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JEPPESEN
JeppView for Windows

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

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General Information

Location: ANTHONY KS USA
ICAO/IATA: KANY / ANY
Lat/Long: N37° 09.59', W098° 04.77'
Elevation: 1343 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: Wichita

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

Sunrise: 1224 Z
Sunset: 0023 Z

Runway Information

Runway: 10
Length x Width: 2212 ft x 150 ft
Surface Type: turf
TDZ-Elev: 1341 ft

Runway: 18
Length x Width: 5002 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1343 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 2212 ft x 150 ft
Surface Type: turf
TDZ-Elev: 1341 ft

Runway: 36
Length x Width: 5002 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1341 ft
Lighting: Edge, Pilot controlled

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Communication Information

ATIS: 125.150 Secondary
AWOS: 120.575 Secondary
Anthony Mun UNICOM: 122.800 CTAF PCL
Wichita Approach: 126.700
Wichita Departure: 126.700
Kansas City ACC: 118.350 Remote Communications Air-Ground

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KANY/ANY

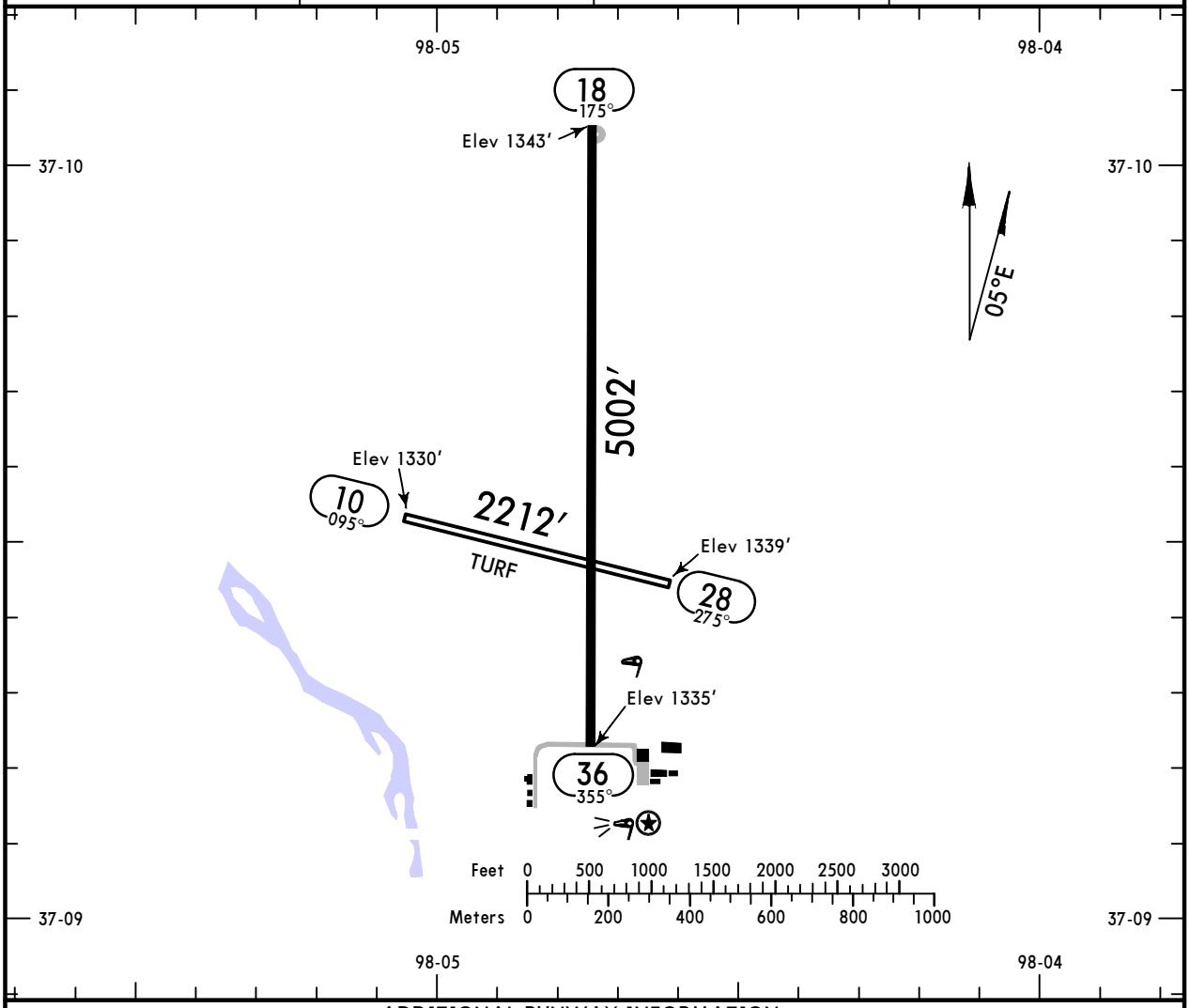
Apt Elev 1343′
N37 09.6 W098 04.8

JEPPESEN
26 SEP 25 (10-9) Eff 2 Oct

ANTHONY, KAN

ANTHONY MUN

AWOS-3PT	WICHITA Radio	ANTHONY MUN UNICOM	WICHITA Departure (R)
119.575	122.4	CTAF 122.8	126.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10 ❶ 28					60′
18	❷ RL ❸ PAPI-L (angle 3.0°)				75′
36	❷ RL ❸ PAPI-L (angle 3.0°)				

❶ Soft after rain.
❷ Preset low intensity; increase intensity and activate on 122.8.
❸ Increase intensity and activate on 122.8.

TERPS

TAKE-OFF				FOR FILING AS ALTERNATE
Rwys 18, 36			**Rwys 10, 28**	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD			
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	NA	NA

TAKE-OFF OBSTACLE NOTES: Rwy 18, traverse way 11′ from DER, 145′ right of centerline, 1346′ MSL. Tree, traverse way beginning 15′ from DER, 153′ right of centerline, up to 1379′ MSL. Tree 157′ from DER, 472′ right of centerline, 1382′ MSL. Trees, poles, antenna beginning 291′ from DER, 19′ right of centerline, up to 1407′ MSL. Lighting, tower, trees beginning 696′ from DER, 15′ left of centerline, up to 56′ AGL/1377′ MSL.
Rwy 36, tree 2477′ from DER, 884′ right of centerline, 66′ AGL/1406′ MSL.

AMEND 1

CHANGES: AWOS-3PT added, lighted windcone.

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KANY/ANY
ANTHONY MUN

JEPPESEN

26 SEP 25
Eff 2 Oct

12-1

CAT A, B & C

ANTHONY, KAN
RNAV (GPS) Rwy 18

AWOS-3PT	WICHITA Approach (R)	WICHITA Radio	ANTHONY MUN UNICOM
119.575	126.7	122.4	CTAF 122.8

BRIEFING STRIP™

WAAS	Final Apch Crs	WULGI	LPV DA(H)	Apt Elev 1343'
Ch 49027 W18A	175°	2900' (1557')	1643' (300')	TDZE 1343'

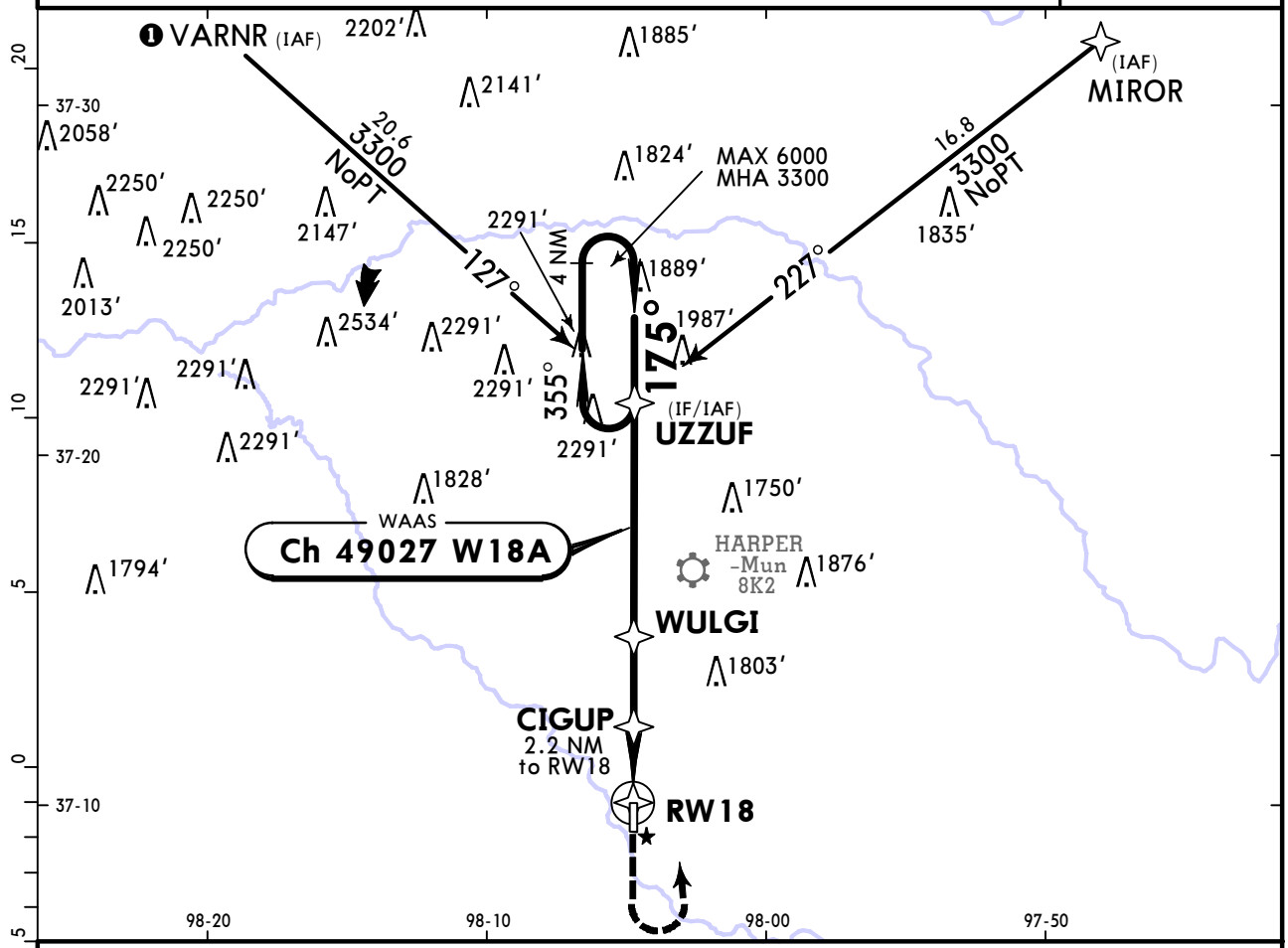
MISSED APCH: Climb to 3000' then climbing LEFT turn to 3300' direct UZZUF and hold.

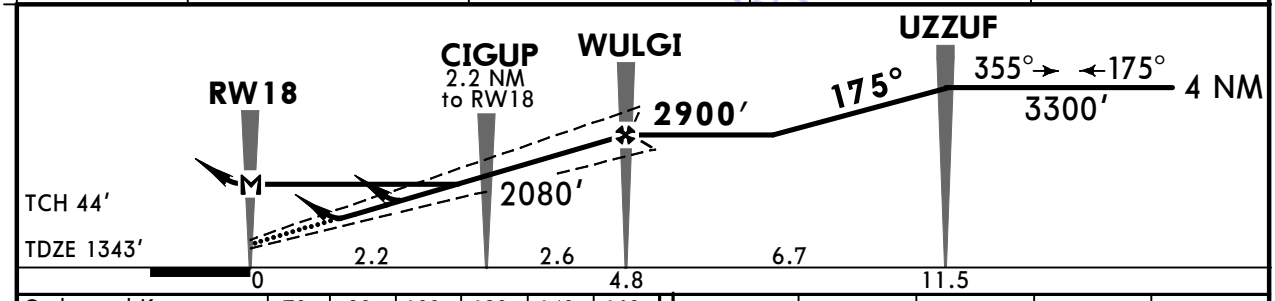
RNP APCH - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'

1. Circling Rwy 36 not authorized at night. 2. Use Wichita Eisenhower Natl altimeter setting (ATIS 125.15). 3. Baro-VNAV not authorized. 4. Pilot controlled lighting 122.8.

3600

MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

PAPI-L | 3000' ↑ | 3300' LT | D | UZZUF

TERPS AMEND 2A 23 FEB 2023

TERPS STRAIGHT-IN LANDING RWY **18**

CIRCLE-TO-LAND
Not Authorized to Rwys 10 and 28
Not Authorized East of Rwy 18

	LPV DA(H) 1643' (300')	LNAV/VNAV DA(H) 1714' (371')	LNAV MDA(H) 1800' (457')	Max Kts	MDA(H)
A	1	1	1	90	1920' (577') -1
B				120	
C			1⅜	140	2080' (737') -2
D	NA	NA	NA	D	NA

CHANGES: AWOS-3PT added, format.

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KANY/ANY
ANTHONY MUN

JEPPESEN

26 SEP 25
Eff 2 Oct

12-2

CAT A, B & C

ANTHONY, KAN
RNAV (GPS) Rwy 36

AWOS-3PT	WICHITA Approach (R)	WICHITA Radio	ANTHONY MUN UNICOM
119.575	126.7	122.4	CTAF 122.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	HUVSO	LP MDA(H)	Apt Elev 1343′
Ch 86927 W36A	355°	2900′ (1559′)	1760′ (419′)	TDZE 1341′

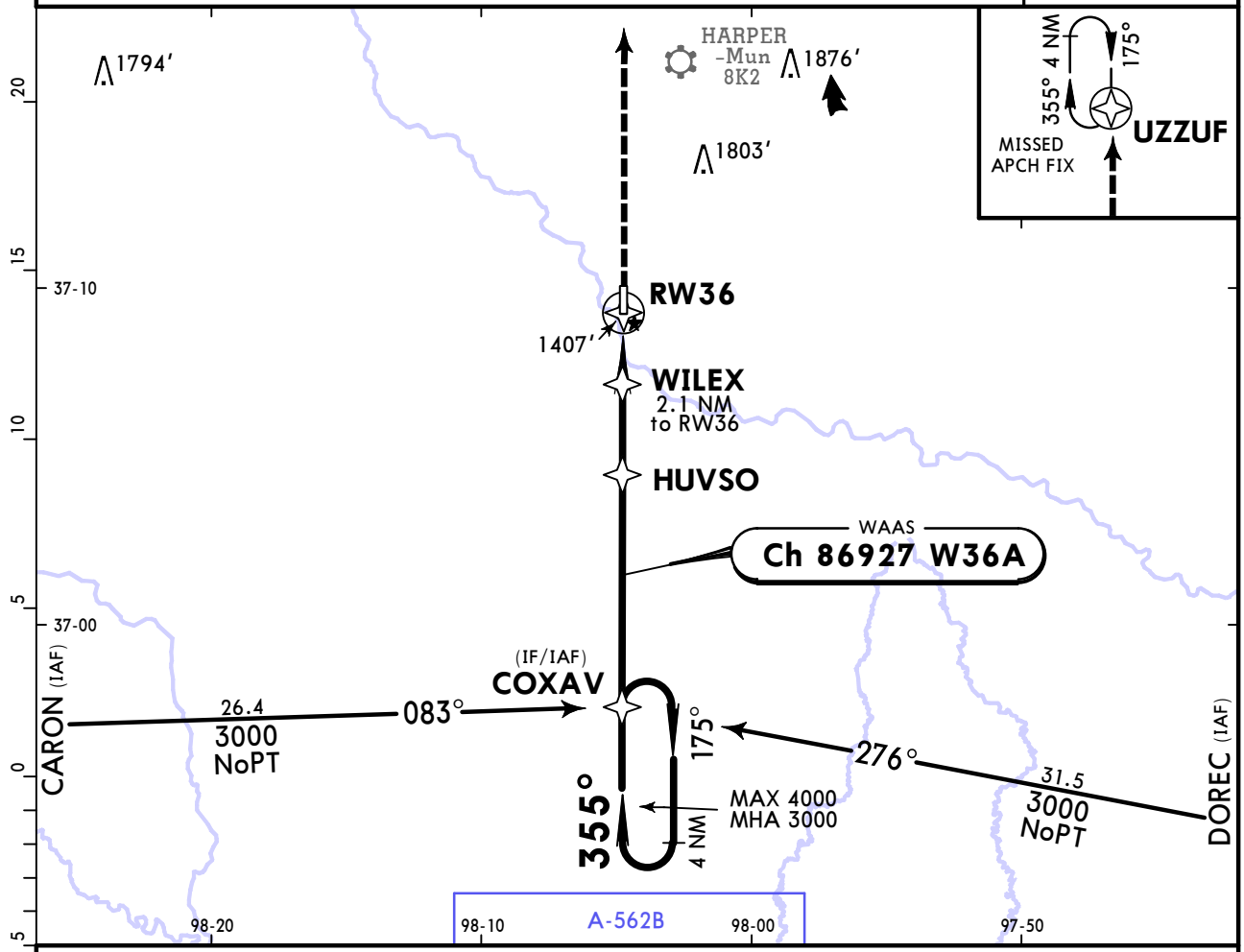
MISSED APCH: Climb to 3300′ direct UZZUF and hold.

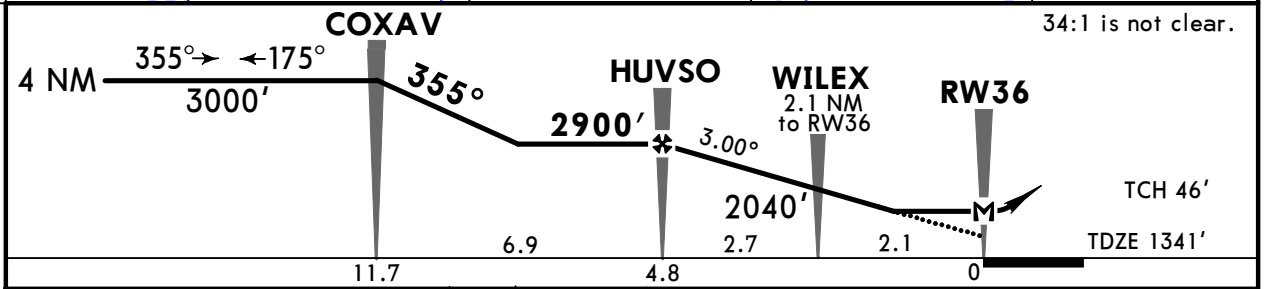
RNP APCH - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Straight-in Rwy 36 and Circling Rwy 36 not authorized at night. 2. Use Wichita Eisenhower Natl altimeter setting (ATIS 125.15). 3. Rwy 36 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.

3600

MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RW36						

PAPI-L | 3300′ | D | UZZUF

TERPS STRAIGHT-IN LANDING RWY 36

	LP MDA(H) 1760′ (419′)	LNAV MDA(H) 1800′ (459′)
A	1	1
B		
C	1⅛	1⅜
D	NA	NA

CIRCLE-TO-LAND
Not Authorized to Rwys 10 and 28
Not Authorized East of Rwys 18 and 36

Max Kts	MDA(H)
90	1920′ (577′) -1
120	
140	2080′ (737′) -2
D	NA

TERPS ORIG-C 2 DEC 2021

CHANGES: AWOS-3PT, 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

ANTHONY, KS (ANTHONY MUN - KANY)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KANY

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.