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JEPPESEN
JeppView for Windows

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Terminal Charts For KANP
Revision Letter For Cycle 08-2026
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Notebook

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General Information

Location: ANNAPOLIS MD USA
ICAO/IATA: KANP / ANP
Lat/Long: N38° 56.57', W076° 34.10'
Elevation: 34 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 10.0° W
Sectional Chart: Washington

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

Sunrise: 1058 Z
Sunset: 2257 Z

Runway Information

Runway: 12
Length x Width: 2500 ft x 48 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 476 ft

Runway: 30
Length x Width: 2500 ft x 48 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 321 ft

Communication Information

ATIS: 115.100 Secondary
ATIS: 127.800 Secondary
Potomac Approach: 119.700
Potomac Departure: 119.700
Lee MULTICOM: 122.900 CTAF PCL

JEPPESEN

WASHINGTON, DC (VA)

❶ WASHINGTON TRI-AREA CLASS B AIRSPACE

❷ WASHINGTON D.C. FLIGHT RESTRICTED ZONE (DC FRZ)
❸ WASHINGTON D.C. SPECIAL FLIGHT RULES AREA

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

❶ CLASS B FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Washington Tri-Area Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

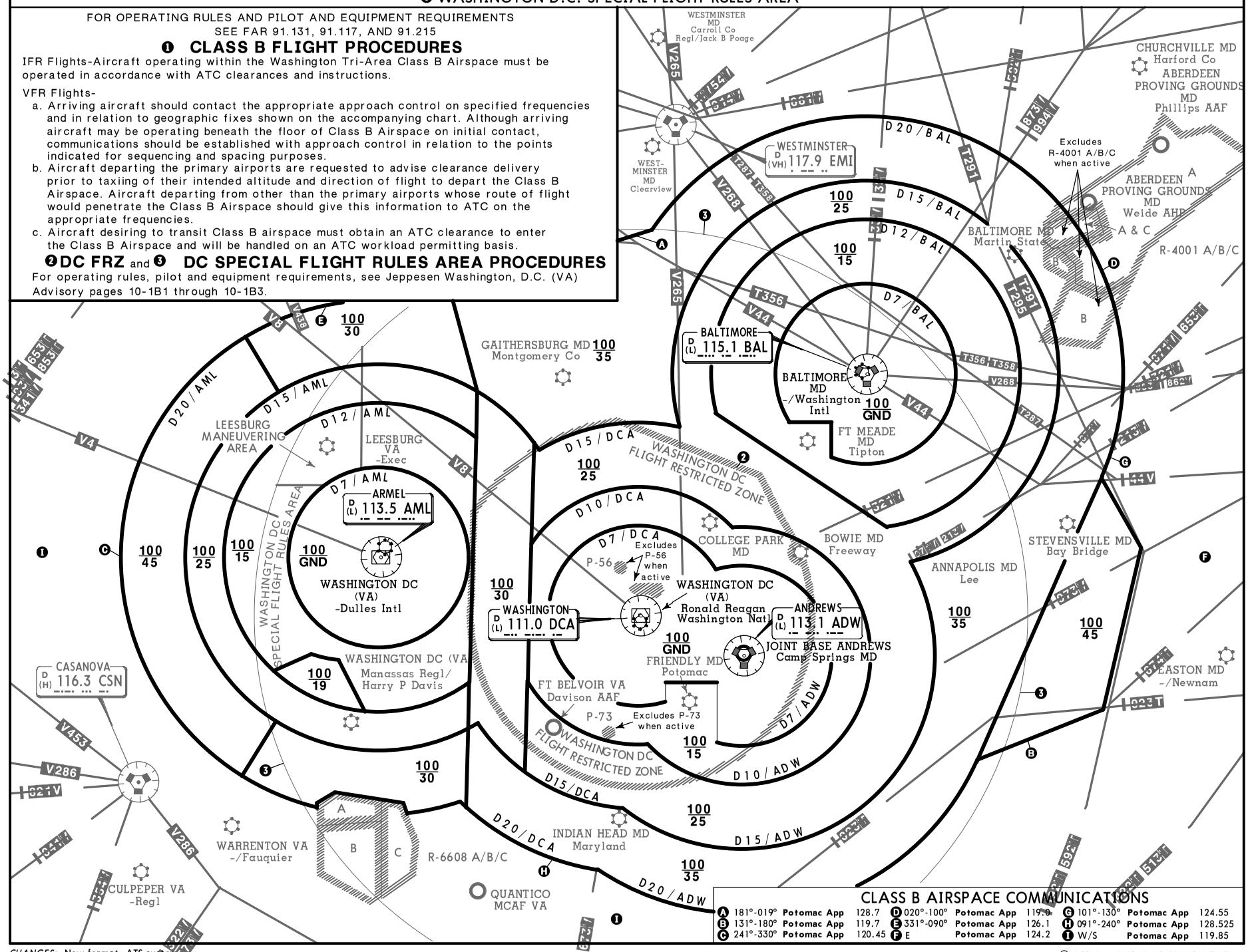
a. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

❷DC FRZ and ❸ DC SPECIAL FLIGHT RULES AREA PROCEDURES

For operating rules, pilot and equipment requirements, see Jeppesen Washington, D.C. (VA) Advisory pages 10-1B1 through 10-1B3.



CLASS B AIRSPACE COMMUNICATIONS

A	181°-019°	Potomac App 128.7	D	020°-100°	Potomac App 119.0	G	101°-130°	Potomac App 124.55
B	131°-180°	Potomac App 119.7	E	331°-090°	Potomac App 126.1	H	091°-240°	Potomac App 128.525
C	241°-330°	Potomac App 120.45	F	E	Potomac App 124.2	I	W/S	Potomac App 119.85

CHANGES: New format. ATS system.

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ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

This document only contains an overview of the rules for the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review 14 CFR Parts 1 and 93 and published NOTAMS for exact procedures and other details.

Pursuant to 49 U.S.C 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This **training is mandatory** for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR Parts 61 and 91). This training is available in the Aviation Learning Center at http://www.faasafety.gov.

Because identification and control of aircraft is required for reasons of national security, the areas described here constitute National Defense Airspace. The purpose of establishing this area is to facilitate the tracking of, and communication with, aircraft to deter persons who would use an aircraft as a weapon, or as a means of delivering weapons, to conduct an attack on persons, property, or buildings in the area. This applies to pilots conducting any type of flight operations in the airspace designated as the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA), which includes the airspace designated as the Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ).

DEFINITIONS

Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) is an area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interest of national security. Specifically, the DC SFRA is that airspace, from the surface to, but not including, FL 180, within a 30-mile radius of Lat. 38°51'34" N.,Long. 077°02'11" W., or the DCA VOR/DME. The DC SFRA includes the DC FRZ.

DC SFRA flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ) is a special use airspace, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. This area, excluding the airspace within a one nautical mile radius of the Freeway Airport, W00, Mitchellville, MD from the surface up to but not including flight level (FL) 180. The DC FRZ is within and part of the Washington, D.C. Metropolitan Area SFRA.

DC FRZ flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC FRZ. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

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ADVISORY

FAILURE TO COMPLY

(a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, weather inadvertent or intentional, including inposition of civil penalties and suspension or revocation of airmans's certificates.

(b) *Knowing or willful violations:* The DC FRZ and DC SFRA were established for reasons of national security under the provisions of 49 U.S.C. 40103(b)(3). Areas established by the FAA under that authority constitute "National Defense Airspace" as that term is used in 49 U.S.C 46307. In addition to being subject to the provisions of paragraph (a) of this section, persons who knowingly or willfully violate national defense airspace established pursuant to 49 U.S.C. 40103(b)(3) may be subject to criminal prosecution.

REQUIREMENTS FOR OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ

(a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-

(1) The aircraft is equipped with an operable two-way radio capable of communicating with Air Traffic Control on appropriate radio frequencies;

(2) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot establishes two-way radio communications with the appropriate Air Traffic Control facility and maintains such communications while operating the aircraft in the DC SFRA, including the DC FRZ;

(3) The aircraft is equipped with an operating automatic altitude reporting transponder;

(4) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot obtains and transmits a discrete transponder code from Air Traffic Control, and the aircraft's transponder continues to transmit the assigned code while operating within the DC SFRA;

(5) For VFR operations, the pilot must file and activate a DC FRZ or DC SFRA flight plan by obtaining a discrete transponder code. The flight plan is closed upon landing at an airport within the DC SFRA or when the aircraft exits the DC SFRA;

(6) Before operating the aircraft into, out of, or through the Washington, D.C. Tri-Area Class B Airspace Area, the pilot receives a specific Air Traffic Control clearance to operate in the Class B Airspace Area; and

(7) Before operating the aircraft into, out of, or through Class D airspace area that is within the DC SFRA, the pilot complies with FAR 91.129.

(b) Paragraph (a)(5) of this section does not apply to operators of Department of Defense aircraft, law enforcement operations, or lifeguard or air ambulance operations under an FAA/TSA airspace authorization, if the flight crew is in contact with Air Traffic Control and is transmitting an Air Traffic Control - assigned discrete transponder code.

(c) Pilots must transmit the assigned transponder code. No pilot may use transponder code 1200 while in the DC SFRA.

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AIRCRAFT OPERATING IN THE DC FRZ

(a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.

(b) Department of Defense (DOD) operations, law enforcement operations, and lifeguard or air ambulance operations under an FAA/TSA airspace authorization are excepted from the prohibition in paragraph (a) of this section if the pilot is in contact with Air Traffic Control and operates the aircraft transponder on an Air Traffic Control-assigned beacon code.

(c) The following aircraft operations are permitted in the DC FRZ:

(1) Aircraft operations under the DCA Access Standard Security Program (DASSP) (49 CFR part 1562) with a Transportation Security Administration (TSA) flight authorization.

(2) Law enforcement and other U.S. Federal aircraft operations with prior FAA approval.

(3) Foreign-operated military and state aicraft operations with a State Department-authorized diplomatic clearance, with State Department notification to the FAA and TSA.

(4) Federal, State, Federal DOD contract, local government agency aircraft operations and part 121, 129 or 135 air carrier flights with TSA-approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the National Capital Regional Coordination Center (NCRCC). These flights may land and depart Andrews Air Force Base, MD, with prior permission, if required.

(5) Aircraft operations maintaining radio contact with Air Traffic Control and continuously transmitting an Air Traffic Control-assigned discrete transponder code. The pilot must monitor VHF frequency 121.5 or UHF frequency 243.0.

(d) Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all aircraft, except DOD, law enforcement, and lifeguard or air ambulance aircraft operating under an FAA/TSA airspace authorization must file and activate an IFR or a DC FRZ or a DC SFRA flight plan and transmit a discrete transponder code assigned by an Air Traffic Control Facility. Aircraft must transmit the discrete transponder code at all times while in the DC FRZ or DC SFRA.

RESOURCES

Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at http://www.tsa.gov/what _we_do/tsnm/general _aviation/airspace _waivers.shtm or by calling the TSA at 571-227-2071.

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KANP/ANP

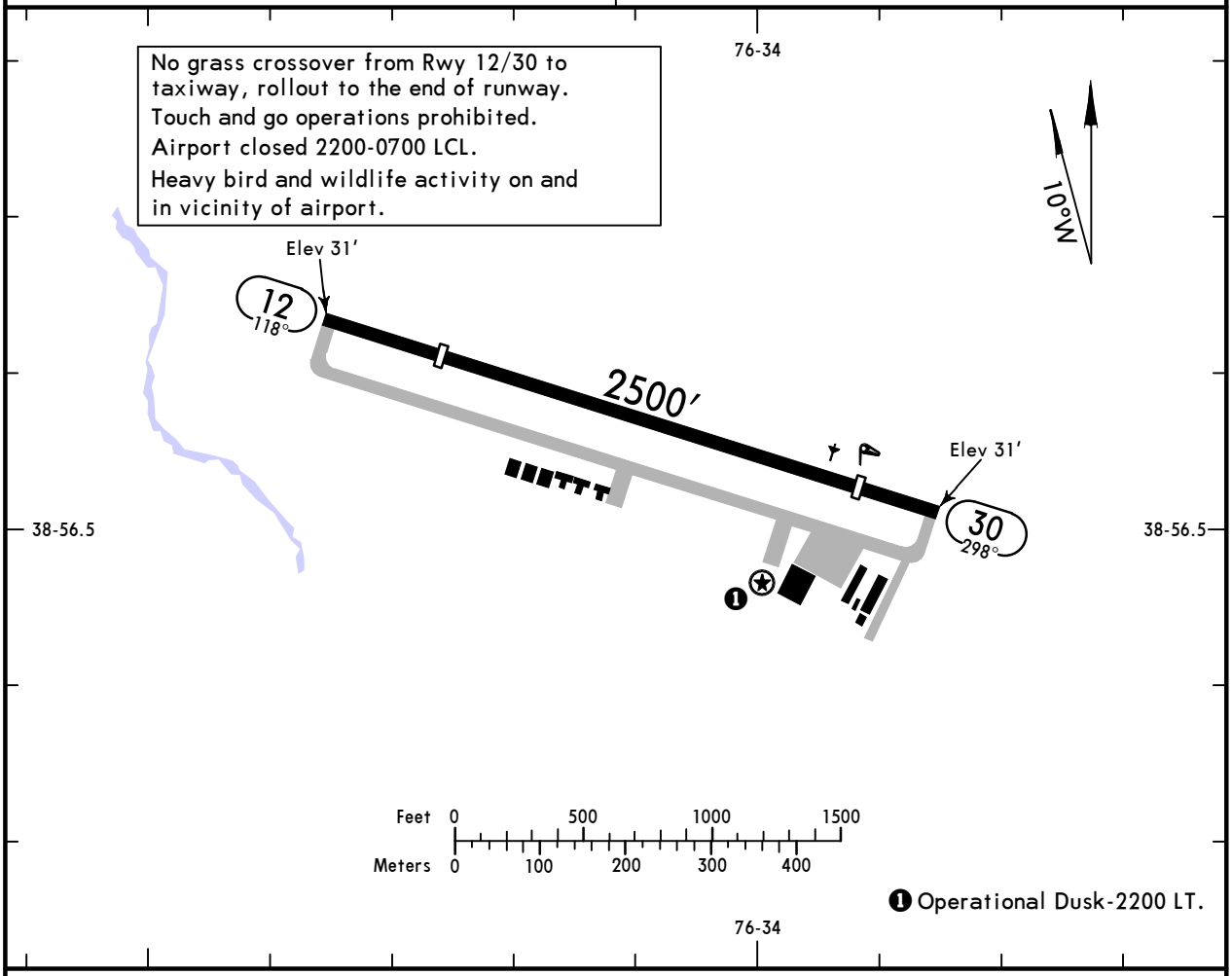
Apt Elev 34′
N38 56.6 W076 34.1

JEPPESEN
26 NOV 21 (10-9) Eff 2 Dec

ANNAPOLIS, MD

LEE

LEE Traffic	POTOMAC Departure (R)
CTAF 122.9	119.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
12 ❷ 30	❸ RL PAPI-L (angle 5.75°, TCH 21′)	2024′			48′
	❸ RL PAPI-R (angle 4.25°)	2179′			

❷ VGSI apchs to be flown. Rwy 12 VGSI reliable on centerline only.
❸ Available 0700-2200 LT. Activate on 122.9.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 12		Rwy 30			FOR FILING AS ALTERNATE
	Adequate Vis Ref	STD	With Mim climb of 410′/NM to 400′ Adequate Vis Ref	With Mim climb of 410′/NM to 400′ STD	Other	
1 & 2 Eng	1/4	1	1/4	1	300-1	A B C D NA
3 & 4 Eng		1/2		1/2		

Rwy 12 - cross departure end of runway at or above 35′ AGL/66′ MSL.
Rwy 30 - Trees 1433′ from departure end of runway, 85′ left of centerline, 100′ AGL/139′ MSL. Cross departure end of runway at or above 35′ AGL/66′ MSL.

OBSTACLE DP: Rwy 12, climb runway heading to 700′ before proceeding on course.
Rwy 30, climb runway heading to 1000′ before proceeding right on course; climb runway heading to 700′ before proceeding left on course.

ORIG

CHANGES: Chart re-indexed, alternate minimums, chart format.

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KANP/ANP
LEE

JEPPESEN
25 OCT 24 (12-1) Eff 31 Oct CAT A & B

ANNAPOLIS, MD
RNAV (GPS)-A

POTOMAC Approach (R)	LEE Traffic
119.7	CTAF 122.9

RNAV	Final Apch Crs 298°	DENII 1700′ (1666′)	MDA(H) Refer to Minimums	Apt Elev 34′

MISSED APCH: Climbing LEFT turn to 2000′ direct AMRTN and hold.

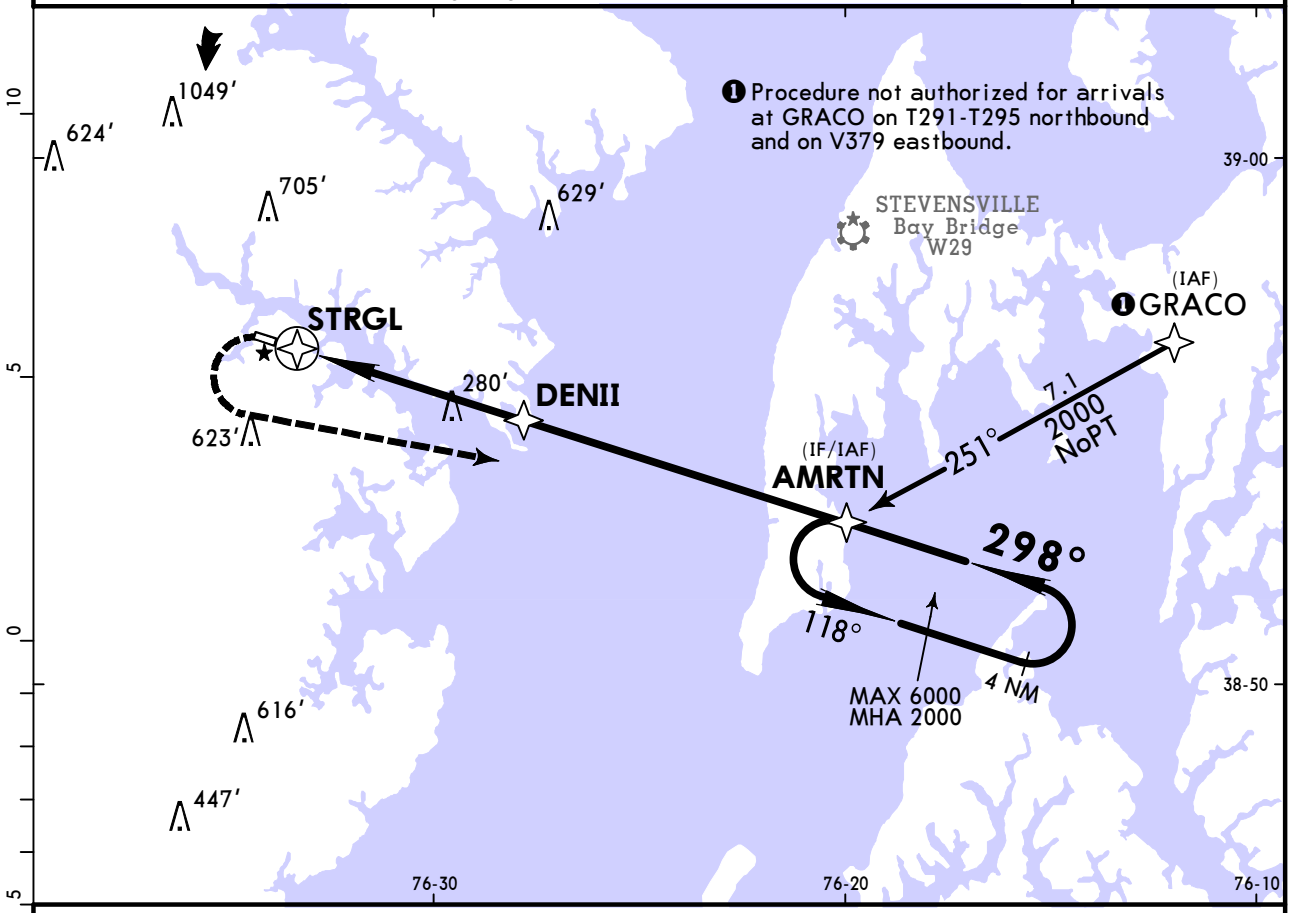
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

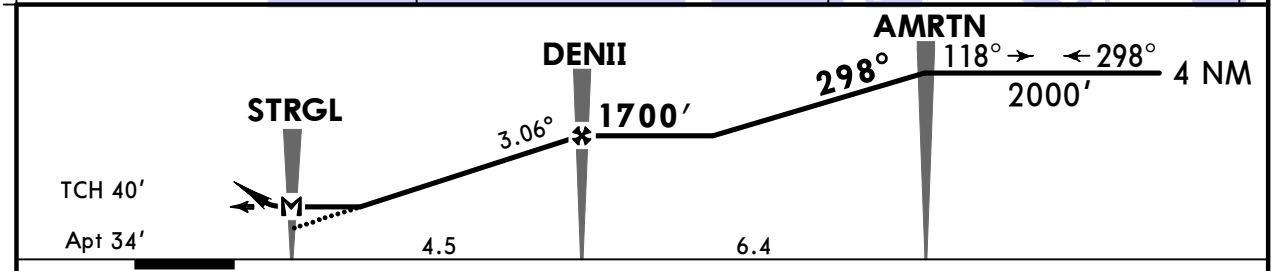
RNP Apch - GPS

1. Procedure not authorized at night. 2. Use BWI altimeter setting (D-ATIS 115.1, 127.8). 3. Rwys 12, and 30 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.9.

2600
MSA STRGL

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866
MAP at STRGL						

Lighting - Refer to Airport Chart: 2000′ LT

D AMRTN

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	660′ (626′) -1
B	120	
C		NA
D		

TERPS ORIG-C 31 OCT 2024

CHANGES: Notes.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANNAPOLIS, MD (LEE - KANP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KANP

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.