

**ORDER**

ICT ATCT 7110.1Q

**Wichita Dwight D'Eisenhower ATCT/TRACON  
Standard Operating Procedures**



April 20, 2020

**For Simulation Purposes Only**



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# Chapter 1. Introduction

## Section 1. GENERAL

### 1-1-1 PURPOSE

To prescribe air traffic control procedures for use by personnel of Wichita ATCT in providing air traffic control service to aircraft and adjacent air traffic control facilities within delegated approach control airspace, in use at Wichita ATCT.

### 1-1-2 DISTRIBUTION

All VATSIM Kansas City ARTCC personnel, as well as those with a visiting status. Anyone providing ATC services within the ICT TRACON boundary or at the ICT ATCT must be familiar and comply with the provisions of this order.

### 1-1-3 EFFECTIVE DATE

This order is effective April 1, 2020.

### 1-1-4 ACTION

Personnel are required to be thoroughly familiar with the provisions of this handbook

## Section 2. TERMS OF REFERENCE

### 1-2-1 WORD MEANINGS

As used in this manual:

a. Departure fan area. The specified headings/altitudes authorized for use by Local Control for departures from Eisenhower.

b. Flow. Direction of landing/departing at Wichita Eisenhower Airport.

**EXAMPLE-** Landing and departing Runways 1L and 1R

c. Intrafacility. Within a single facility. When referencing radar functions it includes the Local Control (LC)

d. Local Airport. Any airport within Wichita Approach Control Airspace

e. Low on the downwind. Tower/Radar coordination. Approval of this, as a request, means an arrival is allowed to enter the departure fan area; it does not mean that LC assumes responsibility for the sequence.

f. Non-active Runway. A runway that is not currently being used for take-off and landing. A non-active runway is not necessarily a closed runway

g. Primary scratch pad. The first scratch pad (Y field)

h. Status Information Area. Defined as Information Display System (IDS)

j. Tower Airspace. Local is delegated the airspace described in paragraph 3-2-2.

k. Separation. Meaning any/all type(s) of separation. Ie: radar, visual, wake turbulence, runway, etc.

## 1-2-2 POSITION IDENTIFICATION

IDENTIFIER	SECTOR/POSITION	CALLSIGN
RW	Radar West (Combined)	ICT_W_APP (ICT_APP)
RE	Radar East	ICT_E_APP
RF	Radar Final	ICT_F_APP
WS	Radar West Satellite	ICT_H_APP
ES	Radar East Satellite	ICT_S_APP
LC	Local Control	ICT_TWR
GC	Ground Control	ICT_GND
CD	Clearance Delivery	ICT_DEL

# Chapter 2. Facility Operations

## Section 1. GENERAL OPERATIONS

### 2-1-1 SCOPE

This Chapter describes procedures and coordination for general facility operations.

### 2-1-2 AUTOMATED COORDINATION

STARs automated functions are the preferred method of coordination.

### 2-1-3 TRANSFER OF CONTROL AND COMMUNICATIONS TRANSFER

a. Whenever the Standard Terminal Automation Replacement System (STARs) Program is in operation and data blocks of arrival aircraft are displayed on the tower cab Tower Display Workstation (TDW), the local controller must utilize this information for the arrival sequence.

b. Transfer of Control.

1. Transfer of control from the TRACON to the Tower Cab must take place at or before the lateral limits of tower delegated airspace.
2. Transfer of control from the Tower Cab to the TRACON must be one (1) NM from the departure end of the runway. The radar (departure) position has control for turns away from the extended runway centerlines of the parallel runways.

**EXCEPTION-** When headings are assigned specifically by LC to ensure divergence between simultaneous/consecutive departures and the headings have been coordinated IAW paragraph 3-2-3. Transfer of control should occur as soon as possible once separation has been ensured.



## 2-1-4 CLIMB OUT INSTRUCTIONS (PRACTICE APPROACHES)

- a. The final controller must assign the missed approach/climb out instructions to aircraft returning to radar.
- b. Coordinate with the tower cab via interphone or by using the appropriate STARS symbology (as defined in 5-1-1).
- c. Any climbout instructions other than those listed in the table below must be coordinated via interphone.
- d. All coordination, whether via interphone or STARS symbology, must be accomplished prior to transfer of communications to the tower.

RUNWAY	HEADING	ALTITUDE	FREQUENCY (as appropriate)
19L/19R/14	140	3000	134.85/127.67
19L/19R/14	260	3000	126.7/127.67
1L/1R/32	050	3000	134.85/127.67
1L/1R/32	300	4000	126.7/127.67
ALL RUNWAYS*	RUNWAY HEADING	3000*	126.7/134.85/127.67

### \*EXCEPTION

RUNWAY	HEADING	ALTITUDE	FREQUENCY (as appropriate)
32	RUNWAY HEADING	4000	126.7/127.67

**NOTE-** Normally, option radar aircraft will be assigned west climbout instructions.

e. STARS symbology may be used in lieu of verbal coordination to indicate the assignment of climbout instructions, where “E” = 050 or 140 and “W” = 300 or 260, and “R” = Runway Heading

STARS SYMBOLOGY	CLIMBOUT INSTRUCTIONS
E	050 or 140
W	300 or 260
R	Runway Heading

**EXAMPLE 1-** an aircraft making an ILS approach to RY 19L and assigned climb out heading 140 and 3000 ft. may be coordinated verbally OR by the use of “ILE” in the primary scratch pad area of the data tag.

**EXAMPLE 2-** an aircraft making a VOR 14 approach circling to RY 1L would be issued heading 300 for the climb out and “VCW” would be entered in the primary scratch pad.

### 2-1-5 REDUCED SEPARATION ON FINAL

2.5 NM separation is authorized for ICT runways 19L/19R and 1R between aircraft established on the final approach course within 10 NM from the landing runway provided:

- The leading aircraft’s weight class is the same or less than the trailing aircraft.
- Heavy aircraft and the Boeing 757 are permitted to participate in the separation reduction as the trailing aircraft only.

### 2-1-6 RUNWAY DISTANCE

The centerlines of the parallel runways at Wichita Mid-Continent are **4398 ft apart**.

### 2-1-7 PARALLEL DEPENDENT ILS APPROACHES

IAW JO 7110.65 paragraph 5-9-6, when all conditions are met, ICT arrivals will be provided a minimum of 1.5 miles radar separation diagonally between successive aircraft (Example, between Aircraft #1 and Aircraft #2) on adjacent localizer/azimuth courses. (See Figure 2-1-1).

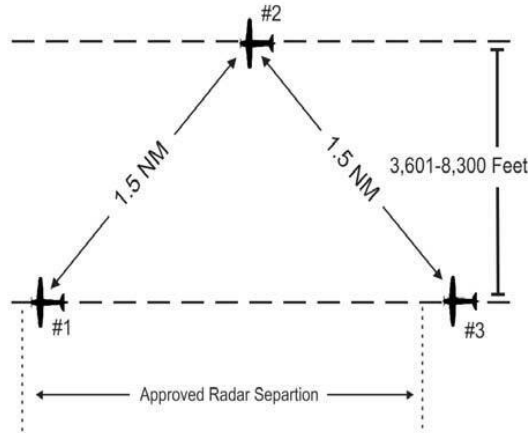


Figure 2-1-1

## Section 2. SPECIAL MILITARY OPERATING PROCEDURES

### 2-2-1 MCCONNELL APPROACH WITH OVERHEAD MANEUVER DEFINITION

Five mile initial, east runway, pattern altitude 3500 MSL with east turns.

### 2-2-2 MCCONNELL WEST PATTERN

Aircraft will remain within 1.5 NM of RY 19R/1L centerline at or below 2200 MSL. This pattern may be initiated without coordination by IAB ATCT.

### 2-2-3 MCCONNELL LOCAL CLIMBOUT

Aircraft remaining in option radar (more than one approach) must be give local climbout instructions which is as follows: **Fly Runway Heading Climbing to 4,000 MSL.**

## Section 3. IFR DEPARTURES

### 2-3-1 ADR (AUTOMATED DEPARTURE ROUTE)

Use the table below in order to determine the appropriate departure route out of the Wichita Approach Control airspace.

Flight Direction	Routing
North	PEABO direct GOSSL
South <sup>1</sup>	JAMEY direct PER
East	ROKNE or BURDN direct CHELI
West	VARNR or KYLER

**EXCEPTION<sup>1</sup>**- Military aircraft operating on an IFR flight plan to Vance AFB (KEND) will be routed via MAKES direct WMICO direct and will be restricted to 13,000.

**NOTE<sup>1</sup>**- These aircraft will be handled as West departures for headings and frequencies.

**NOTE<sup>2</sup>**- These departure routes will be given to aircraft cruising at or above 10,000 MSL.

## 2-3-2 INITIAL ALTITUDES

Flight Plan Type (IFR/VFR)	Type Aircraft
IFR <sup>1</sup>	5000 or lower if requested
VFR Prop	3,000
VFR Jet	5,000
Practice Approaches <sup>2</sup>	4,000

**EXCEPTION<sup>1</sup>**- Or lower if requested.

**EXCEPTION<sup>2</sup>**- Both IFR and VFR aircraft will receive this altitude no matter if IFR or VFR

# **Chapter 3. AIRPORT TRAFFIC CONTROL**

## **Section 1. TOWER OPERATIONS**

### **3-1-1 SCOPE**

This Chapter describes procedures for Tower operations and coordination between Tower positions.

### **3-1-2 USE OF RUNWAY 14/32**

GC is responsible for operations on Runway 14/32, with the exception of the Runway 19R/1L intersection when Runway 14/32 is designated non-active.

### **3-1-3 PRE-ARRANGED COORDINATION**

GC may taxi any aircraft to the following intersections without further coordination:

- a. Runway 19L/A2
- b. Runway 19R/C
- c. Runway 14/K1
- d. Runway 1R/B
- e. Runway 1R/E3
- f. Runway 32/B1
- g. Runway 1L/D4

### **3-1-4 LAND AND HOLD SHORT OPERATIONS (LAHSO)**

LAHSO operations at Wichita Airport are suspended until a determination is made by the FAB Team, in accordance with JO 7110.118, that a valid operational need exists to conduct them.

## Section 2. LOCAL CONTROL

### 3-2-1 LOCAL CONTROL (LC) RESPONSIBILITIES

STARS SYMBOL L.

- a. Monitor frequencies **118.2**.
- b. Quick look position RF, RW, and RE.
- c. Is delegated the airspace described in paragraph 3-2-2.
- d. Provide separation between arrivals and departures and initial separation between departures and maintain separation between arrivals within delegated airspace.

**NOTE-** LC is a radar certified position. Therefore, they can/will provide radar separation to aircraft in their delegated airspace

- e. Provide sequencing/separation of VFR tower pattern traffic with arrivals/departures.
- f. Provide Class C airspace service/control of VFR aircraft and Mid-Continent IFR arrivals/departures within tower delegated airspace.
- g. Utilize LUAW IAW paragraph 3-2-4.
- h. Formulate and record the ATIS IAW JO 7110.65, 2-9-3.

(1) Monitor METAR and upgrade the ATIS as required.

(2) Record each new ATIS with the transmit switch off and ensure the new ATIS is monitored for accuracy prior to turning the transmit switch on.

**NOTE-** Wichita is **NOT** a D-ATIS facility, therefore, the ATIS **must** be voice recorded. (Note: Use the voice recorded function of vATIS, instead of the default automated voice.)

(3) Whenever visual approaches are in use to parallel or converging runways, the following phrase must be included in the ATIS:

**PHRASEOLOGY – SIMULTANEOUS VISUAL APPROACHES IN USE, LANDING RUNWAYS** (runway numbers).

(4) Include braking action advisory IAW JO 7110.65 2-9-3 (h).

**PHRASEOLOGY- BRAKING ACTION ADVISORIES ARE IN EFFECT.**

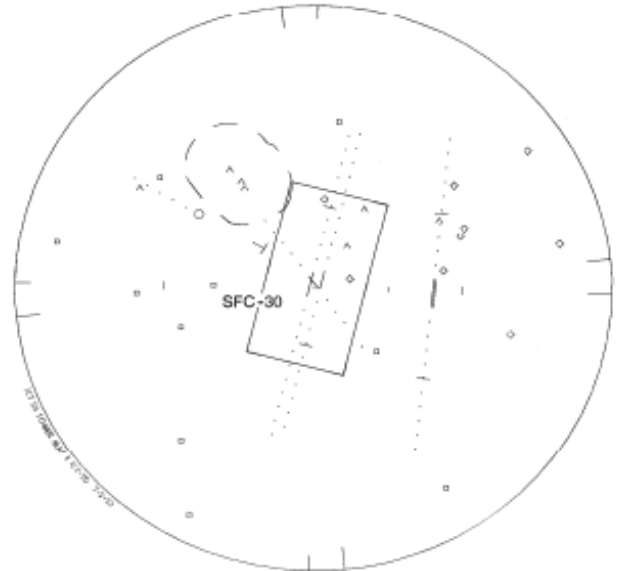
(5) Include WSA/MBA IAW JO 7110.65, 3-1-8.

**PHRASEOLOGY-** *LOW LEVEL WIND SHEAR (OR MICROBURST, as appropriate) ADVISORIES IN EFFECT.*

### 3-2-2 TOWER DELEGATED AIRSPACE

Tower is delegated that airspace from surface up to and including 3000 feet MSL within the following lateral limits:

- a. A line 3 NM east of and parallel to runway 19L/1R and a line 3 NM west of and parallel to runway 19R/1L.
- b. Joined at the north end by a perpendicular line that passes through KECHI and at the south end by a perpendicular line that passes through CHITO.



### 3-2-3 DEPARTURES

- a. Local Control is authorized automatic releases, into delegated airspace, for aircraft departing IAW the advertised flow on the following standard departure headings:

**NOTE-** When the overlying radar sector is ZKC, automatic releases are approved unless otherwise coordinated.

<b>SOUTH</b>			
<b>RWY 19L/19R</b>			
IFR/VFRs ASSIGNED 5,000	HEADING	VFR/SVFR	HEADING
19L/19R	190° and 170° RE <sup>1</sup>	19L/19R	140° thru 190° RE
	190° thru 230° <sup>4</sup> RW		190° thru 260° RW
<b>RWY 14</b>			
IFR, VFRs (originally) ASSIGNED 5,000	HEADING	VFR/SVFR	HEADING
14	190° RE <sup>3</sup>	14	140° thru 190° RE
	190° thru 230° <sup>4</sup> RW <sup>3</sup>		190° thru 260° RW

<b>NORTH</b>			
<b>RWY 1L/1R/32</b>			
IFR/VFRs ASSIGNED 5,000	HEADING	VFR/SVFR	HEADING
1L/1R/32	010° and 030° RE <sup>1</sup>	1L/1R/32	010° thru 050° RE
	320° thru 010° RW		300° thru 010° RW <sup>2</sup>



### 3-2-4 LINE UP AND WAIT (LUAW)

a. ICT ATCT is authorized to use Line Up and Wait procedures provided:

(1) Traffic information is issued to any aircraft so authorized. (Traffic information may be omitted when the traffic is another aircraft which has landed on or is taking off the runway and is clearly visible to the holding aircraft.) Do not use conditional phrases such as “behind landing traffic” or “after departing aircraft.”

(2) When an aircraft is authorized to line up and wait, inform it of the closest arrival aircraft to the same runway.

(3) No arrival aircraft have been cleared to land, touch-and-go, stop-and-go or low approach to the same runway.

(4) IF LUAW is being used and there is an arrival aircraft to the same runway, the arrival aircraft must not be cleared to land until the aircraft in position has started take off roll.

(5) Only one LUAW aircraft on the same runway at a time.

(6) When aircraft are authorized to line up and wait on runways that intersect, traffic must be exchanged between that aircraft and the aircraft that is authorized to line up and wait, depart, or arrive to the intersecting runway.

(7) Local Control (LC) must not be combined with any other position.

(9) LC must determine the position of aircraft prior to issuing LUAW instructions.

b. Additional considerations for utilizing LUAW procedures:

(1) Because of the diverse fleet mix at ICT, it is the responsibility of the LC controller to determine on a case-by-case basis whether LUAW is appropriate. Take into consideration factors such as weather conditions, time-of-day and prevailing light conditions.

(2) There are no LUAW traffic volume or complexity restrictions at ICT. It is the responsibility of the LC controller to determine if LUAW procedures should be terminated due to excessive traffic volume or complexity.

## Section 3. GROUND CONTROL

### 3-3-1 GROUND CONTROL (GC) RESPONSIBILITIES

- a. Monitor frequency **121.9**.
- b. Control all ground traffic on or entering movement areas.
  - (1) Movement areas include all designated taxiways with the exception of:
    - (a) taxiway F
    - (b) taxiway G
    - (c) taxiway H
    - (d) taxiway M1, M3, and M4
  - (2) Non-movement areas include:
    - (a) all taxiways listed above
    - (b) all ramp areas
- c. Coordinate verbally with LC prior to assigning aircraft other than an advertised runway, or an intersection departure other than those listed in paragraph 3-1-3 (Pre-Arranged Coordination) and IAW JO 7110.65 paragraph 3-1-4.
- d. Ensure pilots of departing aircraft receive the current ATIS or weather information as appropriate.
- g. When advised by the CIC, implement gate hold procedures.

## Section 4. CLEARANCE DELIVERY

### 3-4-1 CLEARANCE DELIVERY (CD) RESPONSIBILITIES.

STARS SYMBOL D.

- a. Monitor frequency **125.7**.
- b. Generate flight progress strips for local IFR, local VFR, itinerant VFR, and special VFR departures using appropriate keyboard entries.
- c. Ensure routes and altitudes are IAW section 2-3 of this order.
- d. Forward flight progress strips to GC after issuing clearance and obtaining required releases.
- e. Enter radio call sign in the remarks field of the flight progress strips for aircraft with unusual or infrequently used three-letter company identifiers.

### 3-4-2 SVFR PROCEDURES & PHRASEOLOGY

Issue from the following, the appropriate clearance:

- a. Departure.

**PHRASEOLOGY-** *CLEARED OUT OF THE CHARLIE SURFACE AREA (north, east, south, west) OF WICHITA AIRPORT, MAINTAIN SPECIAL VFR CONDITIONS AT OR BELOW 3,000. DEPARTURE FREQUENCY (appropriate frequency), SQUAWK (beacon code obtained from network).*

- b. Clearance to operate in the traffic pattern. Issue the following clearance only after the operation is approved by the local controller:

**PHRASEOLOGY-** *LOCAL SPECIAL V-F-R OPERATIONS IN THE IMMEDIATE VICINITY OF (name) AIRPORT ARE AUTHORIZED UNTIL (time). MAINTAIN SPECIAL V-F-R CONDITIONS. DEPARTURE FREQUENCY 118.2 (as appropriate), SQUAWK (beacon code obtained from network).*

- c. IFR, SVFR, or VFR-ON-TOP clearances issued to aircraft departing satellite airports within tower delegated airspace require the addition of the following:

**PHRASEOLOGY-** *HOLD FOR RELEASE, CONTACT TOWER ON 118.2 (as appropriate) WHEN READY FOR DEPARTURE*

# CHAPTER 4. TRACON

## Section 1. OPERATIONS

### 4-1-1 SCOPE

This Chapter describes procedures and coordination between TRACON positions.

### 4-1-2 TRANSFER OF CONTROL

Transfer of control must constitute control for descent for arrivals and climb for departures and turns for 60 degrees or less while the aircraft is still within the transferring controller's airspace.

- a. When the East Satellite (ES) position is open, the Radar East (RE) position has control of IAB departures on initial contact for climb; and for turns west of runway heading while in ES airspace.

### 4-1-3 VFR AIRSPACE DELEGATION

Each radar position is delegated airspace, as defined in this chapter. Additionally, each radar position controls the airspace 500 feet immediately below its lowest delegated altitude (in cases where an underlying position exists.) This additional airspace is used for VFR non-heavy type aircraft only and may be utilized without coordination.

### 4-1-4 IFR ARRIVAL AIRCRAFT ALTITUDE ASSIGNMENTS

- a. RW/RE airspace to RF airspace: 5,000 or 6,000
- b. RE airspace to ES airspace: 5,000
- c. RW airspace to WS airspace: 6,000

### 4-1-5 COORDINATED USE OF RADAR FINAL AIRSPACE

- a. When the RF position is closed, it is normally combined at RW. However, when it is necessary or advantageous to balance workload and expedite traffic movement, RF airspace may be split between the RW and RE positions.

(1)When coordination is accomplished, RE is authorized to conduct operations to runway 19L/01R and RW is authorized to conduct operations to runway 19R/01L.

(2)Conducting operations to a runway in the adjacent controller's airspace requires coordination (verbal or via STARS handoff/pointout) on an individual basis.

- (3) Verbally coordinate all non-tagged aircraft within 3 NM of the RE/RW airspace boundary.
- b. When sequencing is required between a RW and a RE aircraft, RW must establish the sequence.
  - c. When other forms of separation are not being applied, RE must ensure that appropriate vertical separation is maintained between RW and RE aircraft on opposing base legs.

#### **4-1-6 SATELLITE AIRPORT DEPARTURE PROCEDURES**

- a. When necessary, issue direction of takeoff/turn or initial heading/azimuth to be flown for departures from class E surface area airports (AAO and BEC/HUT when the tower is closed). ATC must solicit the pilot's concurrence concerning these items before issuing them in a clearance.

***EXAMPLE***

*CESSNA 123, WICHITA APPROACH, CAN YOU ACCEPT A HEADING OF 120?*

If pilot responds in the affirmative, then issue the departure clearance.

***EXAMPLE***

*CESSNA 123 FLY HEADING 120, RELEASED.*

- b. For airports that do not have a designated Class E surface area, i.e. 3AU and 9K8, and if it is necessary to specify an initial heading/azimuth to be flown after takeoff, issue the initial heading/azimuth so as to apply only within controlled airspace.

***EXAMPLE CESSNA 123, WICHITA APPROACH, WHEN ENTERING CONTROLLED AIRSPACE FLY HEADING 120, RELEASED.***

## Section 2. RADAR WEST

### 4-2-1 RADAR WEST (RW) POSITIONS RESPONSIBILITIES

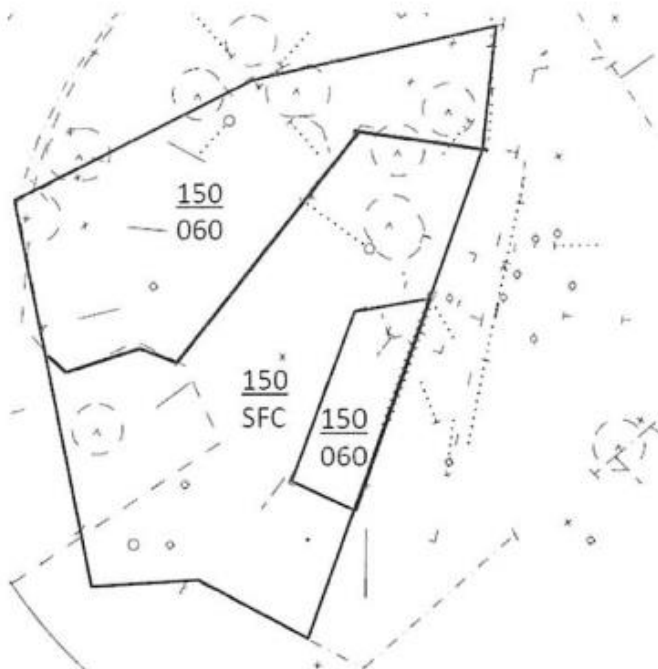
STARS SYMBOL W.

- a. Monitor **126.7**.
- b. Delegated airspace includes that area depicted below, excluding airspace delegate to ICT Tower. Aircraft to be controlled are:
  - (1) IFR/VFR/SVFR and Class C aircraft within assigned airspace.
- c. Turns from tower assigned headings for aircraft departing ICT will be accomplished IAW 2-1-12, Transfer of Control.
- d. Coordinate opposite direction operations with the CIC and all affected positions.
- e. Coordinate all runway 14 approaches with RF or RE when RF position is split.
- f. QUICK LOOK the RE position.
- g. Unless an alternate type of separation is being applied, aircraft on opposing base legs must be separated by the applicable vertical separation.

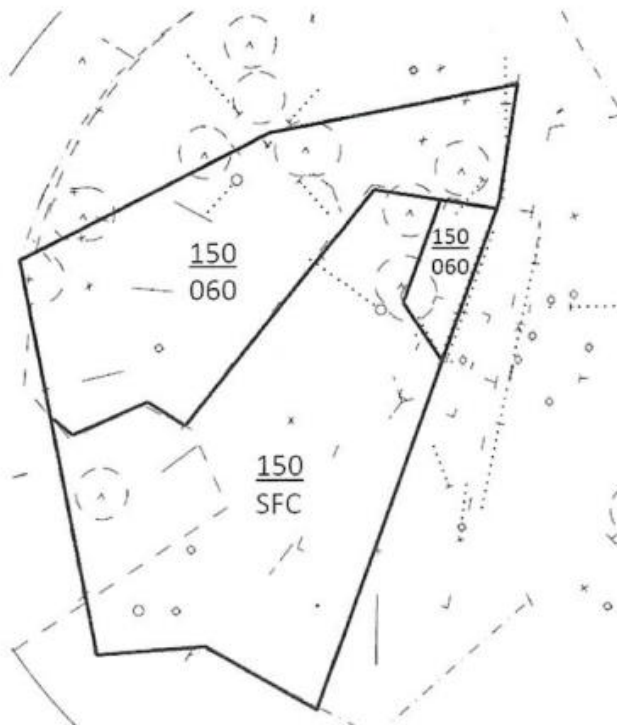
**NOTE-** Radar West is the combined Wichita Approach Control position.

## 4-2-2 RW DELEGATED AIRSPACE:

NORTH FLOW



SOUTH FLOW



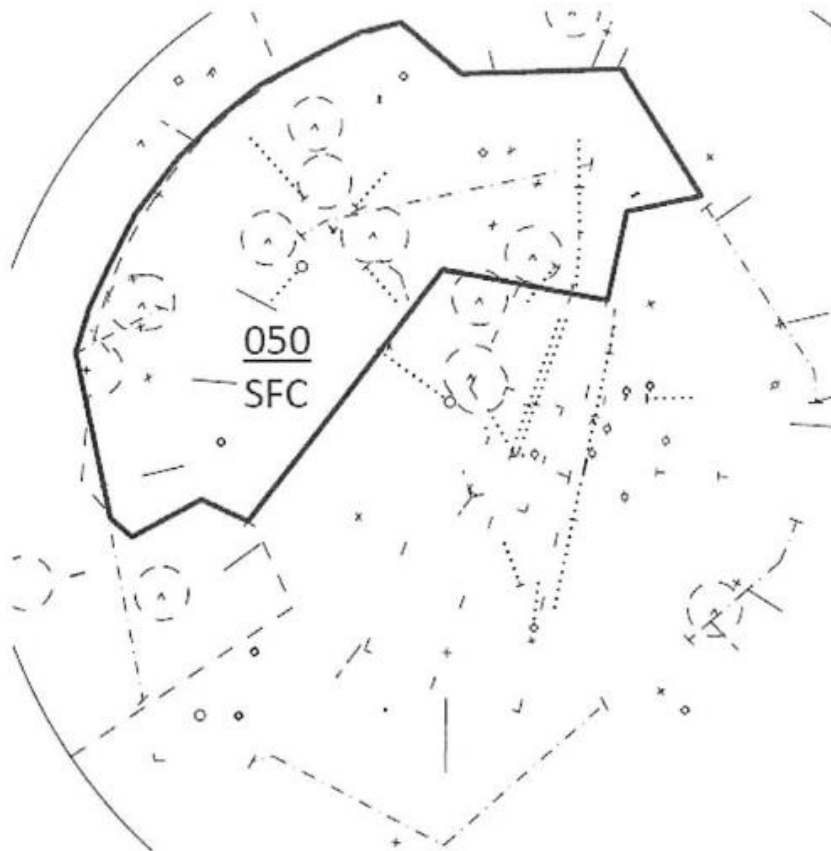
## Section 3. RADAR WEST SATELLITE

### 4-3-1 RADAR WEST SATELLITE (WS) POSITION RESPONSIBILITIES

STARS SYMBOL H.

- a. Monitor HUT COM **125.5/HUT EWK/126.55**.
- b. Aircraft to be controlled are IFR/VFR/SVFR and Class C aircraft within assigned airspace.
- c. Unless an alternate type of separation is being applied, aircraft on opposing base legs must be separated by the applicable vertical separation.

### 4-3-2 WS DELEGATED AIRSPACE





## Section 4. RADAR EAST

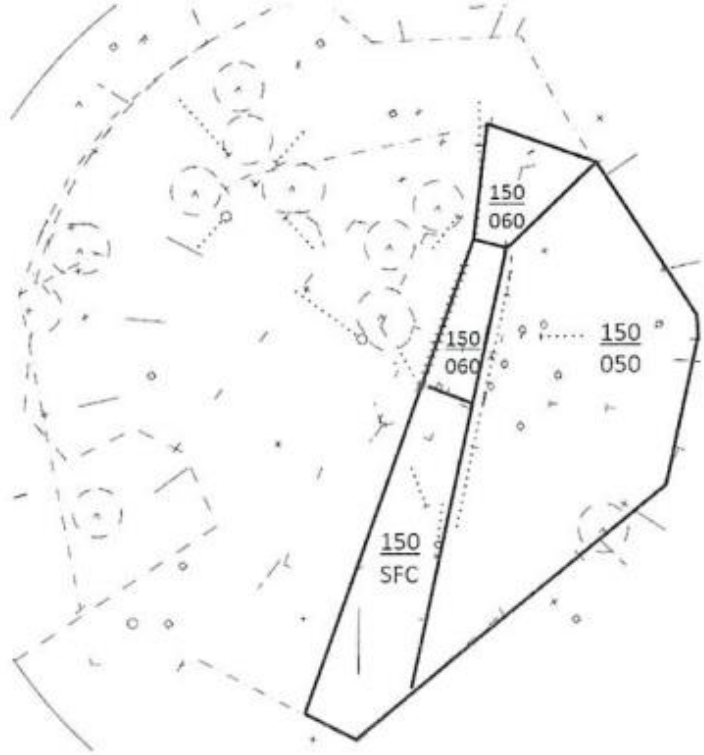
### 4-4-1 RADAR EAST (RE) POSITION RESPONSIBILITIES

STARS SYMBOL E.

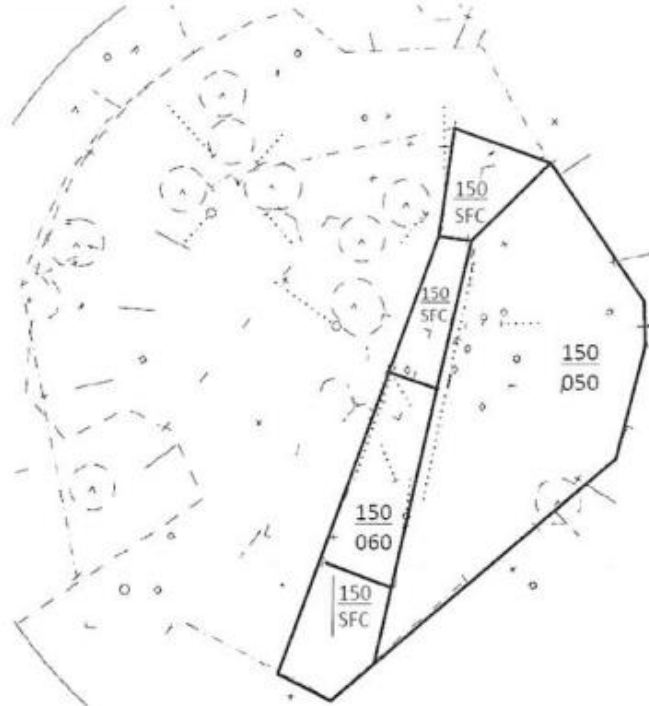
- a. Monitor **134.85**.
- b. Delegated airspace includes that area depicted in 4-4-2, excluding airspace delegated to ICT tower. Aircraft to be controlled are:
  - (1) IFR/VFR/SVFR and
  - (2) Class C airspace aircraft within assigned airspace.
- c. Turns from tower assigned headings for aircraft departing ICT will be accomplished IAW 2-1-12, Transfer of Control.
- d. Coordinate opposite direction operations with the CIC and all affected positions.
- e. Coordinate Runway 32 approaches with RF or RW when RF position is split.
- f. Indicate the status of the following by selecting or deselecting the appropriate video map overlay:
  - (1) EUREKA MOA Active = select map overlay number 3.
  - (2) EUREKA MOA Inactive = deselect map overlay number 3.
- g. QUICK LOOK the RW position.
- h. Unless an alternate type of separation is being applied, aircraft on opposing base legs must be separated by the applicable vertical separation.

# 4-4-2 RE DELEGATED AIRSPACE

## RADAR EAST – SOUTH FLOW



## RADAR EAST – NORTH FLOW



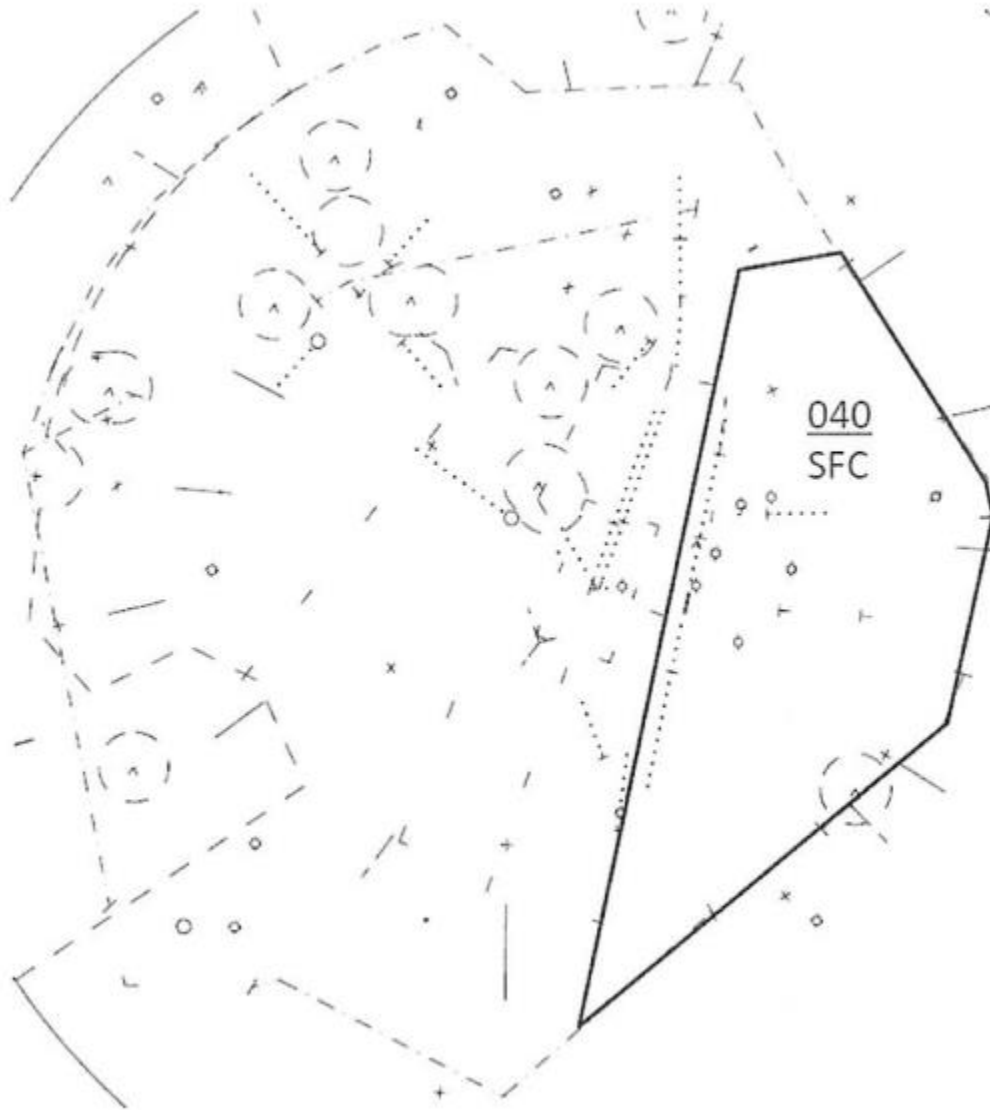
## Section 5. RADAR EAST SATELLITE

### 4-5-1 RADAR EAST SATELLITE (ES)

STARS SYMBOL S.

- a. Monitor **134.8/125.0**.
- b. Aircraft to be controlled are IFR/VFR/SVFR and Class C aircraft within assigned airspace.
- c. Authorized to release IAB departures on runway heading to 4000.
- d. Coordinate opposite direction operations with the CIC and all affected positions.
- e. Aircraft requesting altitudes higher than 4000 ft. must be assigned 4000 ft. and handed off to RE, unless otherwise coordinated.
- f. Indicate the status of the following by selecting or deselecting the appropriate video map overlay:
  - (1) EUREKA MOA Active = select map overlay number 3.
  - (2) EUREKA MOA Inactive = deselect map overlay number 3.
- g. Unless an alternate type of separation is being applied, aircraft on opposing base legs must be separated by the applicable vertical separation.

**4-5-2 ES DELEGATED AIRSPACE:**



## Section 6. RADAR FINAL

### 4-6-1 RADAR FINAL (RF) POSITION RESPONSIBILITIES

STARS SYMBOL F.

- a. Monitor **127.67**.
- b. Aircraft to be controlled are IFR/VFR/SVFR and Class C aircraft within assigned airspace.
- c. Turns from tower assigned headings for aircraft departing ICT will be accomplished IAW 2-1-12, Transfer of Control.
- d. Coordinate opposite direction operations with the CIC and all affected positions.
- e. Radar Final (or the last radar controller working an arrival before Tower) must ensure that scratch pad information is appropriate for the runway, type of approach, and/or climbout assigned prior to transferring communications to tower.
- f. Unless an alternate type of separation is being applied, aircraft on opposing base legs must be separated by the applicable vertical separation.
- g. Ensure separation for all aircraft except as delegated to Local Control.

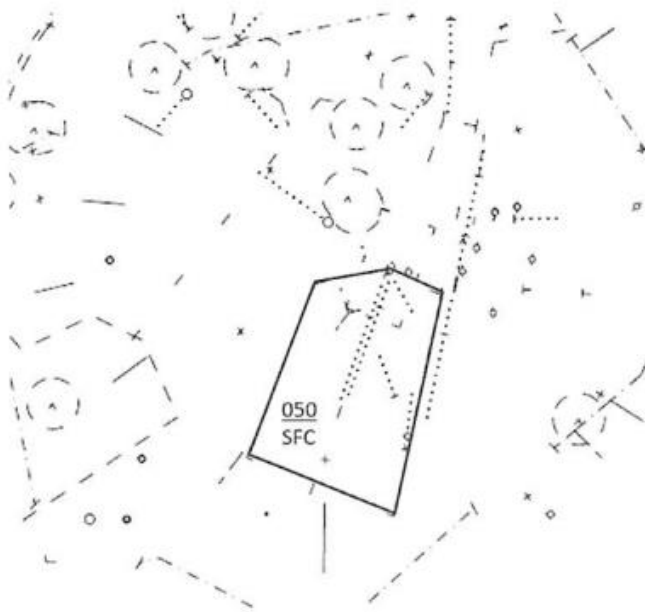
**NOTE-** LC must be provided a workable sequence regardless of which control position has separation responsibility.

**4-6-2 DELEGATED AIRSPACE (RF):**

**SOUTH FLOW**



**NORTH FLOW**



## Section 7. FLIGHT DATA TRACON

### 4-7-1 SATELLITE IFR DEPARTURE INITIAL ALTITUDES

Use the following table to determine the appropriate altitude for satellite departures within Wichita Approach Control airspace.

DEPARTURE AIRPORT	ALTITUDE
EAST SATELLITE AIRPORT	3000
WEST SATELLITE AIRPORT	4000
AAO	3000
EWK	4000
HUT	4000

### 4-7-2 Satellite ADR (AUTOMATED DEPARTURE ROUTE)

Use the table below in order to determine the appropriate departure route for satellite airports out of the Wichita Approach Control airspace.

Flight Direction	Routing
North	PEABO direct GOSSL
South <sup>1</sup>	JAMEY direct PER
East	ROKNE or BURDN direct CHELI
West	VARNR or KYLER

**EXCEPTION<sup>1</sup>**- Military aircraft operating on an IFR flight plan to Vance AFB (KEND) will be routed via MAKES direct WMICO direct and will be restricted to 13,000.

**NOTE**- These departure routes will be given to aircraft cruising at or above 10,000 MSL.

# CHAPTER 5. AUTOMATION

## Section 1. USE OF DATA BLOCKS

### 5-1-1 APPROACH SCRATCHPAD ENTRIES:

- a. Runway assignment for aircraft on or requesting a visual approach, or for VFR aircraft not conducting a practice instrument approach, must be depicted by one of the following entries:

ENTRY	DENOTES	ENTRY	DENOTES
19L	landing runway is 19L	01R	landing runway is 01R
19R	landing runway is 19R	Z14	landing runway is 14
01L	landing runway is 01L	Z32	landing runway is 32

- b. Aircraft conducting instrument approaches on the advertised flow (climbout will be issued IAW 2-1-4 unless otherwise coordinated):

ENTRY	DENOTES
IR (W), (E), (R)	ILS 19R or 01R (west, east, or runway heading climbout)
IL (W), (E), (R)	ILS 19L or 01L (west, east, or runway heading climbout)
GR (W), (E), (R)	RNAV (GPS) 19R or 01R (west, east, or runway heading climbout)
GL (W), (E), (R)	RNAV (GPS) 19L or 01L (west, east, or runway heading climbout)
G3 (W), (E)	RNAV (GPS) 32 (west or east climbout)
G3C	RNAV (GPS) 32 circle to east runway consistent with advertised flow (Use secondary scratchpad entry when climbout has been issued IAW 5-1-7)
G4 (W), (E)	RNAV (GPS) 14 (west or east climbout)
G4C	RNAV (GPS) 14 circle to west runway consistent with advertised flow (Use secondary scratchpad entry when climbout has been issued IAW 5-1-7)
NN (W), (E), (R)	NDB 01R (west, east, or runway heading climbout)
VV (W), (E)	VOR 14 (west or east climbout)
VC (W), (E), (R)	VOR 14 circle to west runway consistent with advertised flow (west, east, or runway heading climbout)



c. IAB Arrival Runway Assignment / Approach Information Entries.

ENTRY	DENOTES
II	ILS no climbout
IE	ILS local climbout
TR (E)	TACAN to RIGHT RUNWAY (local climbout)
TL (E)	TACAN to LEFT RUNWAY (local climbout)
RR (E)	RNAV to RIGHT RUNWAY (local climbout)
RL (E)	RNAV to LEFT RUNWAY (local climbout)

d. Practice Approach at satellite airports and Special VFR.

ENTRY	DENOTES
PLA	VFR aircraft conducting practice instrument approaches, use for all satellite airports except HUT and IAB
XFR	Special VFR

e. HUT Arrival Runway Assignment / Approach Information Entries.

ENTRY	DENOTES
H13	Visual approach to Runway 13
H31	Visual approach to Runway 31
H4	Visual approach to Runway 4
H22	Visual approach to Runway 22
HG1	RNAV (GPS) approach to Runway 13
HG3	RNAV (GPS) approach to Runway 31
HG4	RNAV (GPS) approach to Runway 4
HG2	RNAV (GPS) approach to Runway 22
HBC	Localizer back course to Runway 31
HV4	VOR approach to Runway 4
HV2	VOR approach to Runway 22
HN1	NDB approach to Runway 13