

VFR TERMINAL AREA CHART  
KANSAS CITY

Class E Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, including the airspace less than 100 feet above the terrain and certain special use airspace areas.

Agencies having **Control Towers** are shown in **Blue** at the end of a **Class E** Airspace. Control Tower Supplement for details including operating frequencies, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

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

**CONVERSION OF ELEVATIONS**  
Feet (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30  
METERS (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

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

**CONVERSION OF ELEVATIONS**  
Feet (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30  
METERS (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

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**NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES**  
All aircraft operating in the U.S. national airspace, if capable, will maintain listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all pilots to know and understand their responsibilities if intercepted by a "hostile" aircraft. Section 5-4.13 of intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and there are no other U.S. aircraft in the area, pilots will attempt to establish communication. If no communication is established, the intercepting U.S. military fighter jets will attempt to identify the aircraft. If the aircraft is identified as a threat, the intercepting U.S. military fighter jets will attempt to destroy the threat. If the aircraft is identified as a friendly, the intercepting U.S. military fighter jets will attempt to escort the aircraft to a safe area. If the aircraft is identified as a civilian, the intercepting U.S. military fighter jets will attempt to provide assistance. If the aircraft is identified as a hostile, the intercepting U.S. military fighter jets will attempt to destroy the threat. If the aircraft is identified as a threat, the intercepting U.S. military fighter jets will attempt to destroy the threat. If the aircraft is identified as a friendly, the intercepting U.S. military fighter jets will attempt to escort the aircraft to a safe area. If the aircraft is identified as a civilian, the intercepting U.S. military fighter jets will attempt to provide assistance. If the aircraft is identified as a hostile, the intercepting U.S. military fighter jets will attempt to destroy the threat.

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**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. It included amonsthe requirements are:

1) Unless otherwise authorized by ATC, an operable two-way radio capable of communicating w ith 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 91.101(d); or holds a Sport Pilot certificate and h as met the requirements of FAR 91.325, or;

(b) The aircraft is operated by a student pilot who has met the requirements of FAR 91.94 or Fy 91.95 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 for or 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 taxing 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 for 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.