

VFR TERMINAL AREA CHART KANSAS CITY

Always Review Control Towers are shown in blue. Consult Chart Supplement for details regarding operating frequencies, navigation aids, and services. All times are local. For additional information refer to the Chart User's Guide.

Legend section containing symbols for airports, communication boxes, obstructions, and other navigational aids.

Legend section containing symbols for airport traffic, airspace information, and topographic information.

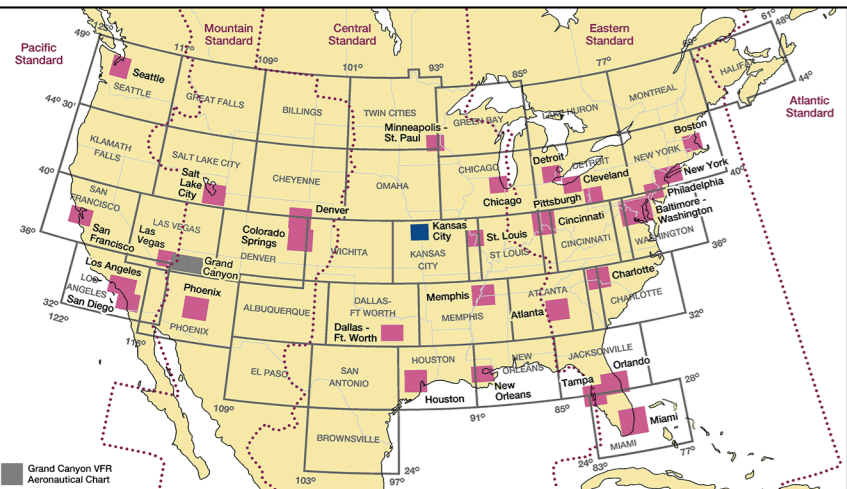
KANSAS CITY TAC VFR TERMINAL AREA CHART SCALE 1:250,000



83rd EDITION EFFECTIVE 0901Z 26 MAY 2016 TO 0901Z 10 NOV 2016

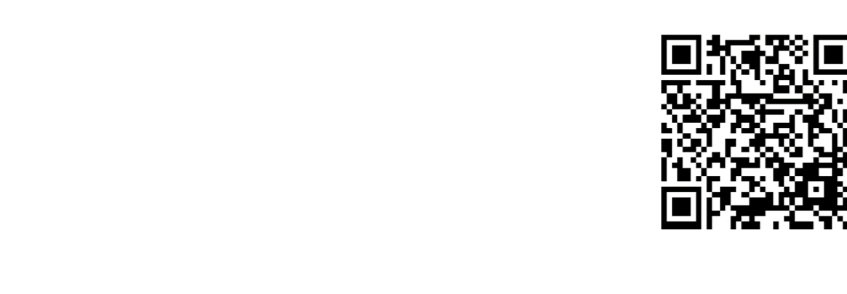
Includes airspace amendments effective 26 MAY 2016 and all other aeronautical data effective 31 MAR 2016

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 at http://faa.gov/airac. Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FIPs) for the latest changes.



PUBLISHED 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 when flying overseas.



FAA Product ID: TKC NSN 7641014100115 NSN REF NO. VFR1AKC

CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letter 'C' followed by the primary VFR local control frequency. Information for each tower is listed in the table below. Operating hours and local time. The primary VFR and UHF local control frequencies are listed. An asterisk (*) indicates the primary tower frequency is reserved for unlicensed pilots (PSS) for use as an emergency frequency (FAIS) during hours the tower is closed. The primary VFR and UHF ground control frequencies are listed.

Table with columns: CONTROL TOWER, OPERATES, TWR FREQ, END CON, ATIS, ASD/APP, and other tower details.

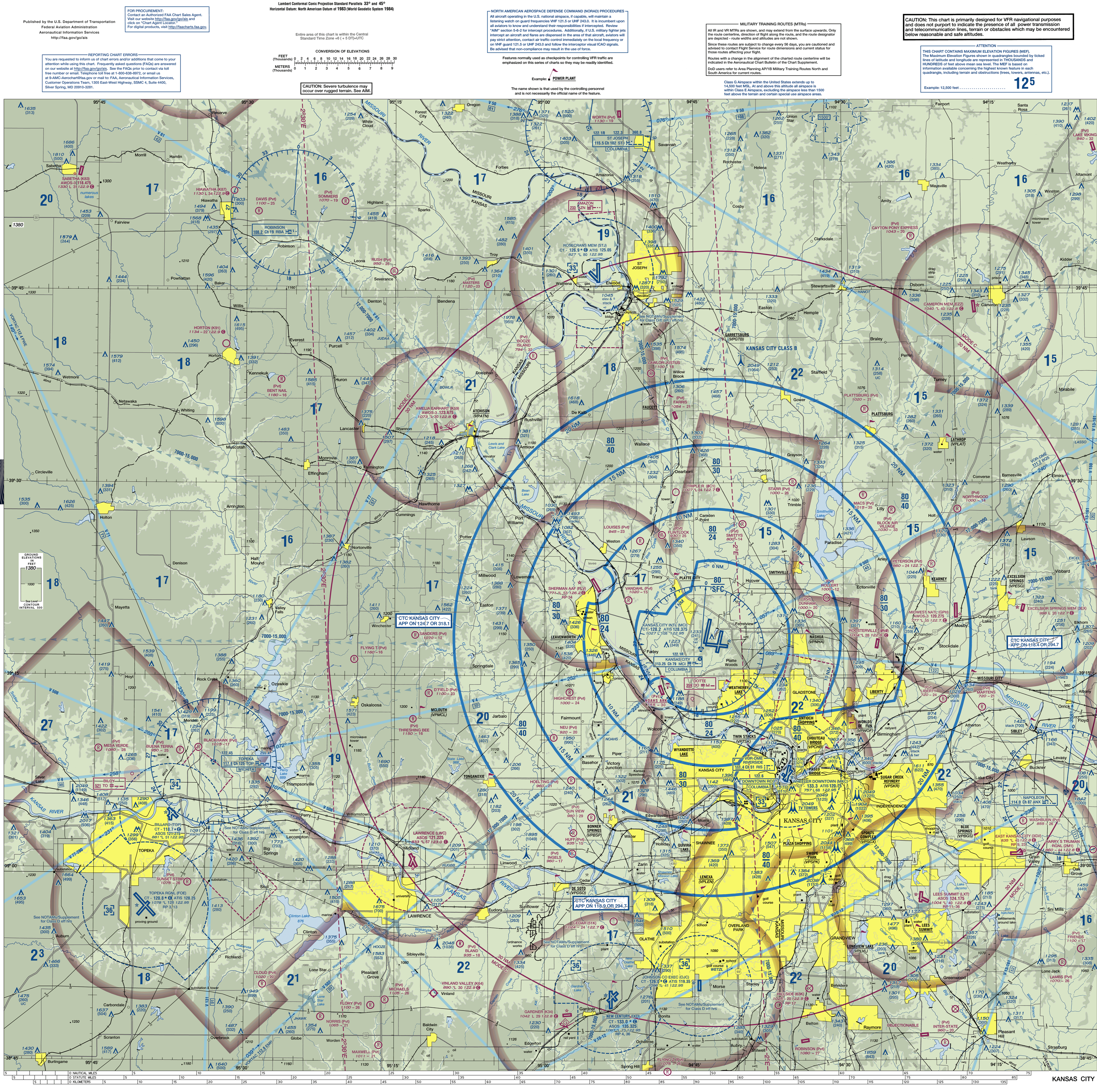
CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

Table with columns: FACILITY, FREQUENCY, and other frequency details for Class B, C, TRSA, and ACFT.

KANSAS CITY CLASS B AIRSPACE

See back of this chart for procedural information within the Kansas City Class B Airspace. EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL. 30 --- Floor in hundreds of feet MSL.



Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (NAD 83) Geoid System 1984

CONVERSION OF ELEVATIONS METERS (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Feet (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

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

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

MILITARY TRAINING ROUTES (MTRs)

POWER PLANT

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.

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

Example: 12,000 feet 125

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

KANSAS CITY VFR WAYPOINTS

Table listing VFR Waypoint names (e.g., VFR01, VFR02) and their coordinates.

OPERATING RULES AND PILOTEQUIPMENT REQUIREMENTS

Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.

No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:

- (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325; or
- (b) The aircraft is operated by a student pilot who is not the pilot of a FAR 61.94 or FAR 61.95 as applicable.

Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.

An operable VOR or TACAN receiver for IFR operations.

A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Kansas City Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS - 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 the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

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.

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

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.