(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KANQ
Terminal Charts For KANQ
Revision Letter For Cycle 08-2026
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

General Information

Location: ANGOLA IN USA
ICAO/IATA: KANQ / ANQ
Lat/Long: N41° 38.38', W085° 05.01'
Elevation: 995 ft

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

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 2995 ft (2000 ft AGL)

Sunrise: 1133 Z
Sunset: 2330 Z

Runway Information

Runway: 05
Length x Width: 4540 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 990 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 540 ft

Runway: 23
Length x Width: 4540 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 995 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 118.175
Tri-State Steuben Co UNICOM: 123.075 CTAF PCL
Fort Wayne Approach: 132.150
Fort Wayne Approach: 127.200
Fort Wayne Departure: 132.150
Fort Wayne Departure: 127.200

Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

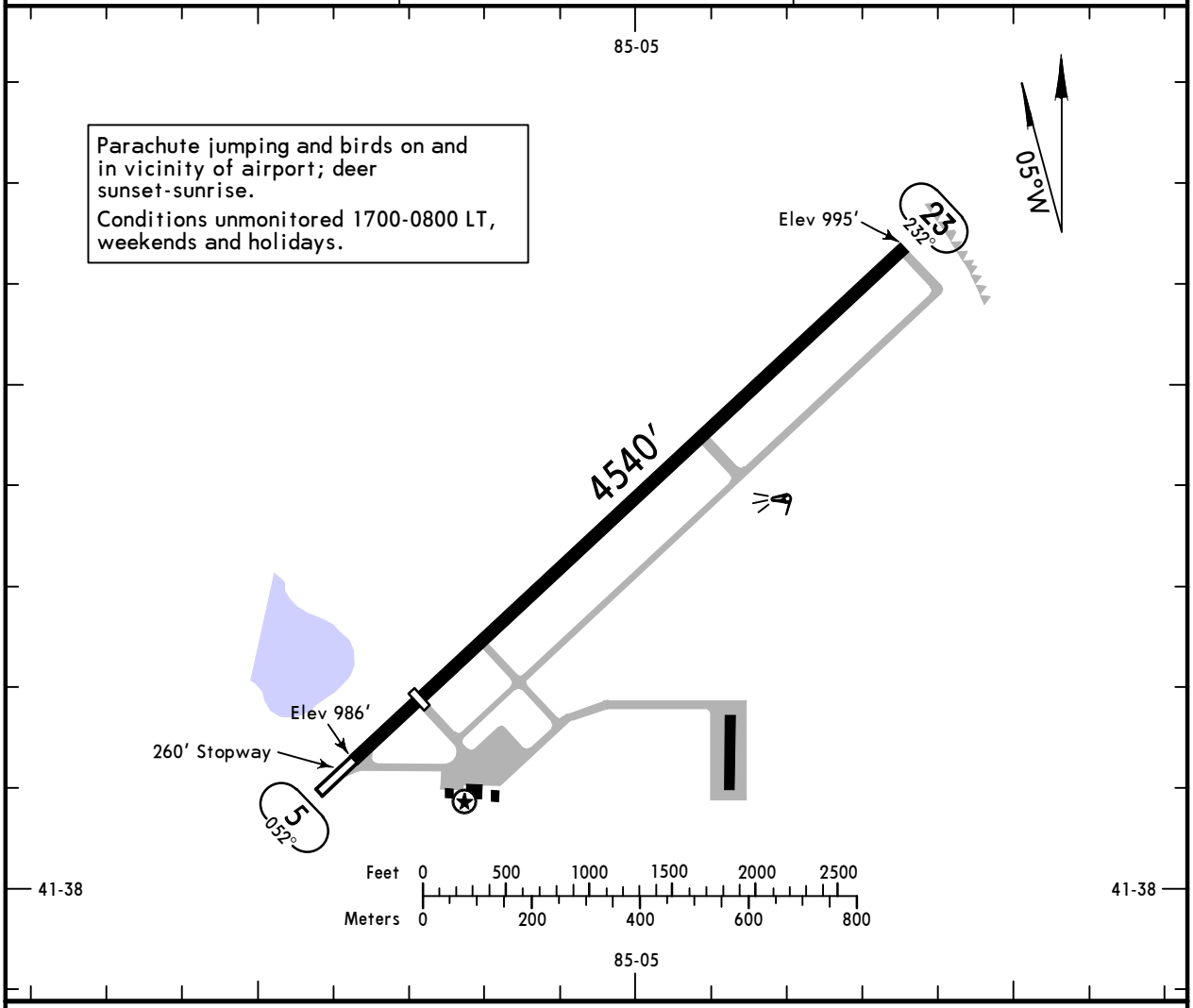
KANQ/ANQ

Apt Elev 995′
N41 38.4 W085 05.0

JEPPESEN
16 FEB 24 (10-9)

ANGOLA, IND
TRI-STATE STEUBEN CO

AWOS-3	TRI-STATE STEUBEN CO UNICOM	FT WAYNE Departure (R)	
		SW/NW of Rwy	SE/NE of Rwy
118.175	CTAF 123.075	127.2	132.15



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
5	❶ MIRL ❷ REIL PAPI-L (angle 3.00°) grooved	4000′			75′
23	❶ MIRL ❷ REIL PAPI-L (angle 4.00°) grooved	❸		4000′	75′

❶ Dusk-0000 LT preset low intensity; increase intensity and activate on 123.075.
❷ Activate on 123.075.
❸ LDA 4000′.

TAKE-OFF

	Rwy 23		Rwy 5		
	Adequate Vis Ref	STD	With Mim climb of 360′/NM to 1300′ Adequate Vis Ref	With Mim climb of 360′/NM to 1300′ STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1¼
3 & 4 Eng	1/4	1/2	1/4	1/2	300-1¼

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 23	RNAV (GPS) Rwy 5
A	800-2	NA
B	800-2	NA
C	800-2	NA
D	NA	NA

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

AMEND 1

CHANGES: Notes, lighting activation, windcone updated, chart format.

© JEPPESEN, 1999, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 5:
Fence, terrain beginning 8' from DER, 268' left of centerline, up to 6' AGL/1003' MSL. Tree 9' from DER, 460' right of centerline, 1036' MSL. Trees beginning 170' from DER, 335' left of centerline, up to 1027' MSL. Trees beginning 237' from DER, 88' right of centerline, up to 1048' MSL. Trees beginning 655' from DER, 292' right of centerline, up to 1075' MSL. Trees beginning 845' from DER, 398' left of centerline, up to 1034' MSL. Tree 1013' from DER, 671' left of centerline, 1040' MSL. Trees beginning 1092' from DER, 585' left of centerline, up to 1074' MSL. Tree 1312' from DER, 800' right of centerline, 1078' MSL. Trees beginning 1397' from DER, 148' right of centerline, up to 1097' MSL. Trees beginning 1709' from DER, 257' left of centerline, up to 1076' MSL. Tree 1739' from DER, 928' right of centerline, 1098' MSL. Trees, buildings, pole beginning 1740' from DER, 202' right of centerline, up to 1099' MSL. Trees beginning 1828' from DER, 35' left of centerline, up to 1079' MSL. Trees, poles, buildings, catenary beginning 1895' from DER, 18' right of centerline, up to 1103' MSL. Trees, fence, terrain, pole beginning 1984' from DER, 14' left of centerline, up to 1106' MSL. Trees, fence, poles, terrain, buildings, vehicles on traverse way beginning 2205' from DER, 1' left of centerline, up to 1122' MSL. Trees, buildings, terrain, fence, tower, poles, general utility beginning 2628' from DER, 77' left of centerline, up to 1130' MSL. Trees, pole, terrain, fence beginning 2927' from DER, 113' left of centerline, up to 1141' MSL. Tree 3495' from DER, 459' right of centerline, up to 1125' MSL. Trees beginning 3582' from DER, 366' right of centerline, up to 1134' MSL. Trees beginning 3659' from DER, 652' right of centerline, up to 1140' MSL. Trees beginning 3679' from DER, 117' right of centerline, up to 1141' MSL. Trees, fence, terrain, beginning 3724' from DER, 218' left of centerline, up to 1147' MSL. Trees, fence, terrain, buildings beginning 3819' from DER, 30' left of centerline, up to 1164' MSL. Trees beginning 3838' from DER, 22' right of centerline, up to 1154' MSL. Trees beginning 4029' from DER, abeam centerline, up to 1160' MSL. Trees beginning 5636' from DER, 50' left of centerline, up to 1173' MSL. Trees beginning 5721' from DER, 108' left of centerline, up to 1181' MSL. Trees beginning 5832' from DER, 66' left of centerline, up to 1194' MSL. Tree 6072' from DER, 522' left of centerline, 1171' MSL.

◦ RWY 23:
Vehicles on traverse way beginning 71' from DER, 343' left of centerline, 998' MSL. Vehicles on traverse way beginning 114' from DER, 317' right of centerline, up to 1001' MSL. Building 121' from DER, 456' left of centerline, 22' AGL/1003' MSL. Building, vehicles on traverse way beginning 172' from DER, 229' left of centerline, up to 28' AGL/1012' MSL. Trees, vehicles on traverse way, terrain beginning 245' from DER, 7' left of centerline, up to 1029' MSL. Trees beginning 270' from DER, 374' right of centerline, up to 1002' MSL. Trees beginning 497' from DER, 149' right of centerline, up to 1013' MSL. Tree 631' from DER, 224' right of centerline, 1018' MSL. Trees beginning 632' from DER, 78' right of centerline, up to 1023' MSL. Trees, poles, terrain beginning 730' from DER, 74' right of centerline, up to 1053' MSL. Terrain beginning 900' from DER, 10' left of centerline, up to 1031' MSL. Tree 1331' from DER, 104' left of centerline, 1034' MSL. Tree 1338' from DER, 18' left of centerline, 1036' MSL. Trees beginning 1565' from DER, abeam centerline, up to 1061' MSL. Tree 1623' from DER, 221' left of centerline, 1041' MSL. Trees beginning 1682' from DER, 283' left of centerline, up to 1042' MSL. Tree 1818' from DER, 367' left of centerline, 1053' MSL. Trees beginning 1885' from DER, 2' left of centerline, up to 1065' MSL. Trees beginning 2188' from DER, 629' left of centerline, up to 1067' MSL. Trees beginning 2355' from DER, 621' left of centerline, up to 1072' MSL. Trees beginning 2823' from DER, 37' left of centerline, up to 1082' MSL. Trees beginning 3045' from DER, 35' left of centerline, up to 1092' MSL. Trees beginning 3053' from DER, 89' right of centerline, up to 1084' MSL.

AMEND 1

© JEPPESEN, 2020. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

KANQ/ANQ
TRI-STATE STEUBEN CO

JEPPESEN

24 DEC 21 (12-1)

CAT A, B & C

ANGOLA, IND
RNAV (GPS) Rwy 5

AWOS-3	FT WAYNE Approach (R) SW/NW of Rwy	FT WAYNE Approach (R) SE/NE of Rwy	TRI-STATE STEUBEN CO UNICOM
118.175	127.2	132.15	CTAF 123.075

RNAV	Final Apch Crs	AVROY	LNAV MDA(H)	Apt Elev 995′
	052°	2700′ (1710′)	1460′ (470′)	TDZE 990′

MISSED APCH: Climb to 3000′ direct WILAT and hold.

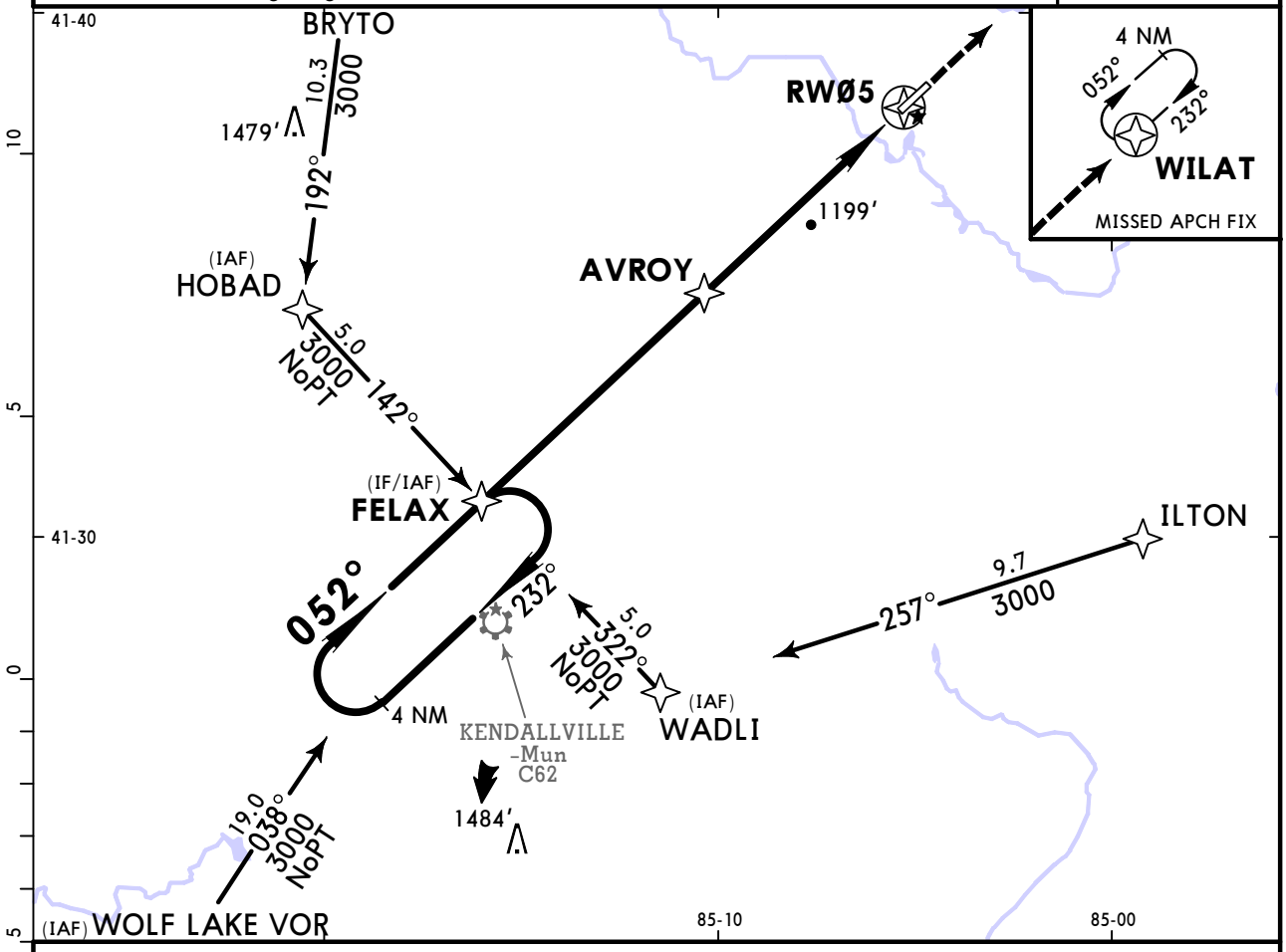
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

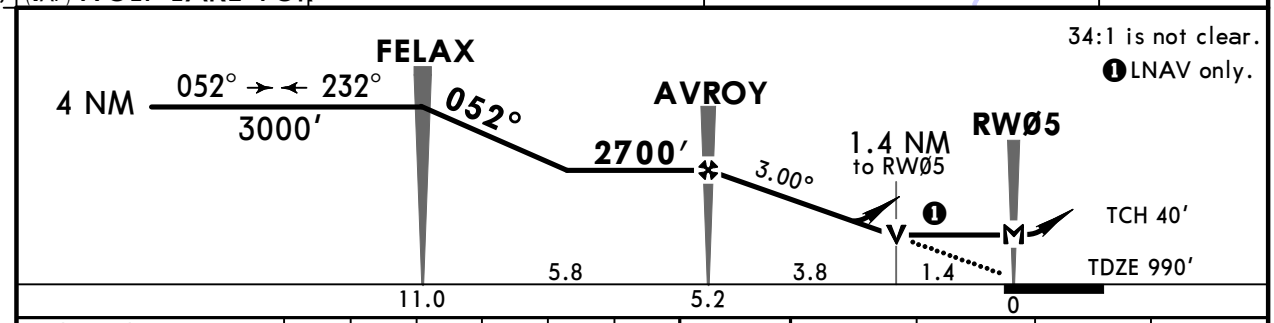
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 2. Rwy 5 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 123.075.

2600

MSA RWØ5

BRIEFING STRIP





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

REIL
PAPI-L

3000′

D

WILAT

STRAIGHT-IN LANDING RWY 5

	LNAV/VNAV DA(H) 1474′ (484′)	LNAV MDA(H) 1460′ (470′)
A	1¾	1
B		
C		1½
D	NA	NA

TERPS ORIG-F 24 MAY 2018

CHANGES: Topography, chart format.

© JEPPESEN, 2001, 2021. ALL RIGHTS REPRODUCED.

Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

KANQ/ANQ
TRI-STATE STEUBEN CO

JEPPESEN
24 DEC 21 (12-2) CAT A, B & C

ANGOLA, IND
RNAV (GPS) Rwy 23

BRIEFING STRIP ™

AWOS-3	FT WAYNE Approach (R) SW/NW of Rwy	FT WAYNE Approach (R) SE/NE of Rwy	TRI-STATE STEUBEN CO UNICOM
118.175	127.2	132.15	CTAF 123.075

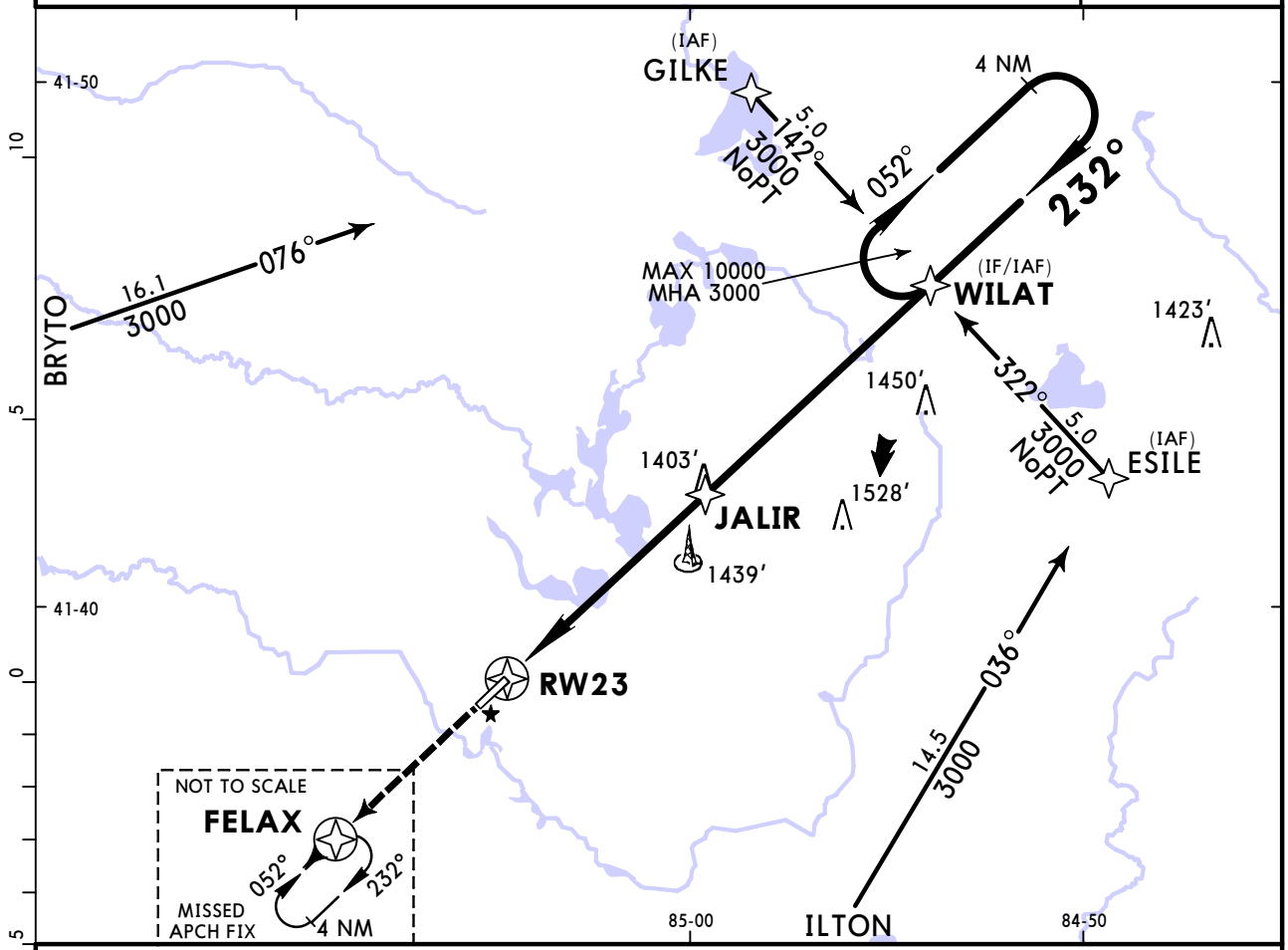
RNAV	Final Apch Crs	JALIR	LNAV MDA(H)	Apt Elev 995′
	232°	2700′ (1705′)	1700′ (705′)	TDZE 995′

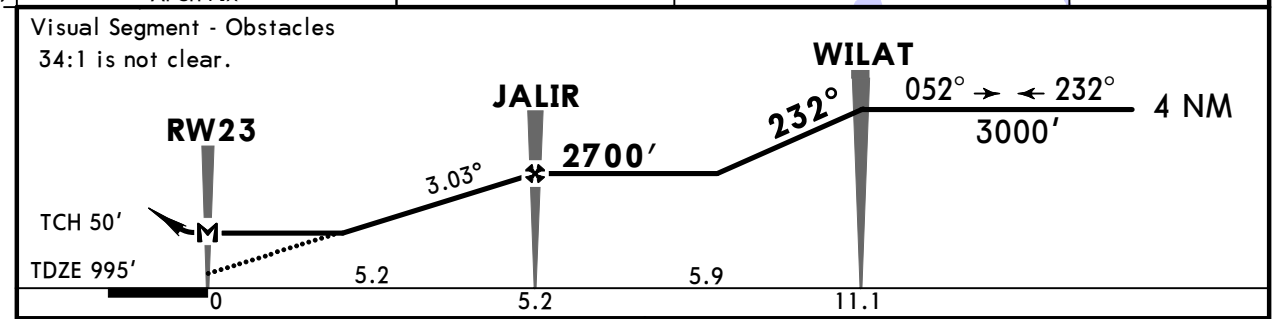
MISSED APCH: Climb to 3000′ direct FELAX and hold.

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

1. Procedure not authorized at night. 2. Rwy 23 helicopter visibility reduction below 1 SM not authorized. 3. Pilot controlled lighting 123.075.

2600
MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03°	375	482	536	643	750	858
MAP at RW23						

REIL
PAPI-L
3000′
D
FELAX

STRAIGHT-IN LANDING RWY 23

LNAV

MDA(H) 1700′ (705′)

A	1
B	
C	2
D	NA

TERPS ORIG-F 25 APR 2019

CHANGES: LFD VOR approach transition removed, topography, chart format.

© JEPPESEN, 2001, 2021. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANGOLA, IN (TRI-STATE STEUBEN CO - KANQ)

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KANQ

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.