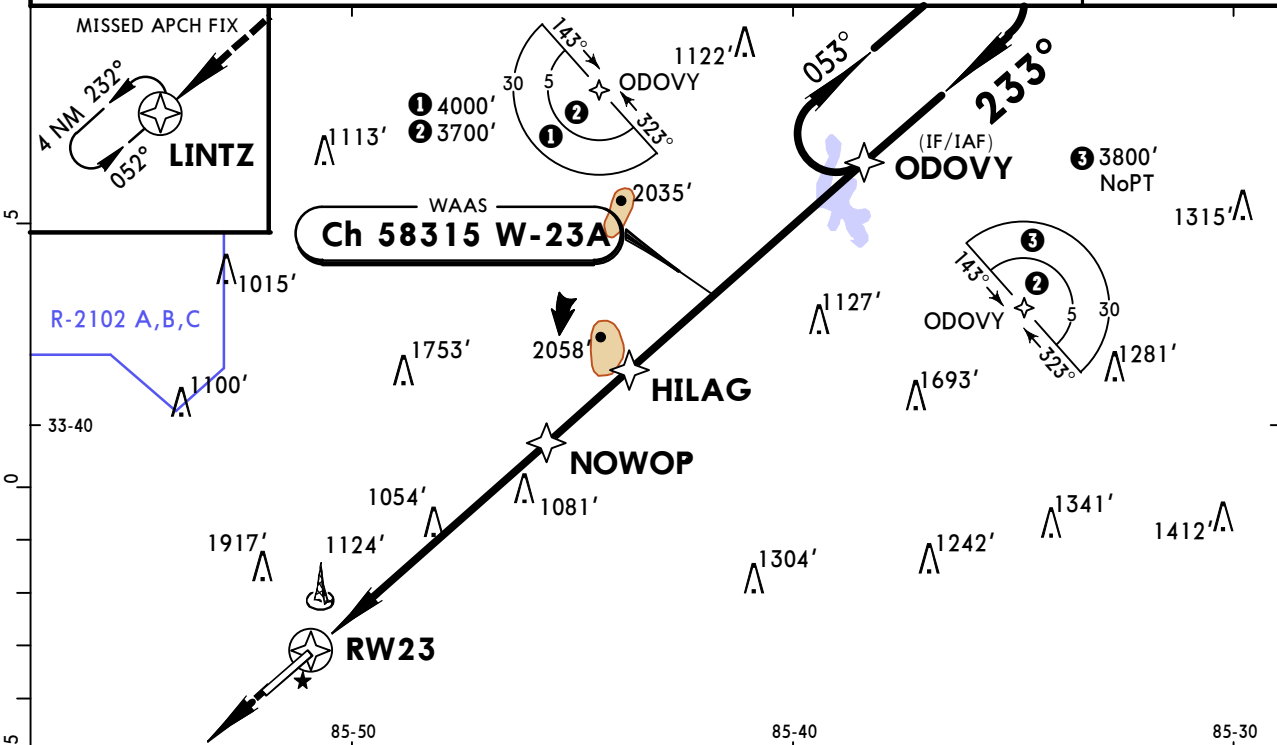
JEPPESSEN
11 AUG 17
Eff 17 Aug **(12-2)**

ANNISTON, ALA
RNAV (GPS) Rwy 23

BRIEFING STRIP™

ASOS 119.67		BIRMINGHAM Approach (R) 132.15		ANNISTON Radio CTAF 123.6	
WAAS Ch 58315 W-23A	Final Apch Crs 233°	Minimum Alt NOWOP 2800' (2188')	LPV DA(H) (CONDITIONAL) 952' (340')	Apt Elev 612'	TDZE 612'
MISSED APCH: Climb to 3400' direct LINTZ and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Gadsden altimeter setting. 2. Baro-VNAV and VDP not authorized when using Gadsden altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Rwy 23 helicopter visibility reduction below 3/4 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 39'). 7. Pilot controlled lighting 123.6.					

TAA
30 NM
IAF



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	3400' ↑	D→	LINTZ
Glide Path Angle 3.34°	414	532	591	709	827	946					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW23											

TERPS STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND Not Authorized North of Rwy 5-23	
LPV DA(H) 952' (340')		With Local Altimeter Setting LNAV/VNAV DA(H) 1274' (662')		LNAV MDA(H) 1380' (768')		Max Kts	With Local Altimeter Setting MDA(H)
A					1		1420' (808') - 1
B	1	2			1 1/4	120	1420' (808') - 1 1/4
C					2 1/2	140	1420' (808') - 2 1/2
D	NA	NA				165	1820' (1208') - 3
LPV DA(H) 1018' (406')		With Gadsden Altimeter Setting LNAV/VNAV DA(H) 1340' (728')		LNAV MDA(H) 1460' (848')		Max Kts	With Gadsden Altimeter Setting MDA(H)
A					1		1500' (888') - 1 1/4
B	1 1/2	2 1/2			1 1/4	120	1500' (888') - 1 1/4
C					2 1/2	140	1500' (888') - 2 3/4
D	NA	NA				165	1900' (1288') - 3

CHANGES: Procedure.

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ANNISTON, AL (ANNISTON REGL - KANB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KANB

Type: Terminal
Effectivity: Temporary
Begin Date: 20260122
End Date: Until Further Notice

(Series) ASOS changed to AWOS-3.

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

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

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.