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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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Revision Letter For Cycle 08-2026
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General Information

Location: AINSWORTH NE USA
ICAO/IATA: KANW / ANW
Lat/Long: N42° 34.75', W099° 59.58'
Elevation: 2589 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E
Sectional Chart: Omaha

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

Sunrise: 1233 Z
Sunset: 0030 Z

Runway Information

Runway: 13
Length x Width: 5501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2587 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 6824 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 5501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2585 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 6824 ft x 110 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft
Lighting: Edge, ALS, Pilot controlled

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Communication Information

AWOS: 118.325
Ainsworth Regl UNICOM: 122.800 CTAF PCL
Denver ACC: 127.950 Remote Communications Air-Ground
Columbus FSS: 122.400 RCO

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KANW/ANW

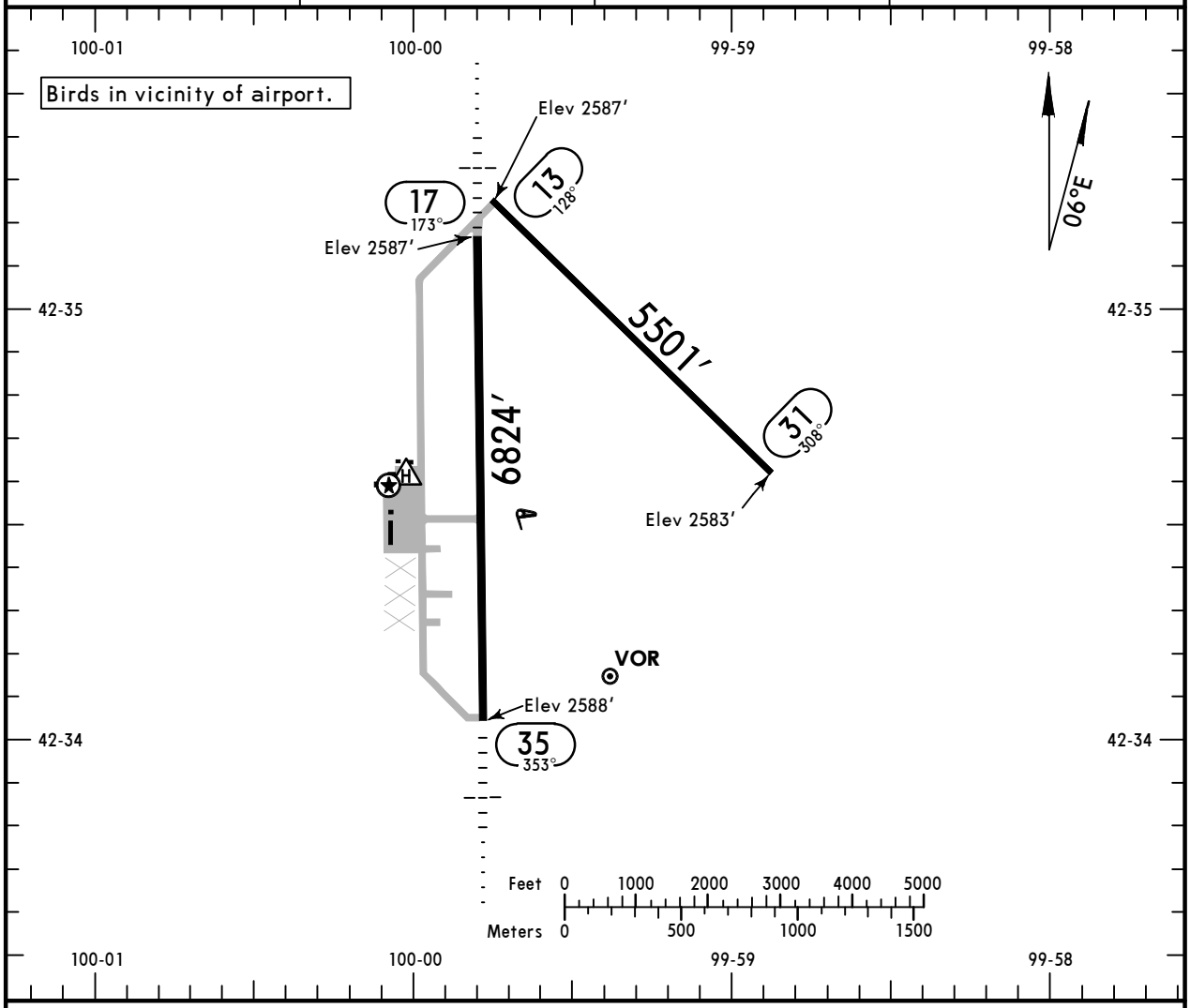
Apt Elev **2589′**

N42 34.8 W099 59.6

AINSWORTH, NEBR

AINSWORTH REGL

AWOS-3	COLUMBUS Radio	AINSWORTH REGL UNICOM	DENVER Center
118.325	122.4	CTAF 122.8	127.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13	❶HIRL ❶PAPI-L (angle 3.0°)				75′
31	❶HIRL ❶REIL ❶PAPI-L (angle 3.0°)				
17	❶HIRL ❶MALSR ❶PAPI-L (angle 3.0°)				110′
35					

❶ Activate on 122.8.

TAKE-OFF

All Rwys

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR Rwy 17	VOR Rwy 35	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 13, RNAV (GPS) Rwy 17, RNAV (GPS) Rwy 31, RNAV (GPS) Rwy 35
A	800-2	800-2	800-2
B			
C			
D		800-2¼	

ORIG

CHANGES: Format, lighting, lighting activation.

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KANW/ANW
AINSWORTH REGL

JEPPESEN
17 MAR 23 (12-1)

AINSWORTH, NEBR
RNAV (GPS) Rwy 13

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

BRIEFING STRIP ™

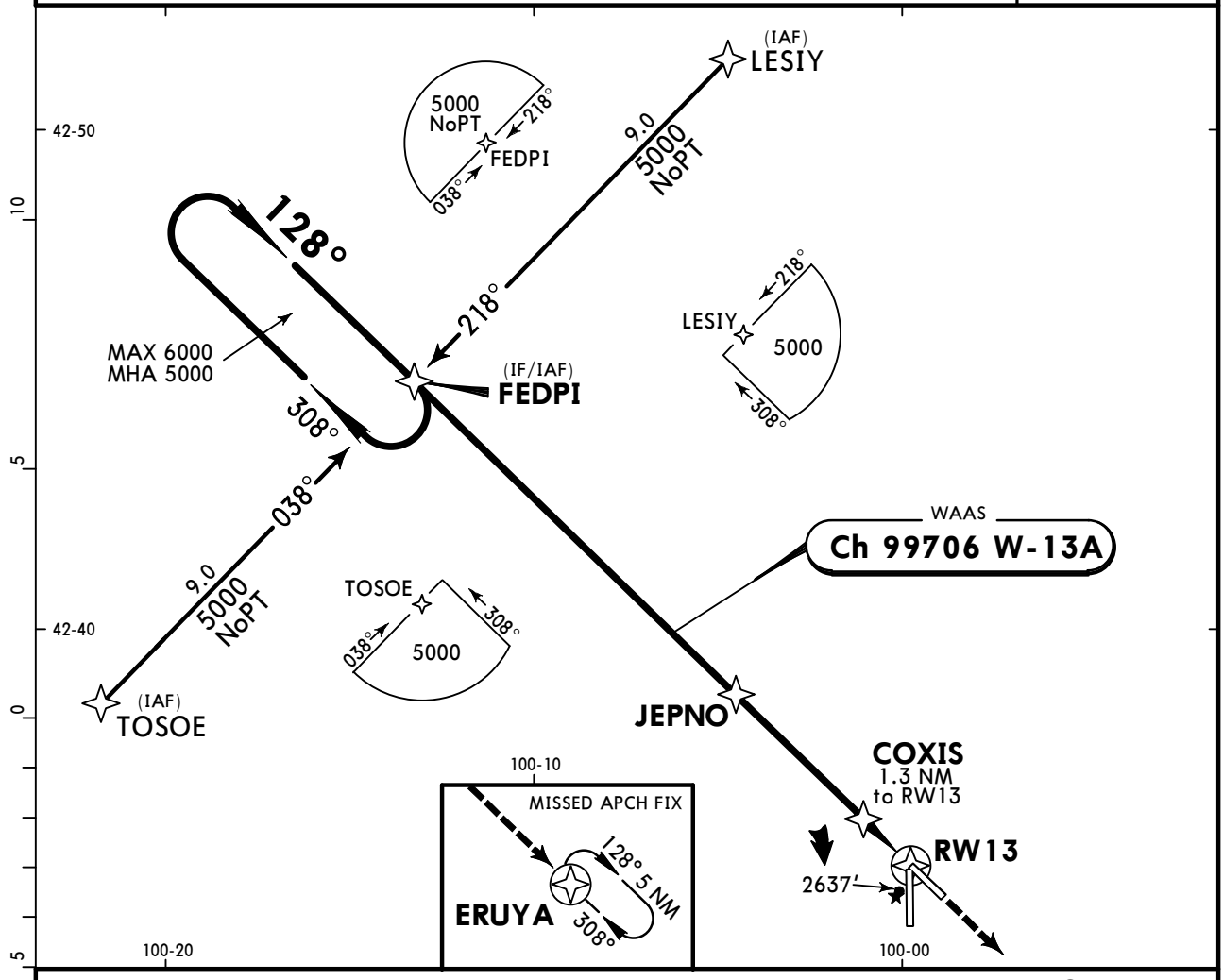
WAAS	Final Apch Crs	JEPNO	LPV DA(H)	Apt Elev 2589′
Ch 99706 W-13A	**128°**	**4200′** (1613′)	**2787′** (200′)	TDZE 2587′

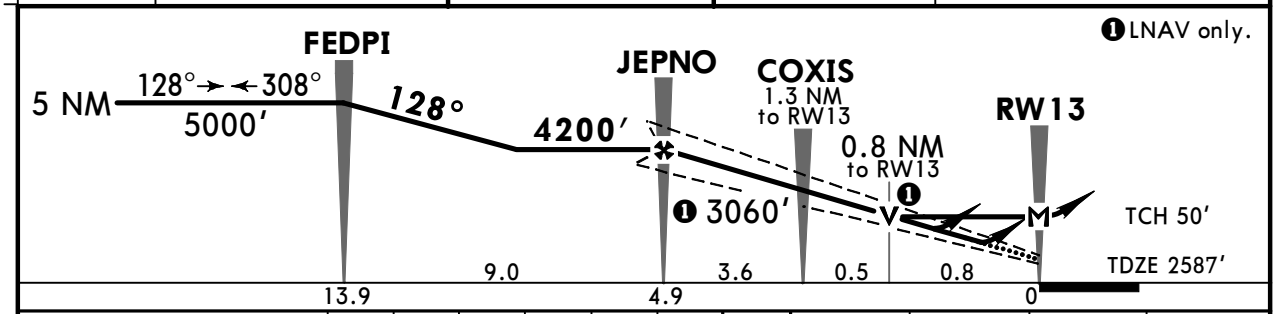
MISSED APCH: Climb to 5100′ direct ERUYA and hold, continue climb-in-hold to 5100′.

TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C. 2. Pilot controlled lighting 122.8.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW13							

PAPI-L | 5100′ | D | ERUYA

TERPS AMEND 1 10 SEP 2020

TERPS STRAIGHT-IN LANDING RWY **13** — CIRCLE-TO-LAND

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
	2787′ (200′)	**2837′** (250′)	**2900′** (313′)
A	1	1	1
B			
C			
D			

Max Kts	MDA(H)
90	3000′ (411′) - 1
120	3040′ (451′) - 1
140	3040′ (451′) - 1½
165	3200′ (611′) - 2

CHANGES: Lighting, format.

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KANW/ANW
AINSWORTH REGL

JEPPESEN
17 MAR 23 (12-2)

AINSWORTH, NEBR
RNAV (GPS) Rwy 17

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

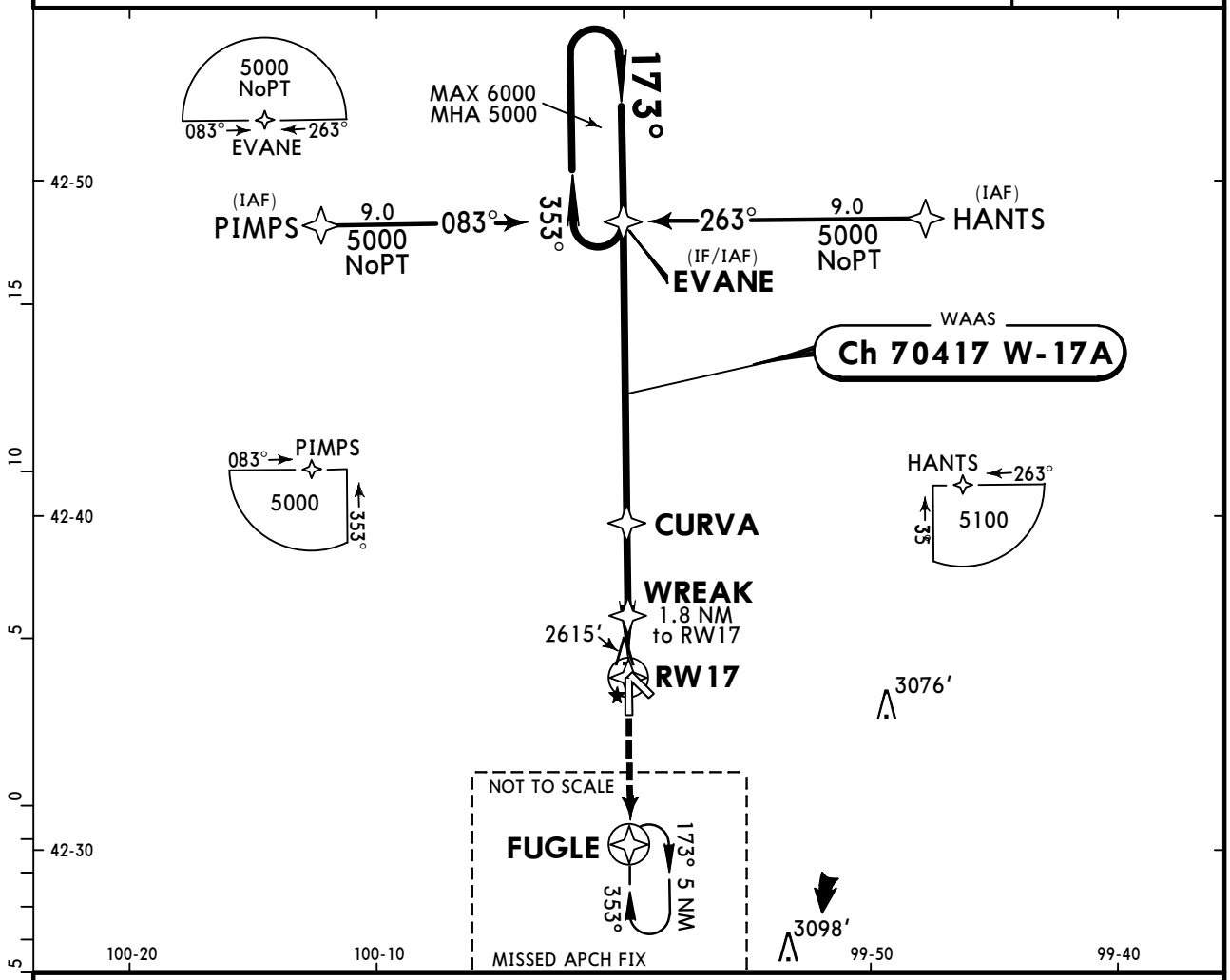
BRIEFING STRIP™

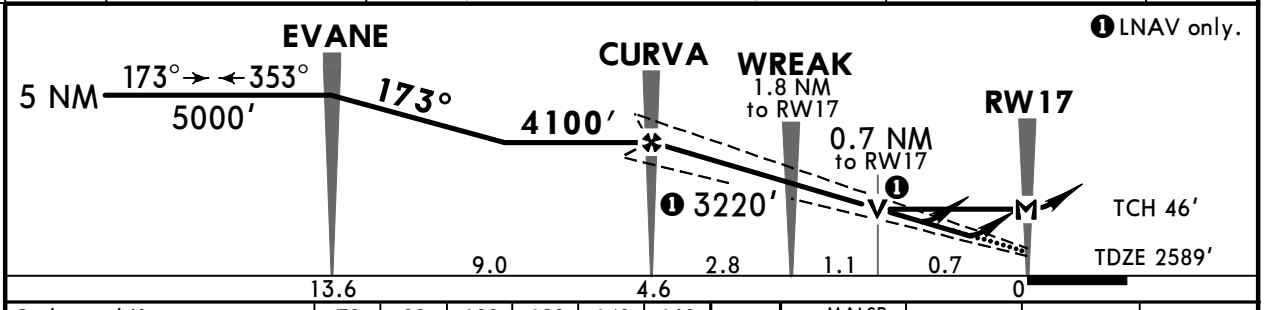
WAAS	Final Apch Crs	CURVA	LPV DA(H)	Apt Elev 2589′	TAA
Ch 70417 W-17A	**173°**	**4100′**(1511′)	**2789′**(200′)	TDZE 2589′	30 NM IAF

MISSED APCH: Climb to 5100′ direct FUGLE 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 -20°C or above 54°C. 2. Pilot controlled lighting 122.8.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW17							

MALSR
PAPI
5100′
FUGLE

TERPS STRAIGHT-IN LANDING RWY **17** CIRCLE-TO-LAND

	LPV DA(H) 2789′(200′)		LNAV/VNAV DA(H) 2839′(250′)		LNAV MDA(H) 2880′(291′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	½	¾	½	¾	½	1
B						
C						7/8
D						

Max Kts	MDA(H)
90	3000′(411′) - 1
120	3040′(451′) - 1
140	3040′(451′) - 1½
165	3200′(611′) - 2

TERPS AMEND 3 10 SEP 2020

CHANGES: Format.

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KANW/ANW
AINSWORTH REGL

JEPPESEN
17 MAR 23 (12-3)

AINSWORTH, NEBR
RNAV (GPS) Rwy 31

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

BRIEFING STRIP™

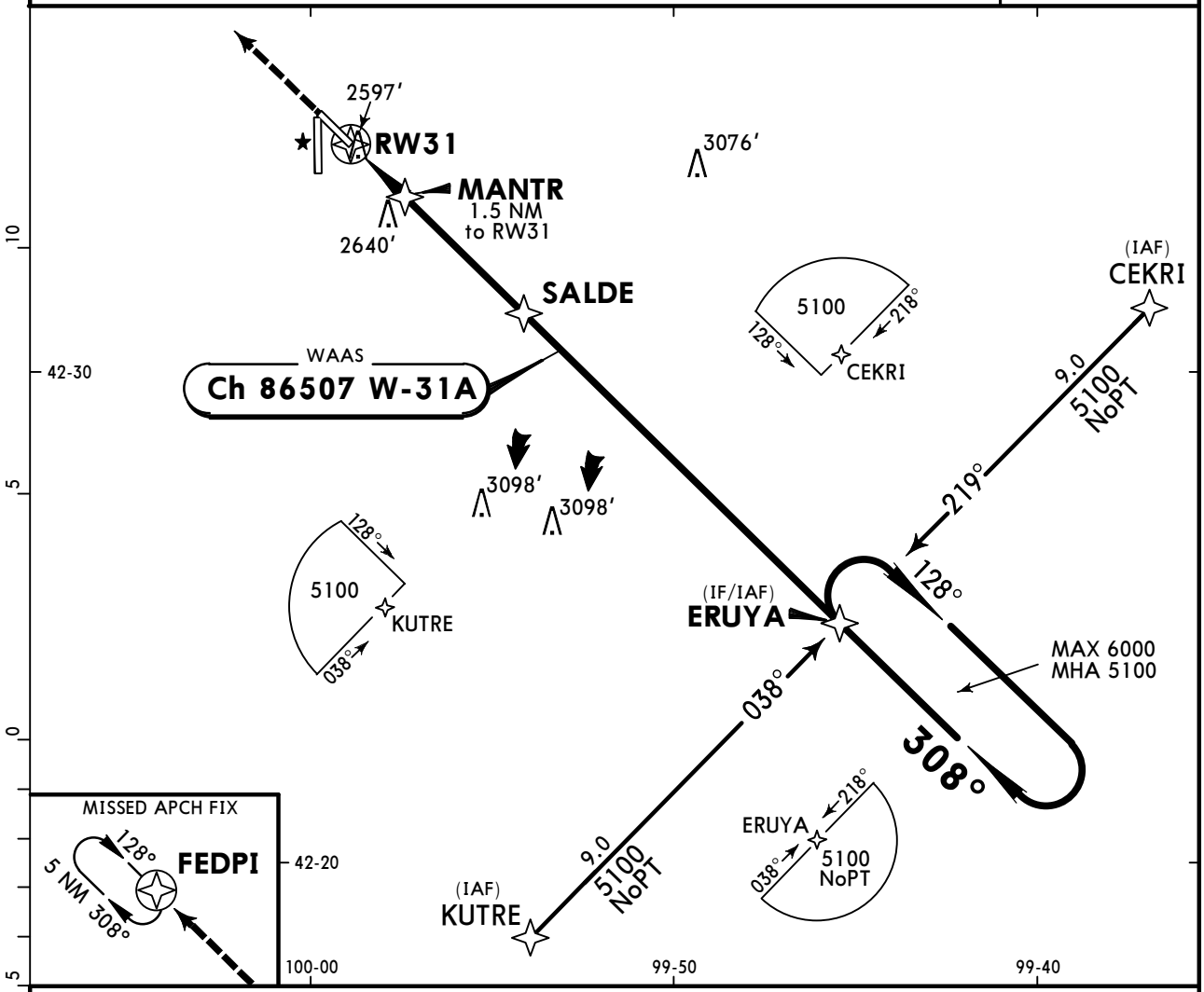
WAAS	Final Apch Crs	SALDE	LPV DA(H)	Apt Elev 2589′
Ch 86507 W-31A	**308°**	**4200′** (1615′)	**2785′** (200′)	TDZE 2585′

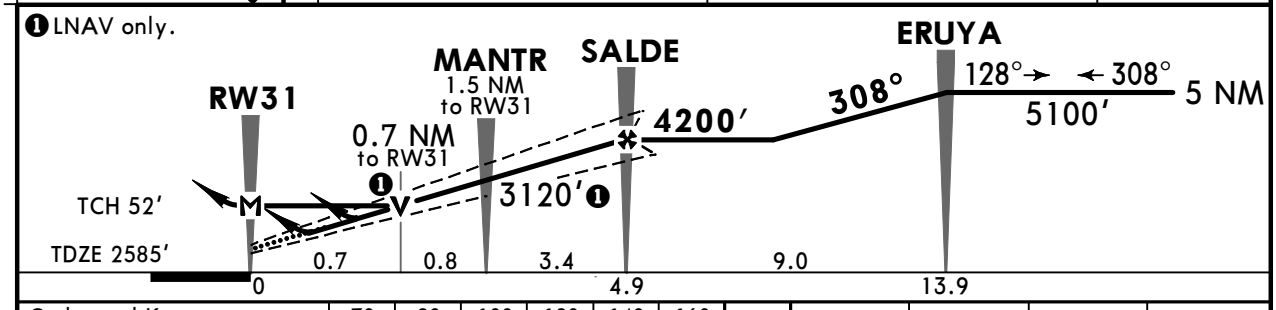
MISSED APCH: Climb to 5000′ direct FEDPI and hold.

TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C. 2. Pilot controlled lighting 122.8.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW31							

REIL
PAPI-L

5000′

D

FEDPI

TERPS STRAIGHT-IN LANDING RWY **31** CIRCLE-TO-LAND

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
	2785′ (200′)	**2835′** (250′)	**2860′** (275′)
A	1	1	1
B			
C			
D			

C Max Kts	MDA(H)
90	3000′ (411′) - 1
120	3040′ (451′) - 1
140	3040′ (451′) - 1½
165	3200′ (611′) - 2

TERPS AMEND 1 10 SEP 2020

CHANGES: Lighting, format.

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KANW/ANW
AINSWORTH REGL

JEPPESEN
17 MAR 23 (12-4)

AINSWORTH, NEBR
RNAV (GPS) Rwy 35

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

BRIEFING STRIP ™

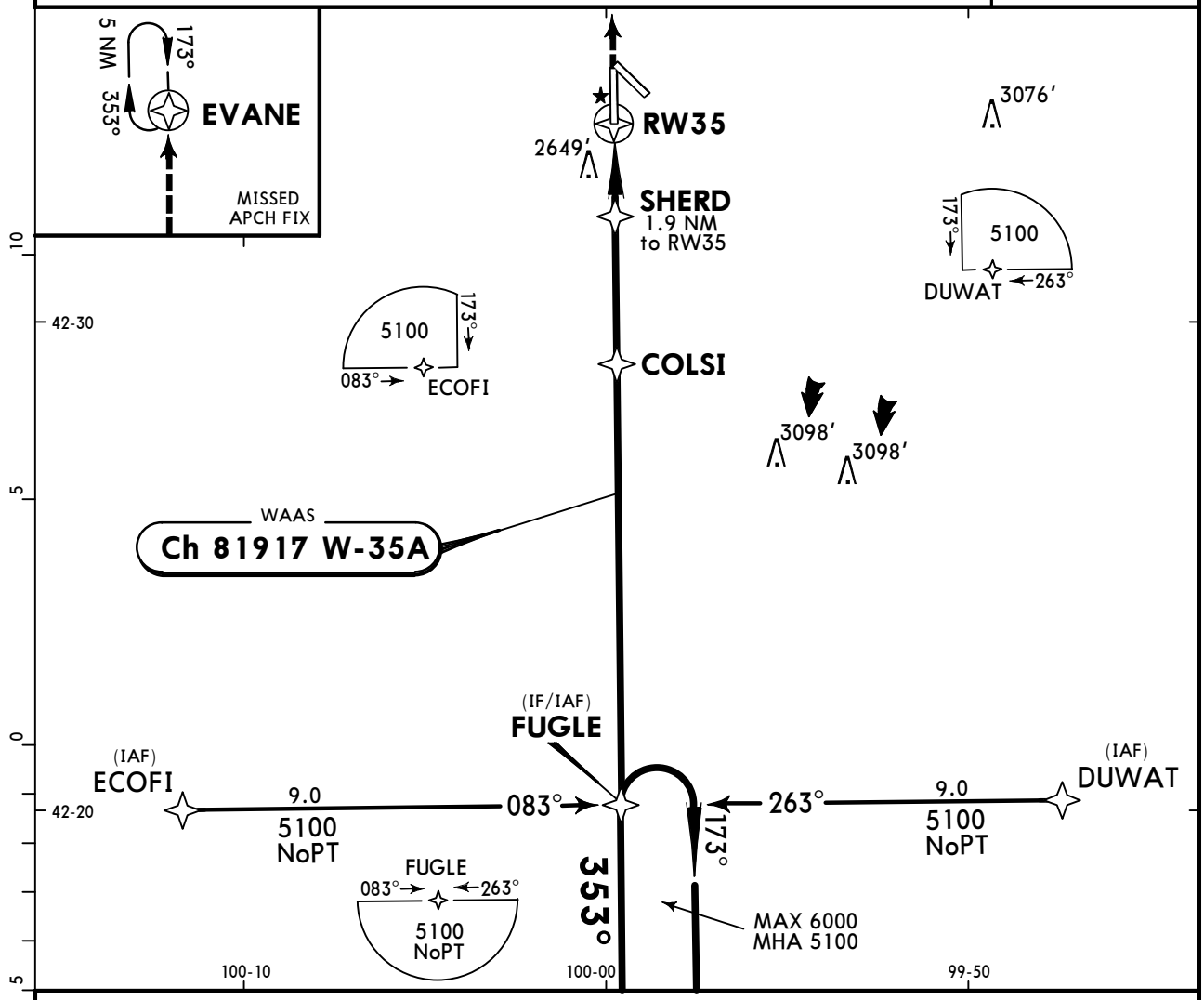
WAAS	Final Apch Crs	COLSI	LPV DA(H)	Apt Elev 2589′
Ch 81917 W-35A	**353°**	**4200′**(1611′)	**2789′**(200′)	TDZE 2589′

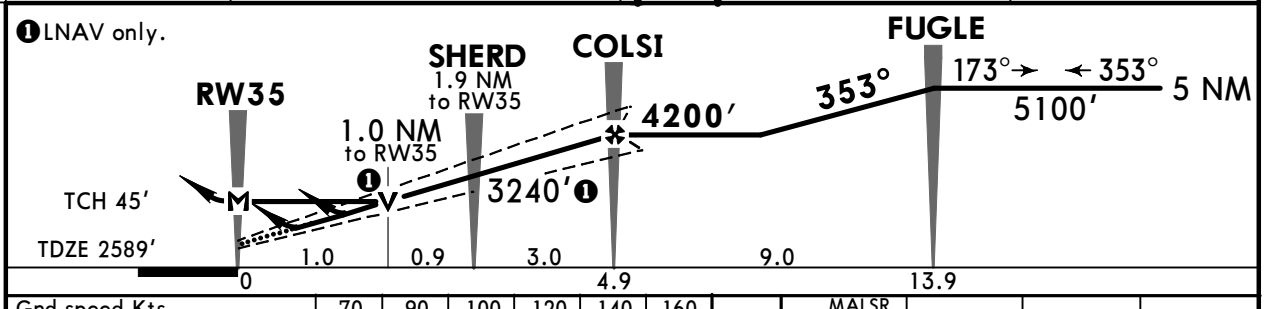
TAA
30 NM
IAF

MISSED APCH: Climb to 5000′ direct EVANE 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 -20°C or above 54°C. 2. Pilot controlled lighting 122.8.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW35							

MALSR
PAPI
5000′
D
EVANE

TERPS STRAIGHT-IN LANDING RWY **35** CIRCLE-TO-LAND

	LPV DA(H) 2789′(200′) RAIL/ALS out		LNAV/VNAV DA(H) 2839′(250′) RAIL/ALS out		LNAV MDA(H) 2960′(371′) RAIL/ALS out	
A	½	¾	½	¾	½	1
B						
C					5/8	
D						

C Max Kts	MDA(H)
90	3000′(411′) -1
120	3040′(451′) -1
140	3040′(451′) -1½
165	3200′(611′) -2

TERPS AMEND 3 10 SEP 2020

CHANGES: Format.

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KANW/ANW
AINSWORTH REGL

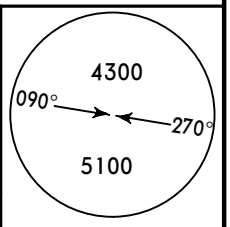
JEPPESEN
2 OCT 20 (13-1)

AINSWORTH, NEBR
VOR Rwy 17

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

BRIEFING STRIP™

VOR ANW	Final Apch Crs	No FAF	MDA(H)	Apt Elev 2589′
112.7	**159°**		**3060′** (471′)	TDZE 2589′

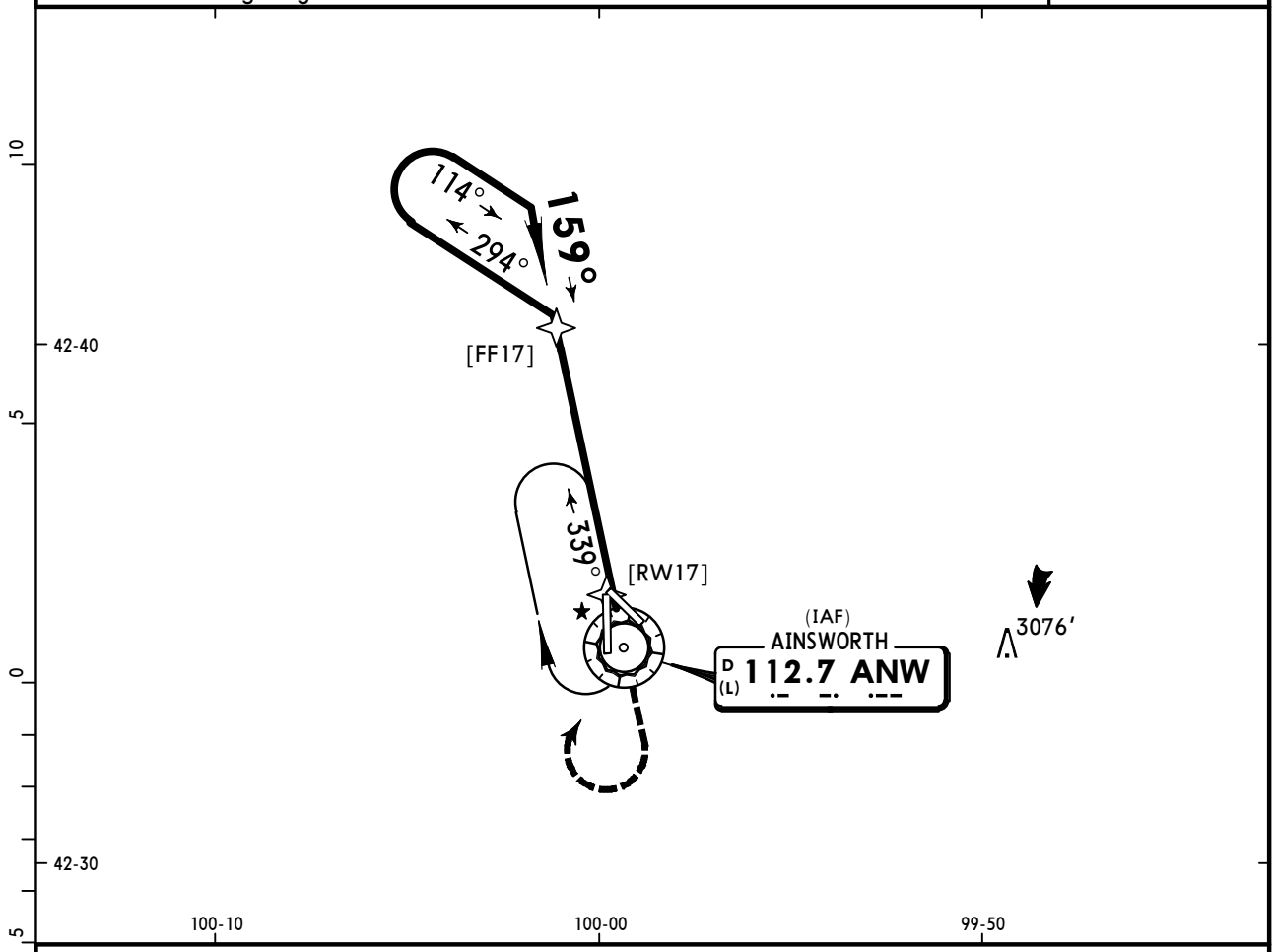


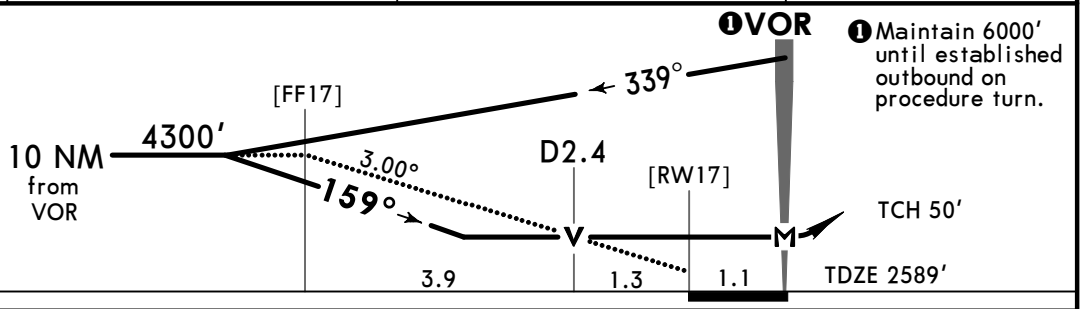
MSA ANW VOR

MISSED APCH: Climb to 3500′ then climbing RIGHT turn to 6000′ direct ANW VOR and hold.

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

Pilot controlled lighting 122.8.





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

MALSR
PAPI

3500′ ↑ | 6000′ RT | D | ANW 112.7

TERPS STRAIGHT-IN LANDING RWY **17**

MDA(H) **3060′** (471′)

	RAIL/ALS out
A	1/2
B	1
C	3/4
D	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3060′(471′) -1
120	
140	3060′(471′) -1½
165	3200′(611′) -2

AMENDED 3A TERPS

CHANGES: Communications, profile, minimums.

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KANW/ANW
AINSWORTH REGL

JEPPESEN
2 OCT 20 (13-2)

AINSWORTH, NEBR
VOR Rwy 35

AWOS-3	DENVER Center	COLUMBUS Radio	AINSWORTH REGL UNICOM
118.325	127.95	122.4	CTAF 122.8

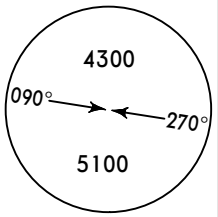
BRIEFING STRIP™

VOR ANW	Final Apch Crs	BIYAG	MDA(H) (CONDITIONAL)	Apt Elev 2589′ TDZE 2589′
112.7	008°	3300′ (711′)	3000′ (411′)	

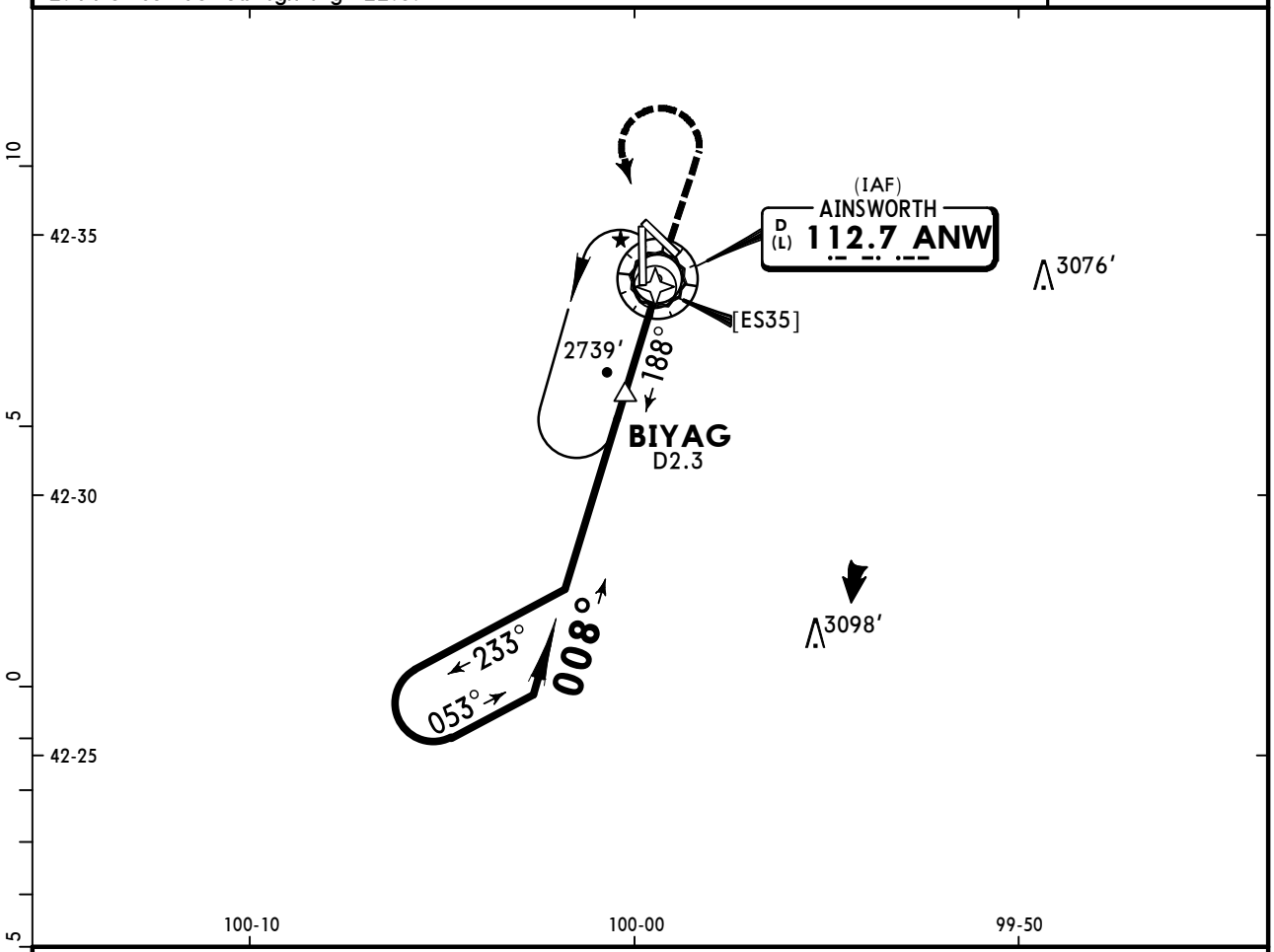
MISSED APCH: Climb to 3500′ then climbing LEFT turn to 6000′ direct ANW VOR and hold.

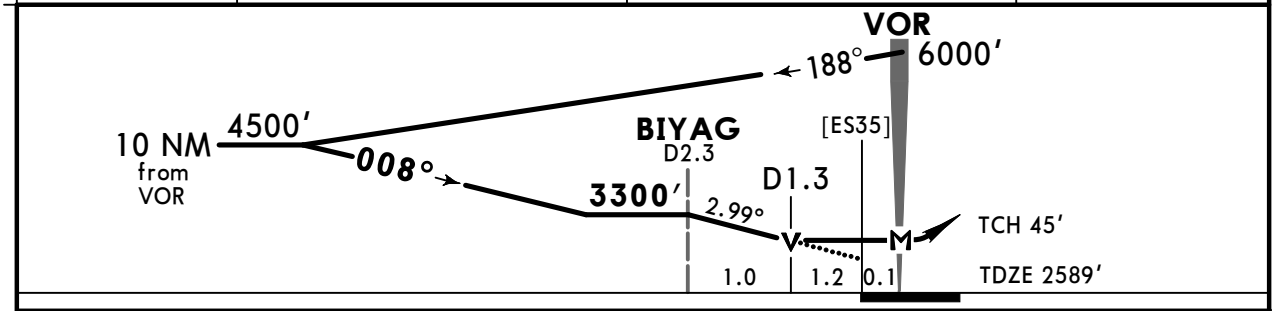
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. When local altimeter setting not received, procedure not authorized.
2. Pilot controlled lighting 122.8.



MSA ANW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.99°	370	476	529	635	741	846
MAP at VOR						

MALSR
PAPI
3500′
6000′ LT
D
ANW 112.7

TERPS STRAIGHT-IN LANDING RWY 35

	MDA(H) 3000′ (411′) 1 With BIYAG		MDA(H) 3300′ (711′) Without BIYAG	
		RAIL/ALS out		RAIL/ALS out
A	1/2	1	1/2	1
B				
C	3/4	1 1/4	1 1/2	2
D	1		1 3/4	2 1/4

CIRCLE-TO-LAND

C	1 With BIYAG		Without BIYAG
Max Kts	MDA(H)		MDA(H)
90	3000′ (411′)	-1	3300′ (711′) -1
120	3040′ (451′)	-1	
140	3040′ (451′)	-1 1/2	3300′ (711′) -2
165	3200′ (611′)	-2	3300′ (711′) -2 1/4

1 DME required.

TERPS AMEND 4B 26 MAR 20

CHANGES: Communications, minimums, chart format.

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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

AINSWORTH, NE (AINSWORTH REGL - KANW)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KANW

Type: Terminal
Effectivity: Temporary
Begin Date: 20220324
End Date: Until Further Notice

(13-1, 13-2) ANW Ainsworth VOR/DME (D) changed to (DH), (L) changed to (VL).

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.