

VFR TERMINAL AREA CHART KANSAS CITY

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Lambert Conformal Conic Projection Standard Parallels 33° and 39°... Horizontal Datum: North American Datum of 1983 (North Geospatial System 1983)

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.

MILITARY TRAINING ROUTES (MTRs) All IR and VFR MTRs are shown, and may extend from the surface upwards...

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.

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

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

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

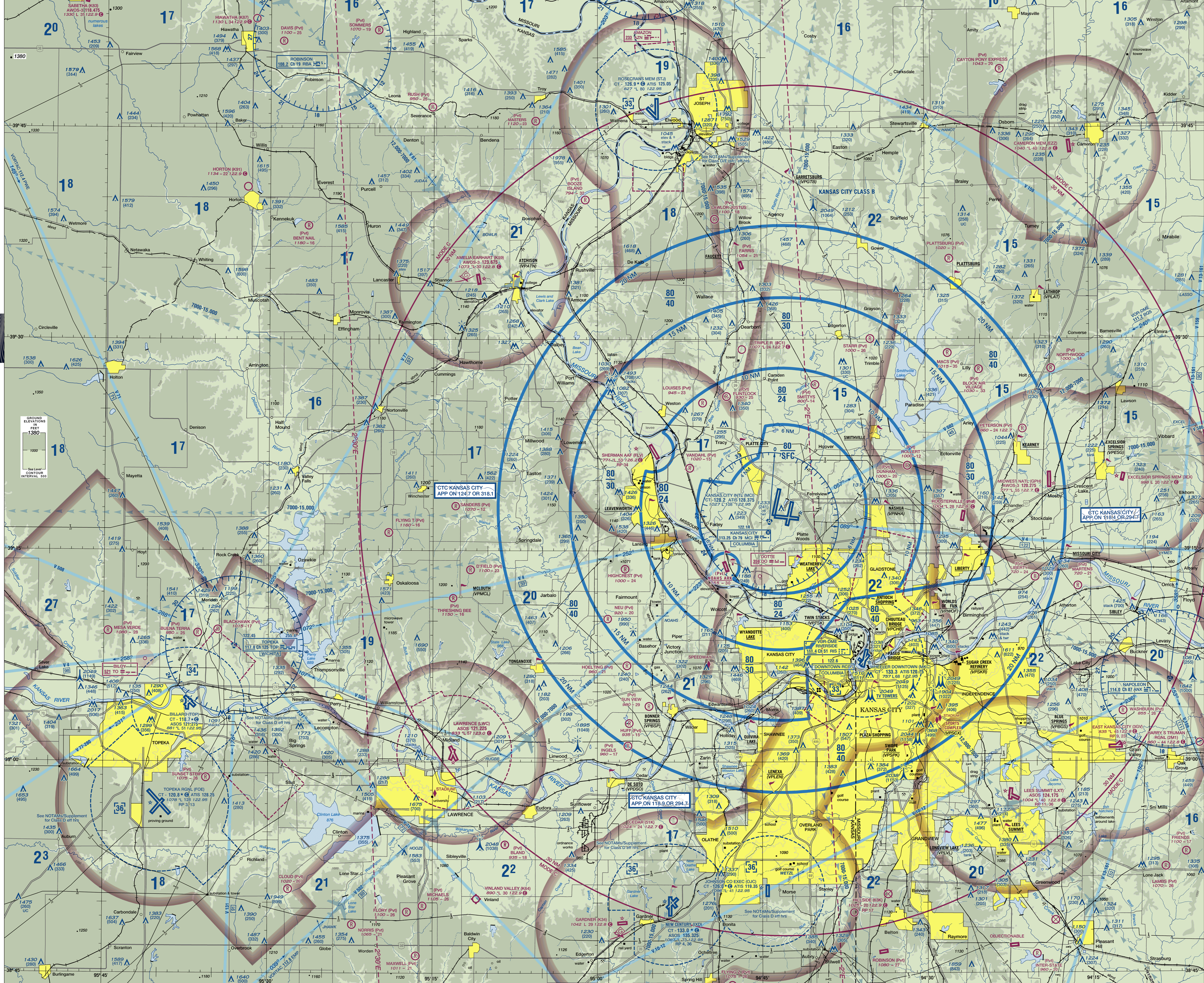
REPORTING CHART ERRORS - You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are included on our website at http://www.faa.gov/ats.

POWER PLANT - The name shown is that used by the controlling personnel and is not necessarily the official name of the business.

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF) - The Maximum Elevation Figure shown in quadrangles bounded by ticked lines of latitude and longitude are represented in brackets in the 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.).

KANSAS CITY VFR WAYPOINTS - Table listing waypoints such as VFRIN, VFRCS, VFRSP, VFRSD, VFRSG, VFRST, VFRSU, VFRSV, VFRSW, VFRSX, VFRSY, VFRSZ, VFRS1, VFRS2, VFRS3, VFRS4, VFRS5, VFRS6, VFRS7, VFRS8, VFRS9, VFRS0, VFRS10, VFRS11, VFRS12, VFRS13, VFRS14, VFRS15, VFRS16, VFRS17, VFRS18, VFRS19, VFRS20, VFRS21, VFRS22, VFRS23, VFRS24, VFRS25, VFRS26, VFRS27, VFRS28, VFRS29, VFRS30, VFRS31, VFRS32, VFRS33, VFRS34, VFRS35, VFRS36, VFRS37, VFRS38, VFRS39, VFRS40, VFRS41, VFRS42, VFRS43, VFRS44, VFRS45, VFRS46, VFRS47, VFRS48, VFRS49, VFRS50, VFRS51, VFRS52, VFRS53, VFRS54, VFRS55, VFRS56, VFRS57, VFRS58, VFRS59, VFRS60, VFRS61, VFRS62, VFRS63, VFRS64, VFRS65, VFRS66, VFRS67, VFRS68, VFRS69, VFRS70, VFRS71, VFRS72, VFRS73, VFRS74, VFRS75, VFRS76, VFRS77, VFRS78, VFRS79, VFRS80, VFRS81, VFRS82, VFRS83, VFRS84, VFRS85, VFRS86, VFRS87, VFRS88, VFRS89, VFRS90, VFRS91, VFRS92, VFRS93, VFRS94, VFRS95, VFRS96, VFRS97, VFRS98, VFRS99, VFRS00.

Additional legend sections for Airport Traffic, Airspace Information, Radio Aids to Navigation, Obstructions, and Miscellaneous information.



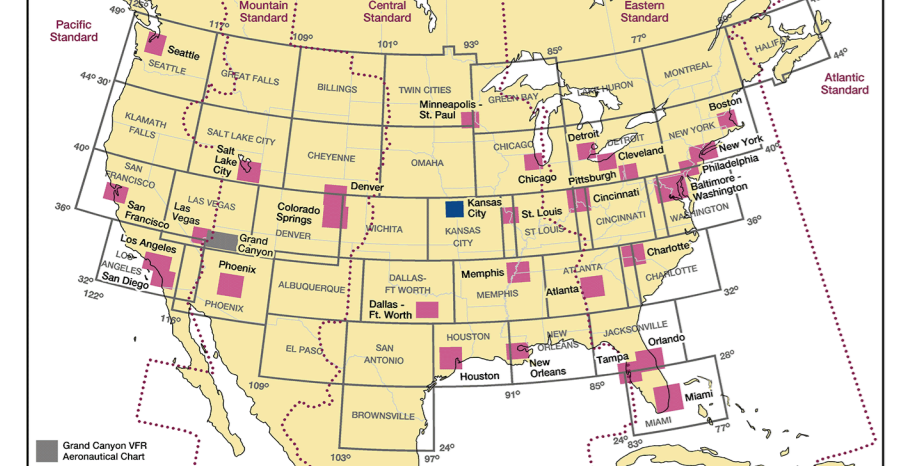
KANSAS CITY TAC VFR TERMINAL AREA CHART SCALE 1:250,000



84th EDITION EFFECTIVE 0901Z 10 NOV 2016 TO 0901Z 25 MAY 2017

Includes airspace amendments effective by 15 SEP 2016

Information on this chart will change... Consult NOTAMS and other flight information publications (FIPs) for the latest changes.



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CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA CHART - Table listing tower frequencies for various airports and services.

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES - Table listing frequencies for Class B, Class C, TRSA, and selected approach control.

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.

KANSAS CITY CLASS B AIRSPACE

OPERATING RULES AND PILOTEQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace.

- 1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. 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 Class B Airspace aircraft.
3. 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.
4. An operable VOR or TACAN receiver for IFR operations.
5. 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 operation 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.

- 1. 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.
2. 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.
3. 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.