ILLINOIS

NORTH

WICHITA
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids and services. Not all features are lit or operational. Hours are local. For additional airport information refer to the Chart User's Guide.

AIRPORTS

- Civil, Mar Hard surface(Paved) ≥ 8069 ft. / Seaplane Base
- Hard surface runways 1500 ft. to 8069 ft. in length
- Hard surface runways greater than 8069 ft. or runways with weight bearing capacity over 60000 lbs.
- Other than Hard Surface runways (Turf, Dirt, Gravel, etc.) Runway configuration indicates approximate RWY lengths. Runways not to scale.

All recreational and unlicensed surface runways, including those closed, are shown for visual identification. Airports may be usable or unlikely.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard surface or military airports with hard surface runways greater than 8069 ft. and/or runways with weight bearing capacity over 60000 lbs.
- Abandoned - paved runways greater than 8069 ft. or greater than 60000 lbs. capacity
- Heliport
- Helistop
- Ultralight - powered ultralight activity is Selected

Field elevation is indicated by use of dots nearby airport symbols. Refer to Chart User's Guide for details concerning airports with hard surface runways greater than 8069 ft.

Flashing airport beacon in operation Sunset to Sunrise

OBJECTIONABLE Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace associated with Class B, Class C, and Class D airports is shown.

- Class B Airspace
- Class C Airspace (Mode C Veil - Ceiling 10000 MSL)
- Class D Airspace (Ceiling & Shape dependent on hours of operation and/or the presence of an operating control tower.)
- Class E Airspace with floor of 700 ft. or 1200 ft. above surface (Class E Airspace)
- Class E Airspace with floor of 1200 ft. above surface (Class E Airspace)
- Class E Airspace with floor of 1200 ft. or higher (Class E Airspace)

Differentiation floors of Class E Airspace greater than 1200 ft. above surface are not shown.

Class G Airspace (Uncontrolled) extends up to 1200 AGL unless otherwise indicated.

Offshore boundaries of Class B, Class C, and Class D airspace are not depicted and Class E floors are indicated by dashed lines.

Class E Airspace extending upward from 700 ft. or 1200 ft. AGL to the overlying airspace is indicated by a dashed magenta vignette.

Prohibited, Restricted, Warning, Alert, and Military Operations Area (MOA) airspace is charted with bold blue and magenta boundaries respectively.

Special Airport Traffic Area (SATA) and Local Airport Advisory (LAA) airspace is charted with bold magenta dashed boundaries.

MOA - An Airborne Military Operations Area

Alaska ADIZ (FLIGHTS MUST BE CONDUCTED UNDER VISUAL FLIGHT RULES)

Training Routes

Prohibited, Restricted, Warning, Alert, and Military Operations Area (MOA) and Controlled Firing Area (CFA) airspace on Class E airport surface

Special Airport Traffic Area (SATA) and Local Airport Advisory (LAA) airspace

MOA - An Airborne Military Operations Area

Alaska ADIZ (FLIGHTS MUST BE CONDUCTED UNDER VISUAL FLIGHT RULES)

Training Routes

AIRPORT DATA

Blue indicates Full ATC, Class B, Class C, Class D, Radar & Approach Control Service. Magenta indicates Non-Radar, Non-Approach Control, Limited Radar, Limited Approach Control, Class E, Class G, Part Time Tower, Flight Service Station, Remote Communications Outlet, Airport Advisory Service, Local Airport Advisory, Military, Private, Closed, Unknown, No Control Tower, Ultralight, Glider, Helicopter, Seaplane Base, Landing Strip/Pad, Abandoned, Under Construction, Proposed, Other Than Hard Surface, Hard Surface, Lighted, Rotating Beacon, Segmented Circle, Landing Direction Indicator, Tetrahedron, Wind Cone/Sock, Operational Status, Location, Elevation, Fuel Available, Airport Services, Operational Hours, Remarks, Control Tower Frequencies, Automatic Terminal Information Service (ATIS), Ground Control, Clearance Delivery, Pre-taxi Clearance, Automatic Flight Information Service (AFIS), Unicom, Multicom, Common Traffic Advisory Frequency (CTAF), Emergency Frequency, Radar, Pilot Controlled Lighting, Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), Aviation Weather Service (AWS), Limited Aviation Weather Service (LAWS), Flight Service Station (FSS), Weather Camera, Runway Data, Runway Dimensions, Runway Surface Type, Runway Lighting, Runway Edge Intensity, Runway Gradient, Runway Traffic Direction, Runway Markings, Runway Visual Range (RVR), Runway Visual Range Equipment, Runway Weight Bearing Capacity, Runway Condition Code, Runway Friction Measurement, Runway Closures, Taxiway Data, Pilot Controlled Lighting, Obstruction Data, Navigational Aids, Communications, Remarks

- CT - 118.3 ■ 410.1 122.8 — Primary Approach Control Frequency
- ATIS 135.4 — Automatic Terminal Information Service (ATIS)
- ATIS 128.2 — Automatic Flight Information Service (AFIS)
- ASOS/AWOS 120.62 — Automated Surface Weather Observing System/Automated Weather Observing System. Voice ASOS/AWOS broadcasts may not be located at airports.
- WX 135.15 — Weather Advisory Frequency
- WPA Advisory — VFR Advisory Service shown where full-time ATIS is not available. Service provided by the controlling ATC frequency.
- ASOS — Broadcast of the:
  - L - Lighting in operation Sunset to Sunrise
  - M - Minimum reportable visibility is 1 statute mile
  - T - Length of longest runway in hundreds of feet.

Wind information is missing, the respective character is replaced by a slash. Visibility is missing, the letter V is omitted. Only the two most significant cloud layers are reported.

COMMUNICATION BOXES

- 120.1R 122.6 123.8 — Frequencies transmitted and received
- CHICAGO 284 OAK — Location Identification
- Location Identification
- Crosshatch Indicates Limited Hours
- Operates less than continuous or On Request
- ASOS/AWOS
- 122.1R — Frequencies shown in blue boxes are remoted to NAVAID site. Other FSS frequencies providing communications on the facility are shown in parentheses by altitude and terrain. Consult Chart Supplement for complete information.
- FSS radio providing voice communication
- LAWRS
- Limited Aviation Weather Reporting Station

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- TACAN
- Your Directional Radio Beacon (NDB)
- VORTAC
- VOR/TACAN, FSS Outlet, ASOS, WX Camera
- NDB - Unmarked

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (Above 61 m & below 305 m)
- 200 ft AGL & below (61 m & below)
- Obstruction with high point elevation (MSL) and height above ground
- Wind Turbine
- Elevation of the highest point of the wind farm
- Height above ground of highest wind turbine (if reported) points and
- UC - Under Construction

MISCELLANEOUS

- Aerial Refueling Track
- Intermittent VFR Aircraft Refueling Area
- Space Launch / Reentry Area
- Warning Light
- VFR Waypoints
- Magnetic Low Frequency Range
- HHYYZ
- NWE (HHXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Spot Elevation
- 2100 Elevation Base of Tower
- Mountain Pass
- Depicted Feature Point

Point symbol does not indicate a recommended course. Pilots should exercise caution when over-flying. Does not indicate a recommended departure altitude. Hazardous flight conditions may exist over and around mountain passes.

ILLINOIS

NORTH

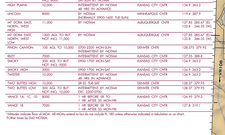
WICHITA SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

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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Item 23110

Item SECXXWICHITA

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. Use the following procedure to plot a direct route that crosses the overlap area. The corresponding latitude tick marks, one per on each side of the chart and follow the steps below:

STEP 1 – Draw a horizontal line (MATCH LINE) connecting the two 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 – Locate your departure point and the destination or destination point closer to the edge of the chart. On that side, line up a blank piece of paper with the MATCH LINE. Mark your departure point, if plotted on the chart, not extending beyond the edge. Mark the point where your route crosses the MATCH LINE and label it MARK A. (Figure 2)

STEP 3 – 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 in the direction of your route. Label that LINE B.

STEP 4 – Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 5 – Take the sheet of paper with MARK A on it and align the top or bottom edge of the paper with the MATCH LINE on the same side of the chart. On the back of the sheet extending off of the chart, draw a line from MARK A to the departure or destination point (POINT B). Label that LINE A. Remove the paper from the MATCH LINE and make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 6 – Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Place a line from MARK C to the destination. (Figure 4)

CONTROL TOWER FREQUENCIES ON WICHITA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the blue (>10 NAutmi) or 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 central VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24" indicates 24 hours daily; continuous transcription available.
"H24-7M" indicates Monday through Friday.

Contact other towers for other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	AIRPORT
MIDCONTINENT, CHNL	0700-2100 LOCAL EXT BY NOTAM	118.7 313.4	121.9		
PARK, MCKINNEY, RGNL	0700-2100 LOCAL	118.3 257.8	132.425		
GRIDER FLD, PINE BLUFF	0700-2100 LOCAL	118.55 257.4	121.9 255.8		
HUTCHINSON, RGNL	0600-0300	118.2 342.0	121.9	124.225	
MARSHALL, ARP	0600-0300 LOCAL 0900-0300 UTC	118.2 346.65	118.2 225.4	121.025	405/TNW
MC CONNEL, AFB	0600-2200 LOCAL	127.25 251.725	118.4 313.8	124.65 348.8	
WICHITA, RGNL	0700-2100	118.3 257.8	121.9 257.8	120.1	
COLEMAN, RGNL	0800-2200	124.05	122.9		
WRIGHT, AFB	0600-0300 LOCAL 1400-1700 SUN EXT BY NOTAM	134.05 255.1	121.9 270 255.4	113.4 343.15	
MCPHERSON, MUNI HENKHAWK, ARS	0700-2100 LOCAL CONTRACT	119.2 257.8	121.9 346.8	135.13	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WICHITA CLASS C	118.3 124.4 257.8 (0700-1900 LCL) 124.4 257.8 (1900-0700 LCL)	CONTINUOUS
HARDWICK, ARP	118.2 346.65 (0600-0300 LCL)	0600-0300 LCL MONTH 1400-1700 SUN EXT BY NOTAM
WAVE, MR	120.5 251.0 (SFC-120° CSP AT OR BELOW 4000) 119.075 344.0 (SFC-090° WSHM 15 SAW, AT OR ABOVE 7000) 135.025 344.0 (SFC-120° CSP, 15 TO 75 NM) 119.075 344.0 (SFC-090° WSHM 15 SAW, AT OR BELOW 15 NM) 119.075 251.0 (SFC-090° WSHM 15 SAW, AT OR ABOVE 15 NM) EXT 127.8 311.1 KANSAS CITY CNTR	0600-0300 LCL MONTH 1300-1700 MON 1300-1700 WED CSP 1500 HCE EXT BY NOTAM

SPECIAL USE AIRSPACE ON WICHITA SECTIONAL CHART

MSLs are the altitudes (heights) above mean sea level used in the "ALT" or altitude boxes "To and Including" of Special Use Airspace descriptions.

AGLs are the heights above ground/obstructions.

Floors may be MSL or AGL, whichever is lower.

Areas indicate FAA and DoD NOTAM requirements. Refer to the Chart Use Guide for more information.

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-3401	SFC TO BUT NOT INCL 15,000	BY NOTAM 24 HRS 0800-1700 MON-FRI	KANSAS CITY CNTR	134.9 343.0
R-3401 A, B, C, D, E, F, G, H, J, K, L, M	SFC TO BUT NOT INCL 15,000	0800-1700 MON-FRI EXT BY NOTAM CONTINUOUS	KANSAS CITY CNTR WICHITA APP CTR	134.9 343.0 126.7 353.2
R-3402 A	700 TO 15,000	24 TO 2 HRS AFTER SS MON-SAT	NO ACFT	
R-3402 B, C, D	700 TO 15,000	0800-2100 MON-FRI	NO ACFT	
R-3403	700 TO 4,000	0800-1700 MON-FRI	WICHITA TERMINAL RADAR SERVICE AREA	134.65 389.65

Open means no IR tasked with Class A, B, C and D airspace or have IR segments that penetrate Class A, B, C and D airspace.

MOA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
ADA EAST, WEST	7000	08 TO 24 LOCAL MON-FRI, OTHER TIMES BY NOTAM	KANSAS CITY CNTR	134.7 343.0
BISON	10000 AGL	0700 TO 2100 LOCAL MON-FRI, 0800-1130 & 1300-1600 SAT, SUN, HOL BY NOTAM	KANSAS CITY CNTR	134.7 343.0
COUGAR HIGH	23000	0700-2200 1/2 HR	DENVER CNTR	
COUGAR LOW	1200 AGL TO BUT NOT INCL 23000 MSL	0700-2200 1/2 HR	DENVER CNTR	
DODGE	10,000	INTERMITTENT BY NOTAM 0800-1700 LOCAL	KANSAS CITY CNTR	134.4 322.4
DRIFTER	10000	INTERMITTENT BY NOTAM 0800-1700 LOCAL	KANSAS CITY CNTR	134.4 322.4
EUREKA HIGH	4000	08 TO 24 LOCAL MON-FRI, OTHER TIMES BY NOTAM	KANSAS CITY CNTR	132.7 379.2
EUREKA LOW	3000 TO BUT NOT INCL 4000	08 TO 24 LOCAL MON-FRI, OTHER TIMES BY NOTAM	KANSAS CITY CNTR	132.7 379.2
HIGH PLAINS	10000	INTERMITTENT BY NOTAM 0700-2100 LOCAL	KANSAS CITY CNTR	134.7 343.0
HOOVER	8000	BY NOTAM 0800-1700 LOCAL	ALBUQUERQUE CNTR	119.4 287.7
MT DORA EAST, WEST, NORTH	12000	BY NOTAM 0800-1700 LOCAL	ALBUQUERQUE CNTR	127.65 357.0 133.8 346.55
MT DORA SOUTH	1200 AGL TO BUT NOT INCL 12000	BY NOTAM	ALBUQUERQUE CNTR	127.65 357.0 133.8 346.55
PINON CANYON	100 AGL TO 10,000	0700-2200 HOURS INTERMITTENT BY NOTAM	DENVER CNTR	126.375 379.6
RUFF	7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	127.25 388.8
SPARKY	1200 AGL TO BUT NOT INCL 23000 MSL	0700-1700 MON-FRI	KANSAS CITY CNTR	134.7 343.0
SMOKY HILL	8000	0800-1700 MON-FRI	KANSAS CITY CNTR	134.7 343.0
WAGON	10000	INTERMITTENT BY NOTAM 0800-1700 LOCAL	KANSAS CITY CNTR	134.7 343.0
TWO BUTTES HIGH	13,000	08 TO 24 HR	DENVER CNTR	126.37 379.55
TWO BUTTES LOW	1200 AGL TO BUT NOT INCL 13,000	08 TO 24 HR	DENVER CNTR	126.37 379.55
WAVE, I-A, -C, -D	8000	1 HR BEFORE SR TO 1 HR AFTER SS 1 HR BEFORE SR TO SUNRISE	KANSAS CITY CNTR	134.65 379.2
WAVE, I-B	8000	1 HR BEFORE SR TO SUNRISE	DENVER CNTR	132.8 379.1

*Altitudes indicate floor of MOA/A. All MOAs extend to but do not include FL 180 unless otherwise indicated in subdivision or on chart. TCAs have no SUA/ MOAs.

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation in 8720 feet located at 36° 42'N. - 102° 53'W

Spot elevation 4254
Approximate elevation 3999

8720

5000
4000
3000
2000
1000
SEA LEVEL

CONVERSION OF ELEVATIONS

FEET: 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000 16000 17000 18000 19000 20000 21000 22000

METERS (Thousands): 0 1 2 3 4 5 6 7 8

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

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 39° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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 vary between 4 and 16 miles.

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.

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

REPORTING CHART ERRORS: Information that comes to your attention while using this chart, See frequently asked questions (FAQs) on our Web site at http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ or call 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, 3SSMC 4, Suite 4600, Silver Spring, MD 20910-3281.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines latitude and longitude are based on the highest KNOWN ELEVATION or 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: 10,500 feet ..... 12[5]

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NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on 243.0 megahertz (MHz) UHF. Pilots of aircraft operating in areas where assistance is known and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets approach your aircraft, intercept procedures will be initiated. If approached, you will pay strict attention, contact air traffic control immediately on the Aviation Emergency or on 243 guard 121.5 or UHF 243.0 and follow the intercepter 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, 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 to as Agency)(lands) 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 locations where local regulations may permit such landings; or 3) when such landings are part of a pre-existing, nonconforming use specifically authorized to continue. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: ..., Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agency listed above. Penalties: Violators may be subject to a fine of not more than $5,000 or imprisonment not to exceed six months, or both. Violators may also be subject to civil penalties. Violators will pay actual expenses incurred in any emergency involving the violator or his aircraft. Violators will forfeit 5% or $10,000 of airlines property loss.

- - - - - - - Boundary of Agency 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 designated Class E airspace, except where Class A airspace (18,000 feet above the terrain and certain special use airspace areas.

WICHITA

WICHITA