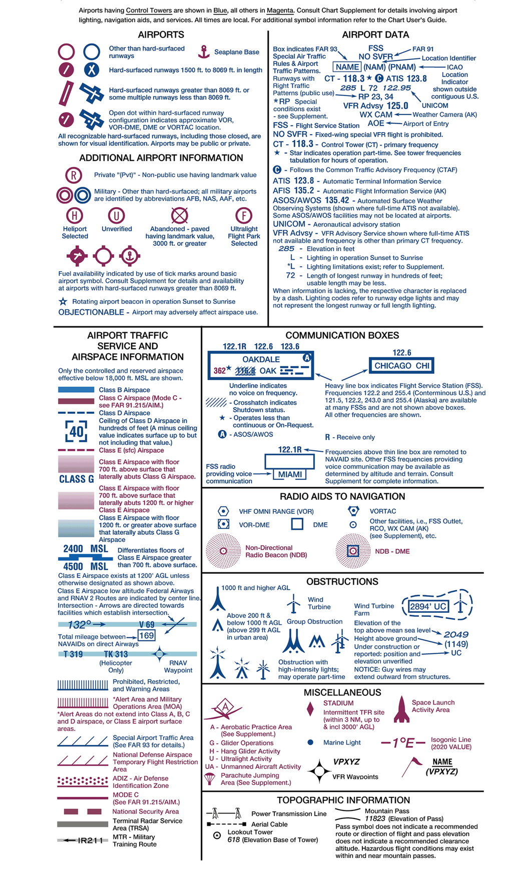
SOUTH ◀ KANSAS CITY LEGEND ▶ NORTH

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.



SOUTH ◀ **KANSAS CITY SECTIONAL** ▶ NORTH

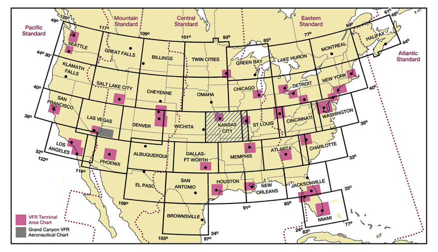
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **20 APR 2023**
TO 0901Z **15 JUN 2023**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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

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NGA REF. NO. SECXXKANSASCITY
EFF. DATE 23110

CONTROL TOWER FREQUENCIES ON KANSAS CITY 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
BRANSON	0700-2100	128.15	118.4	124.625	
CHARLES B WHEELER DOWNTOWN	CONTINUOUS	133.3 233.7	121.9	120.75	
COLUMBIA RGNL	0700-2100	119.3 363.25	121.6	128.45	
DRAKE FLD	0600-2200	128.0 371.9	121.8	119.575	
JEFFERSON CITY MEML	0600-2130	125.6	121.7		
JOHNSON COUNTY EXEC	0700-2100	126.0 225.4	121.6	119.35	
JOPLIN RGNL	0600-2100	119.8	121.6	120.85	
KANSAS CITY INTL	CONTINUOUS	128.2 254.25	121.8	128.375	
MANHATTAN RGNL	0600-2200	118.55	121.85		
MARSHALL AAF	0800-0100 MON-FRI 0800-1600 FRI CLSD HOL	126.2 248.65	140.2 229.4	121.025	ASR/PAR
NEW CENTURY AIRCENTER	0600-2200	133.0	124.3		
NORTHWEST ARKANSAS NTL	0530-2300	127.1	121.9	119.425	
PHILIP BILLARD MUNI	0700-2100	118.7 257.8	121.9		
ROGERS EXEC-CARTER FLD	0530-1930 MON-FRI 0800-1900 SAT-SUN	119.375	118.0		
ROSECRANS MEML	0700-1900 MON-FRI 0800-1759 SAT-SUN O/T BY NOTAM	126.9 239.0	121.9	125.05	ASR/PAR
ST LOUIS DOWNTOWN	0600-2300	119.925 379.3	121.8	121.45	
ST LOUIS LAMBERT INTL	CONTINUOUS	118.5 257.7 (RWY 12R/30L) 120.05 284.6 (RWY 12L/30R, 24) 132.475 239.275 (RWY 06, 11/29)	121.9 348.6 (INBOUND) 121.65 377.175 (OUTBOUND) 118.925 227.125 (RWY 11/29)	125.025 379.925	
ST LOUIS RGNL	0700-2200	126.0 239.0	120.2	128.0	
SCOTT AFB/MIDAMERICA ST LOUIS	CONTINUOUS	128.25 253.5	119.2 275.8	128.7 256.7	ASR
SPIRIT OF ST LOUIS	0600-2300	124.75 257.2	121.7	134.8	
SPRINGDALE MUNI	0600-2100	118.2	121.6		
SPRINGFIELD-BRANSON NTL	CONTINUOUS	119.9 257.8	121.9 251.15	135.125	
TOPEKA RGNL	0545-2200	120.8 340.2	118.425 275.8	128.25	
TULSA INTL	CONTINUOUS	118.7 257.8 (RWY 18R/36L) 121.2 310.8 (RWY 18L/36R & 8/26)	121.9 348.6	124.9 377.2	ASR
TULSA RIVERSIDE	0700-2100	120.3	121.7	126.5	
WAYNESVILLE-ST ROBERT RGNL FORNEY	0700-2200 MON-FRI CLSD HOL	125.4 268.7	123.75 256.8	118.7 229.4	
WHITEMAN AFB	CONTINUOUS CLSD HOL	132.4 318.8	128.275 275.8	118.725 239.025	ASR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
KANSAS CITY CLASS B	118.9 294.7 (S OF A LINE FROM IWC ARPT TO 3GV ARPT) 118.4 294.7 (E OF RWY 1/19) 124.7 318.1 (W OF RWY 1/19)	CONTINUOUS
ST LOUIS CLASS B	124.2 353.9 (N/E) 126.5 254.3 (S/W)	CONTINUOUS
FAYETTEVILLE/SPRINGDALE CLASS C	121.0 244.575 (W) 126.6 305.2 (E) 121.0 269.0 MEMPHIS CNTR	0530-2300 O/T CLASS G
SPRINGFIELD-BRANSON CLASS C	121.1 290.5 (020°-199°) 124.95 318.2 (200°-019°)	CONTINUOUS
TULSA CLASS C	124.0 338.3 (175°-354°) 119.1 360.825 (355°-174°)	CONTINUOUS
MARSHALL AAF	121.25 254.35 O/T 127.35 257.975 KANSAS CITY CNTR	0800-2100 MON-FRI 0800-1600 FRI CLSD HOL
WAYNESVILLE-ST ROBERT RGNL FORNEY	128.35 284.675	CONTINUOUS
WHITEMAN AFB	127.45 284.0 O/T 135.575 323.15 KANSAS CITY CNTR	0700-2300 MON-FRI 0800-1700 SAT-SUN CLSD HOL

SPECIAL USE AIRSPACE ON KANSAS CITY 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-3602 A, B	TO FL 290	CONTINUOUS	KANSAS CITY CNTR	134.9 363.2
R-4501 A	TO BUT NOT INCL 2200	0630-2100 MON-SAT †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 B	TO 4300	0630-2200 MON-SAT †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 C	2200 TO 5000	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 D	5000 TO 12,000	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 E	12,000 TO FL 180	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 F	TO 3200	0700-1800 †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 H	TO 3200	1500-1600 WED†	KANSAS CITY CNTR	128.35 284.67

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CANNON A	300 AGL	0900-1600 TUE-SAT	KANSAS CITY CNTR	128.35 284.67
CANNON B	100 AGL	0900-1600 TUE-SAT	KANSAS CITY CNTR	128.35 284.67
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
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
HOWARD WEST	10,000	0700-2200	KANSAS CITY CNTR	127.27 327.7
LINDBERGH A	7000	0900-1030 & 1300-1430 MON-FRI; BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH; BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
LINDBERGH B, C	8000	0900-1030 & 1300-1430 MON-FRI; BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH; BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
PRUITT B	500 AGL TO 3000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
RILEY	7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	127.35 388.8
SALEM	SFC TO BUT NOT INCL 2000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	128.35 284.67
SHIRLEY A, B	11,000	0700-1300 & 1300-1700 MON-FRI	MEMPHIS CNTR	
TRUMAN A, B	8000	0600-2400	KANSAS CITY CNTR	135.575 323.15
TRUMAN C	7000	0600-2400	KANSAS CITY CNTR	135.575 323.15

*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.

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.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course line from one side to the other, use your chart just the latitude tick marks 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 an edge of the paper where it meets that point.

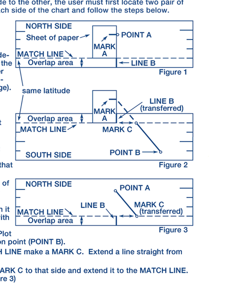
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE to the edge of the chart. Make that LINE B.

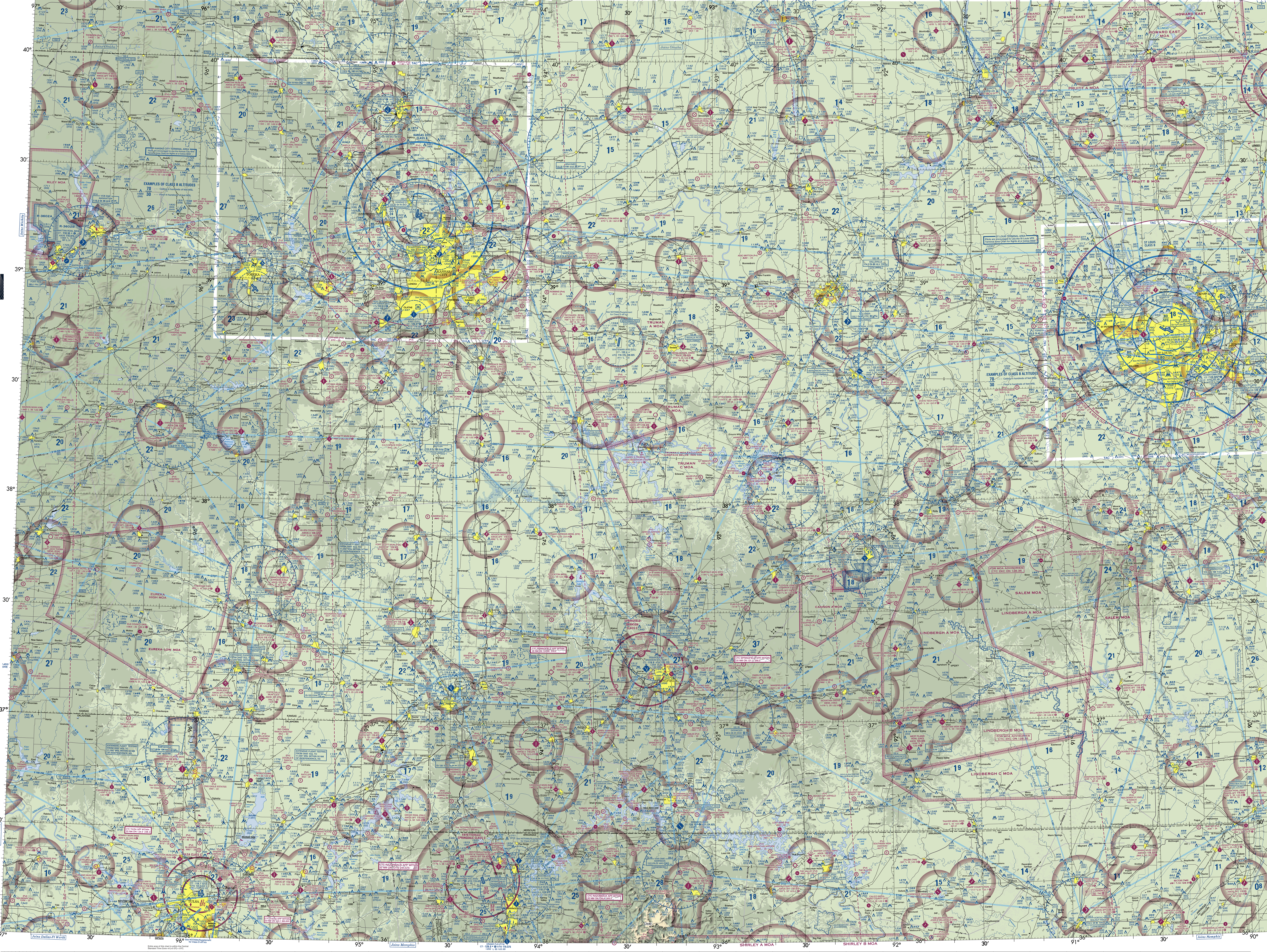
STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

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)





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
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 2440 feet located at 36° 05′N - 93° 22′W
Spot elevation 4254
Approximate elevation . . . . x 3200

CONVERSION OF ELEVATIONS

FEET (Thousands)
METERS (Thousands)

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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.

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

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) 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) an 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, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. 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 four 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 Agency Areas

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 5-6-13 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 intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

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

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.

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