VFR TERMINAL AREA CHART
KANSAS CITY

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. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, 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 "PPR" - 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 hard surfaced having landmark value, 3000 ft. or greater — Unverified Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91 Special Air Traffic Rules & Airport Traffic Patterns. Dashed box indicates Right Traffic Patterns (public use). • RP Special conditions exist - see Supplement. ⊙ - Flight Service Station. RD 270° - Fixed-wing special VFR flight is prohibited.

FSS — FAR 91 — NO SVFR — Location Identifier — NAME (NAME PHONE) — ICAO Location Indicator — CT - 118.3 • ATIS 123.8 — 2986 L 72 122.9R — shown outside continental U.S. — RP 23, 04 — VFR Advisory 125.8 — UNICOM — WX CAM — Weather Camera (AK) — ADE — Airport of Entry

CT - 118.3 - Control Tower (CT) - primary frequency. ★ - Indicates operation of control tower. See tower frequencies - tabulation for hours of operation.

⊙ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing System (Voice frequency if 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.
.055 - 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; 72 indicates 7200 feet.

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 B Airspace Blocks C - see FAR 91.215(b&f)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling indicates Class D airspace to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class E 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 depicted or higher altitude specified. Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

Total mileage between NAVAIDs on direct Airways. Class E Airspace low altitude RNAV Z Routes are indicated by center line.

(Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas; Military Operations, Danger, and Restricted Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215(b&f))
National Security Area
Terminal Radar Service Area (See AIM)
MTR - Military Training Route
IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

COMMUNICATION BOXES

122.18 122.6 122.6
OAKDALE 360° 336.8 OAK
122.5 CHICAGO CHI

Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
Operates less than continuous or On-Request. - ASOS/AWOS

122.18 — FSS radio providing voice communication — MIAMI

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

Frequencies above this 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, Air Route Traffic Control Center (ARTCC) (see Supplement), etc. — Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL — Above 200 ft & 1000 ft AGL; above 200 ft AGL (in urban area) — Wind Turbine Farm — Group Obstruction — Obstruction with high-intensity lights; may operate part-time — 2994' UC — Elevation of the top above mean sea level. Height above ground — 2049 (1149) — Under construction or reported; position and elevation unverified — UC — NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement)
R - Glider Operations
P - Parachute Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement)
STADIUM Intermittent TFR area (within 3 NM, up to & incl 3000' AGL)
Marine Light
VPXYZ VFR Waypoints
Space Launch Activity Area (See Supplement.)
Isogonic Line (2020 VALUE)
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line — Mountain Pass
Aerial Cable — 7182ft (Elevation Base of Pass) — Arrows point in direction of 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.
Lookout Tower
618 (Elevation Base of Tower)

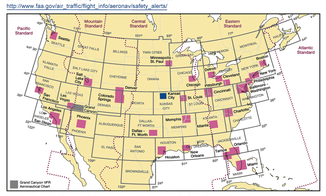
KANSAS CITY TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

91ST EDITION EFFECTIVE 0901Z **21 MAY 2020**
TO 0901Z **5 NOV 2020**

Includes airspace amendments effective **21 MAY 2020**
and all other aeronautical data received by **26 MAR 2020**

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://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/



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

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CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA 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
BILLARD	0700-1900	118.7 257.8	121.9		
JOHNSON CO EXEC	0700-2100	126.0 225.4	121.6	119.35	
KANSAS CITY INTL	CONTINUOUS	128.2 254.25	121.8	128.375	
NEW CENTURY	0600-2200	133.0	124.3		
ROSECRANS MEM	0700-1900 MON-FRI 0600-1700 SAT-SUN (O/T PER NTAM)	126.9 239.0	121.9	125.05	ASR/PAR
TOPEKA RGNL	0545-2200	120.6 340.2	118.425 275.8	128.35	
WHEELER DOWNTOWN	CONTINUOUS	133.3 233.7	121.9	120.75	

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 OWC ABPT TO 3GV ABPT) 118.4 294.7 (E OF 9WY 1/1ft) 124.7 318.1 (W OF 9WY 1/1ft)	CONTINUOUS

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

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

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/

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://faa.gov/go/aeroqa 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.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within the Central Standard Time zone (+6 (+ 5 DT)-UTC

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.

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 interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

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.

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.

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.

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.

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

KANSAS CITY CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather condition s, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

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 has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
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 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.

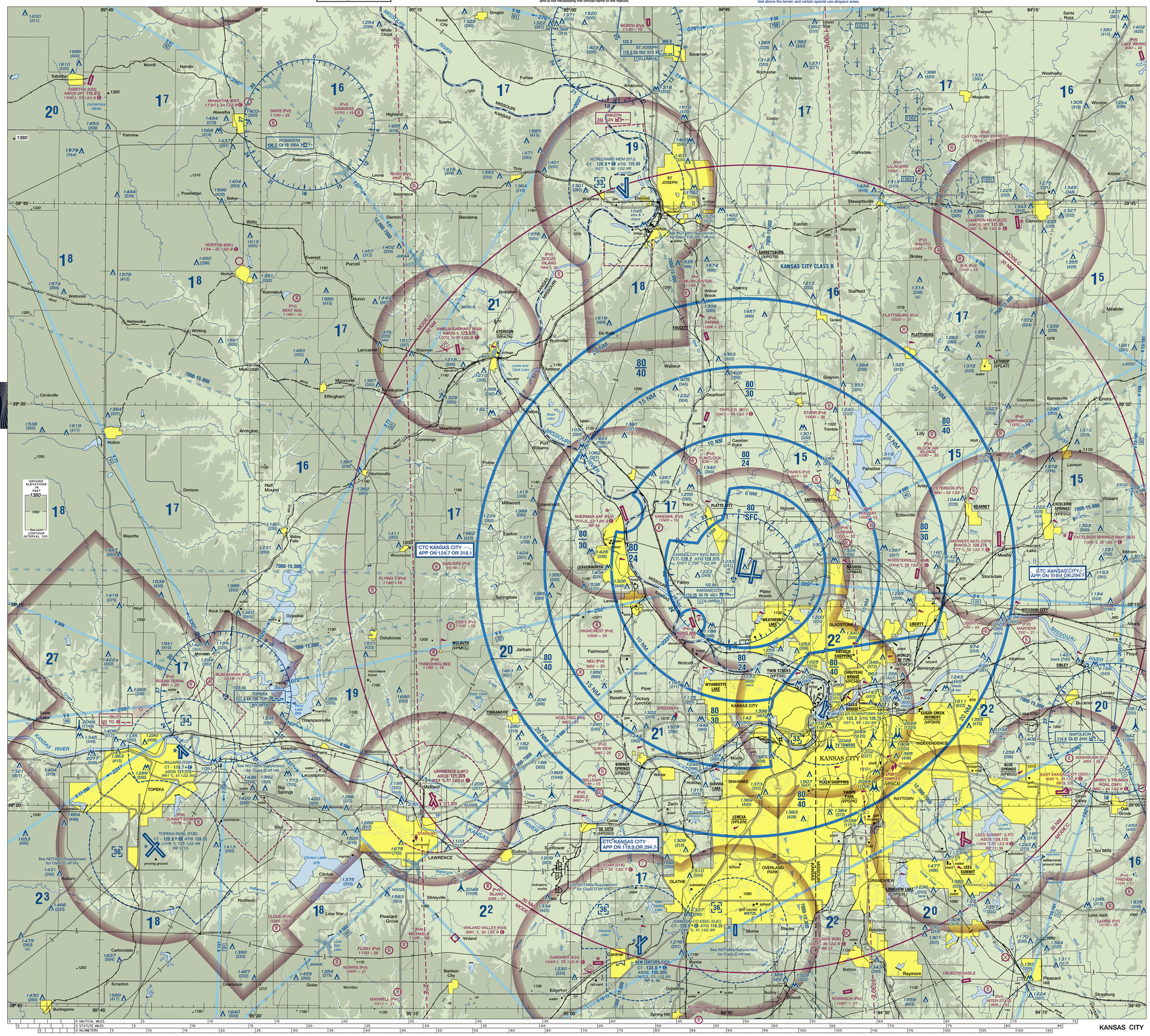
VFR FLIGHTS —

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.



KANSAS CITY