WICHITA
LEGEND

SOUTH ◄ ► NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS
Other than hard-surfaced runways — Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION
Private "(Pvt)" - Non-public use having emergency or landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected
Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways greater than 8069 ft.
Rotating airport beacon in operation Sunset to Sunrise
OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA
Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — NO SVFR — FAR 91 — Location Identifier
NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.
Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34
RP * Special conditions exist - see Supplement. — VFR Advsy 125.0 — UNICOM — AOE — Airport of Entry
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line.
Intersection - Arrows are directed towards facilities which establish intersection.
132° V 69 169
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
T 319 — TK 313 (Helicopter Only) — RNAV Waypoint
Prohibited, Restricted, Warning and Alert Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and MOA - Military Operations Area
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route — IR211

COMMUNICATION BOXES
122.1R 122.6 123.6 — OAKDALE 362 ★ 335 OAK — 122.1R CHICAGO CHI
Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
Ⓐ - ASOS/AWOS
Ⓗ - HIWAS
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
FSS radio providing voice communication — 122.1R MIAMI
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION
VHF OMNI RANGE (VOR) — VORTAC
VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, etc.
Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS
1000 ft and higher AGL — Wind Turbine — Wind Turbine Farm — 2894' UC
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Group Obstruction — Elevation of the top above mean sea level — 2049 (1149) — Height above ground — UC — Under construction or reported; position and elevation unverified
Obstruction with high-intensity lights; may operate part-time — NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS
A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM — Intermittent TFR site (within 3 NM, up to and incl 3000' AGL)
Marine Light
Space Launch Activity Area (See Supplement.)
-1°E — Isogonic Line (2015 VALUE)
VPXYZ — VFR Waypoints (See chart tabulation for latitude/longitude.) — NAME (VPXYZ)

TOPOGRAPHIC INFORMATION
Power Transmission Line
Aerial Cable
Lookout Tower 618 (Elevation Base of Tower)
Mountain Pass 11823 (Elevation of Pass)
Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

WICHITA SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

SOUTH ◄ ► NORTH

Federal Aviation Administration

97TH EDITION EFFECTIVE 0901Z 21 JUL 2016
TO 0901Z 5 JAN 2017

Includes airspace amendments effective 21 JUL 2016
and all other aeronautical data received by 26 MAY 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://www.faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Cartographic Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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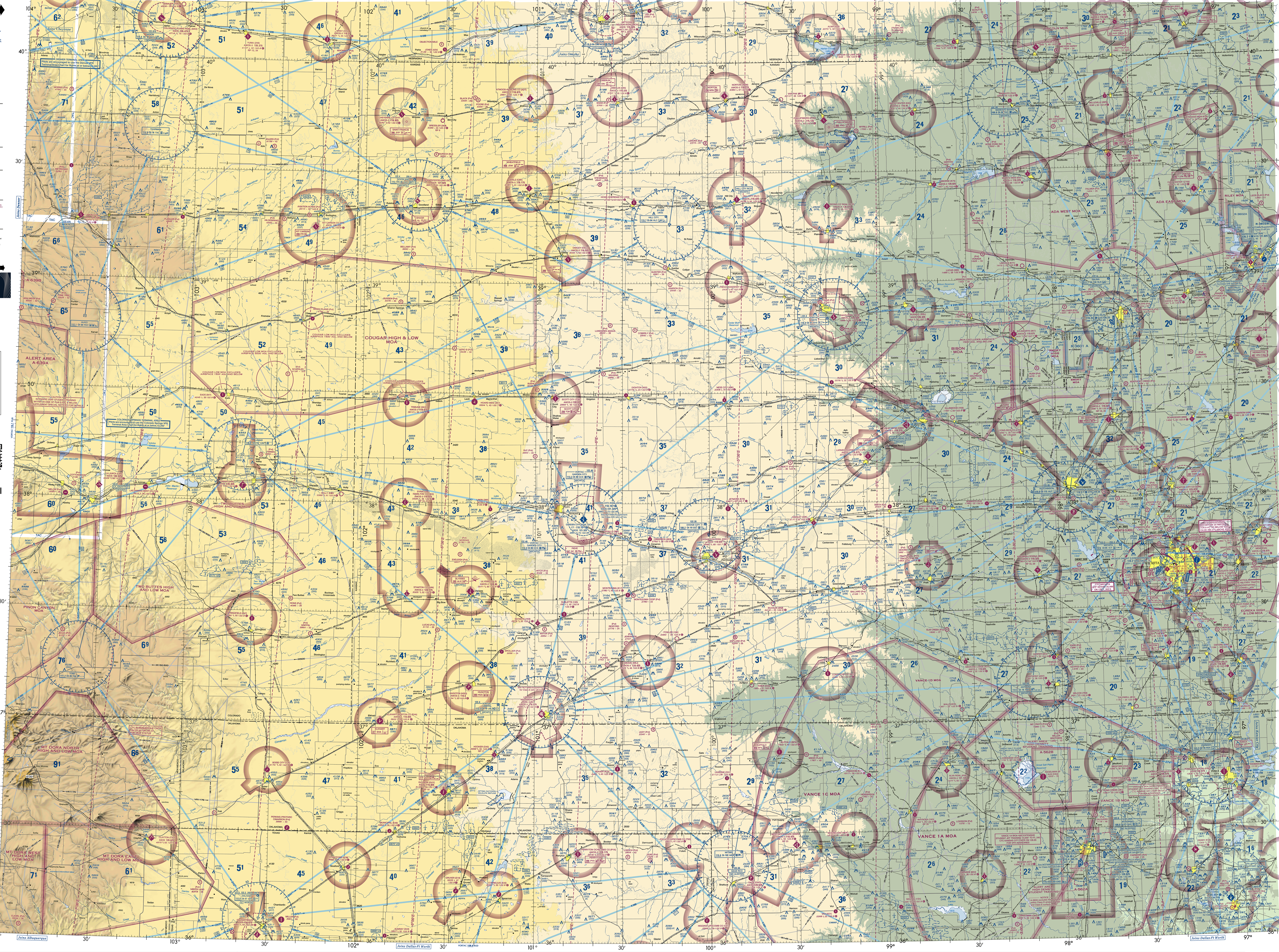

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE
There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1

Figure 2

Figure 3

CONTROL TOWER FREQUENCIES ON WICHITA SECTIONAL CHART
Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BEECH	0700-1730 MON-FRI O/T BY NOTAM	126.8 313.6	121.7		
ENID WOODRING RGNL	0630-2100	118.9 257.95	121.925		
GARDEN CITY RGNL	0700-2100	118.15 254.4	119.0 254.4		
HUTCHINSON RGNL	0700-2300	118.5 363.0	121.9	124.25	
MARSHALL AAF	0800-0100 MON-THU 0800-1600 FRI CLSD HOL	126.2 248.65	140.2 229.4	121.025	ASR/PAR
MC CONNELL AFB	CONTINUOUS	127.25 291.775	118.0 275.8	124.65 269.9	
SALINA RGNL	0700-2300	119.3 257.7	121.9 397.9	120.15	
STILLWATER RGNL	0800-2000	125.35	121.6		
VANCE AFB	0700-2000 MON-FRI 1300-1700 SUN CLSD FED HOL O/T BY NOTAM	124.05 259.1	121.8 289.4	115.4 263.15	
WICHITA DWIGHT D EISENHOWER NATL	CONTINUOUS	118.2 257.8	121.9 348.6	125.15	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WICHITA CLASS C	134.8 (010°-190° AT OR BELOW 4000') 134.85 290.275 (010°-190° ABOVE 4000') 126.7 353.5 (191°-009°)	CONTINUOUS
MARSHALL AAF	121.25 254.35 O/T 127.35 257.97 KANSAS CITY CNTR	0800-0100 MON-THU 0800-1600 FRI CLSD HOL
VANCE AFB	121.3 291.1 (037°-169° AT OR BELOW 6500') 119.775 244.875 (169°-007° WITHIN 18 DME AT OR BELOW 9500') 120.525 306.3 (169°-007° 10,000' TO FL 240) 126.75 346.325 (209°-337° TO 18 DME AT OR BELOW FL 220) 118.075 273.475 (337°-037° TO 19 DME AT OR BELOW FL 220) 125.45 388.2 (7000' TO FL 220) O/T 127.8 319.1 KANSAS CITY CNTR	0700-2000 MON-FRI 1300-1700 SUN CLSD FED HOL O/T BY NOTAM

SPECIAL USE AIRSPACE ON WICHITA SECTIONAL CHART
Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3601 A	TO BUT NOT INCL FL 180	0900-1700 MON-SAT †6 HRS IN ADVANCE	KANSAS CITY CNTR	134.9 363.2
R-3602 A, B	TO 29,000	CONTINUOUS	KANSAS CITY CNTR	134.9 363.2
A-562 A	TO 10,000	SR TO 3 HRS AFTER SS MON-FRI	NO A/G	
A-562 B	TO 10,000	SR-SS MON-FRI	NO A/G	
A-639 A, B	3000 AGL TO 12,000	SR-SS MON-FRI EXC HOL SR-SS SAT-SUN BY NOTAM	NO A/G	
A-683	TO 4500	0800-1900 MON-FRI	WICHITA TRACON	134.85 385.55

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
ADA EAST, WEST	7000	SR-SS MON-FRI (ONL SAT-SUN)	KANSAS CITY CNTR	134.9 363.2
BISON	1000 AGL	0830-1130 & 1330-1600 MON-FRI; 0830-1130 & 1330-1600 ONE SAT-SUN PER MONTH BY NOTAM	KANSAS CITY CNTR	134.9 363.2
COUGAR HIGH	11,000	0700-2200 TUE-FRI	DENVER CNTR	
COUGAR LOW	500 AGL TO BUT NOT INCL 11,000	0700-2200 TUE-FRI	DENVER CNTR	
EUREKA HIGH	6000	SR-SS MON-FRI SAT-SUN BY NOTAM	KANSAS CITY CNTR	132.9 279.5
EUREKA LOW	2500 TO BUT NOT INCL 6000	SR-SS MON-FRI SAT-SUN BY NOTAM	KANSAS CITY CNTR	132.9 279.5
LINCOLN	8000	BY NOTAM (NORMALLY 0900-1600 TUE-SUN)	MINNEAPOLIS CNTR	119.4 287.9
MT DORA EAST, NORTH, WEST HIGH	11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
MT DORA EAST, NORTH, WEST LOW	1500 AGL TO BUT NOT INCL 11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
PINON CANYON	100 AGL TO 10,000	INTERMITTENT BY NOTAM	DENVER CNTR	128.375 379.95
RILEY	7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	127.35 388.8
SMOKY	500 AGL TO BUT NOT INCL 5000	0900-1700 MON-SAT	KANSAS CITY CNTR	134.9 363.2
SMOKY HIGH	5000	0900-1700 MON-SAT	KANSAS CITY CNTR	134.9 363.2
TWO BUTTES HIGH	10,000	SR-SS TUE-SAT	DENVER CNTR	128.37 379.95
TWO BUTTES LOW	300 AGL TO BUT NOT INCL 10,000	INTERMITTENT BY NOTAM EXC 2200-0700	DENVER CNTR	128.37 379.95
VANCE 1A, 1C, 1D	8000	1 HR BEFORE SR TO 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	126.95 379.2
VANCE 1B	7000	1 HR BEFORE SR TO 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	127.8 319.1

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet
HIGHEST TERRAIN elevation is 8720 feet located at 36° 42'N - 103° 53'W
Spot elevation ... 4254
Approximate elevation ... 3200

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://www.faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet ... 12^5

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.