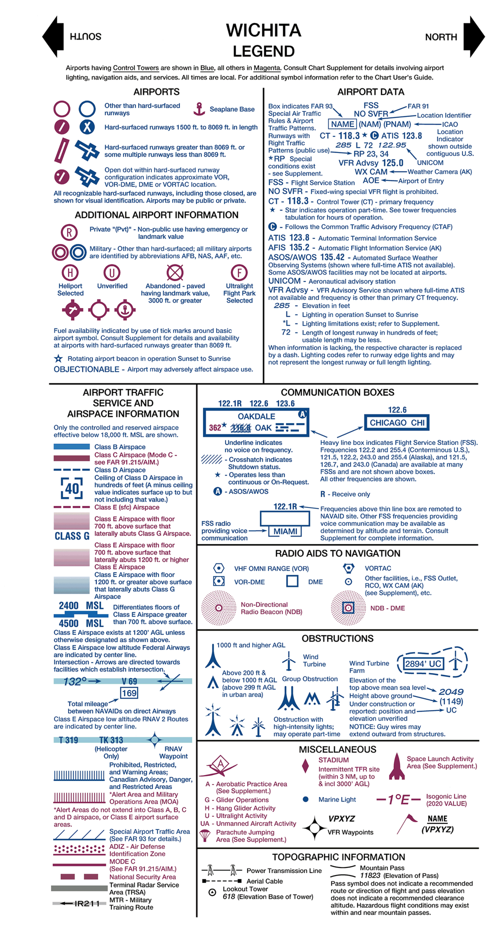


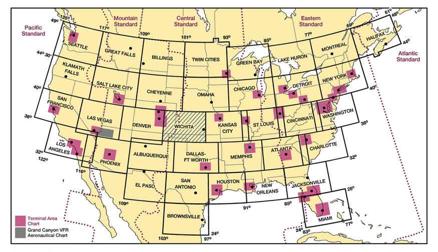
WICHITA SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

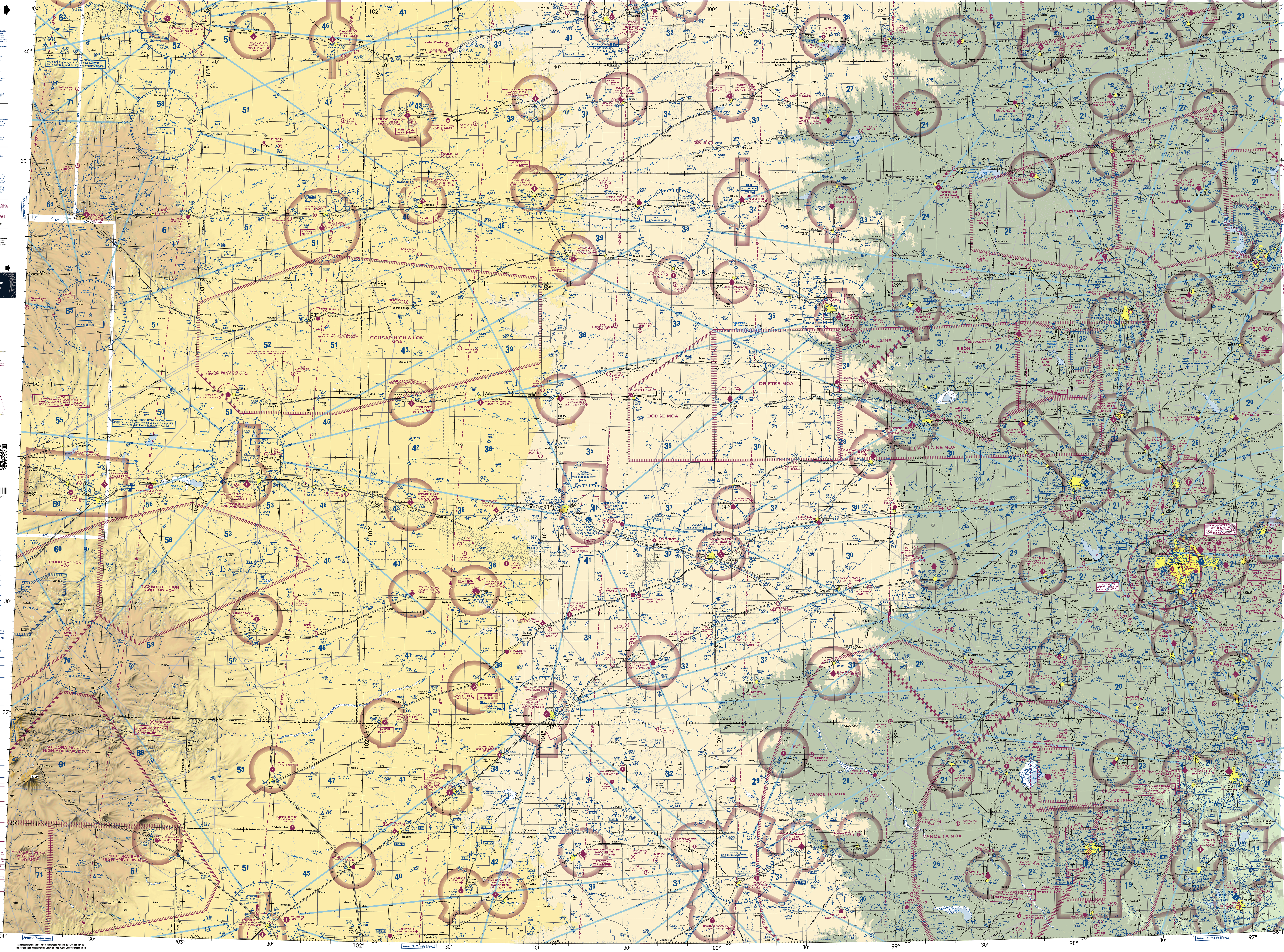
Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

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

FAA Product ID: SWIC
NSN 7641014100167
EFF. DATE 21056
NGA REF. NO. 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. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair 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 edge of the paper where it meets that point.

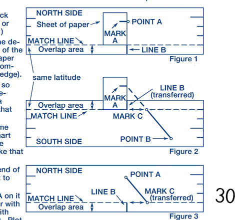
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

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)



CONTROL TOWER FREQUENCIES ON WICHITA 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
BEECH	0700-1730 MON-FRI O/T BY NOTAM	126.8 313.6	121.7		
ENID WOODRING RGNL	0630-2100	118.9 257.95	121.925		
GARDEN CITY RGNL	0700-2100	118.15 254.4	119.0 254.4		
HUTCHINSON RGNL	0600-2200	118.5 363.0	121.9	124.25	
MARSHALL AAF	0800-0100 MON-THU 0800-1600 FRI CLSD HOL	126.2 248.65	140.2 229.4	121.025	ASR/PAR
MC CONNELL AFB	CONTINUOUS	127.25 291.775	118.0 275.8	124.65 269.9	
SALINA RGNL	0700-2300	119.3 257.7	121.9 297.9	120.15	
STILLWATER RGNL	0800-2200	125.35	121.6		
VANCE AFB	0700-2000 MON-FRI 1300-1700 SUN CLSD FED HOL O/T BY NOTAM	124.05 259.1	121.8 289.4	115.4 263.15	
WICHITA DWIGHT D EISENHOWER NTL	CONTINUOUS	118.2 257.8	121.9 348.6	125.15	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WICHITA CLASS C	134.8 (010°-190° AT OR BELOW 4000') 134.85 290.275 (010°-190° ABOVE 4000') 126.7 353.5 (191°-009°)	CONTINUOUS
MARSHALL AAF	121.25 254.35 O/T 127.35 257.975 KANSAS CITY CNTR	0800-0100 MON-THU 0800-1600 FRI CLSD HOL
VANCE AFB	121.3 291.1 (037°-169° AT OR BELOW 6500') 119.775 244.875 (169°-007° WITHIN 18 DME AT OR BELOW 9500') 120.525 306.3 (169°-007° 10,000' TO FL 240) 126.75 346.325 (209°-337° TO 18 DME AT OR BELOW FL 240) 118.075 273.475 (337°-037° TO 19 DME AT OR BELOW FL 220) 125.45 388.2 (7000' TO FL 240) O/T 127.8 319.1 KANSAS CITY CNTR	0700-2000 MON-FRI 1300-1700 SUN CLSD FED HOL O/T BY NOTAM

SPECIAL USE AIRSPACE ON WICHITA 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.

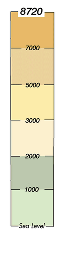
U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2603	TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	DENVER CNTR	
R-3601 A	TO BUT NOT INCL FL 180	0900-1700 MON-SAT †6 HRS IN ADVANCE	KANSAS CITY CNTR	134.9 363.2
R-3602 A, B	TO FL 290	CONTINUOUS	KANSAS CITY CNTR	134.9 363.2
A-562 A	TO 10,000	SR TO 3 HRS AFTER SS MON-FRI	NO A/G	
A-562 B	TO 10,000	SR-SS MON-FRI	NO A/G	
A-683	TO 4500	0800-1900 MON-FRI	WICHITA DWIGHT D EISENHOWER NTL	134.85 385.55

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

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
ADA EAST, WEST	7000	SR-SS MON-FRI OCNL SAT-SUN	KANSAS CITY CNTR	134.9 363.2
BISON	1000 AGL	0830-1130 & 1330-1600 MON-FRI; 0830-1130 & 1330-1600 ONE SAT-SUN PER MONTH BY NOTAM	KANSAS CITY CNTR	134.9 363.2
COUGAR HIGH	11,000	0700-2200 TUE-FRI	DENVER CNTR	
COUGAR LOW	500 AGL TO BUT NOT INCL 11,000	0700-2200 TUE-FRI	DENVER CNTR	
DODGE	10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	KANSAS CITY CNTR	124.4 322.4
DRIFTER	10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	KANSAS CITY CNTR	124.4 322.4
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
HIGH PLAINS	10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	KANSAS CITY CNTR	134.9 363.2
LINCOLN	8000	BY NOTAM (NORMALLY 0900-1600 TUE-SUN)	MINNEAPOLIS CNTR	119.4 287.9
MT DORA EAST, NORTH, WEST HIGH	11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
MT DORA EAST, NORTH, WEST LOW	1500 AGL TO BUT NOT INCL 11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
PINON CANYON	100 AGL TO 10,000	0700-2200 MON-SUN INTERMITTENT BY NOTAM	DENVER CNTR	128.375 379.95
RILEY	7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	127.35 388.8
SMOKY	500 AGL TO BUT NOT INCL 5000	0900-1700 MON-SAT	KANSAS CITY CNTR	134.9 363.2
SMOKY HIGH	5000	0900-1700 MON-SAT	KANSAS CITY CNTR	134.9 363.2
TWISTER	10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	KANSAS CITY CNTR	134.9 363.2
TWO BUTTES HIGH	10,000	SR-SS TUE-SAT	DENVER CNTR	128.37 379.95
TWO BUTTES LOW	300 AGL TO BUT NOT INCL 10,000	INTERMITTENT BY NOTAM EXC 2200-0700	DENVER CNTR	128.37 379.95
VANCE 1A, 1C, 1D	8000	1 HR BEFORE SR TO 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	126.95 379.2
VANCE 1B	7000	1 HR BEFORE SR TO 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	127.8 319.1

*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.



CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 8720 feet located at 36°42'N - 103°53'W

Spot elevation 4254
Approximate elevation x3200

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.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

NAUTICAL MILES · STATUTE MILES · KILOMETERS

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.

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.

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

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines 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://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.

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/

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 12⁵

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 guard 243.0 and follow the interceptor 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/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) on 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

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 within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

WICHITA