

## List of pages in this Trip Kit

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Revision Letter For Cycle 05-2025

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## General Information

Location: WICHITA KS USA  
ICAO: KAAO  
Lat/Long: N37° 44.85', W097° 13.27'  
Elevation: 1421 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 6.0° E  
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1140 Z  
Sunset: 0129 Z

## Runway Information

Runway: 18  
Length x Width: 6101 ft x 100 ft  
Surface Type: concrete  
TDZ-Elev: 1414 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 36  
Length x Width: 6101 ft x 100 ft  
Surface Type: concrete  
TDZ-Elev: 1421 ft  
Lighting: Edge, REIL, Pilot controlled

## Communication Information

ATIS: 125.150 Secondary  
ASOS: 134.025  
Col Jabara UNICOM: 122.700 CTAF PCL  
Wichita Clearance Delivery: 125.000  
Wichita Approach: 134.800  
Wichita Departure: 134.800

**KA AO**

Apt Elev **1421'**  
N37 44.9 W097 13.3

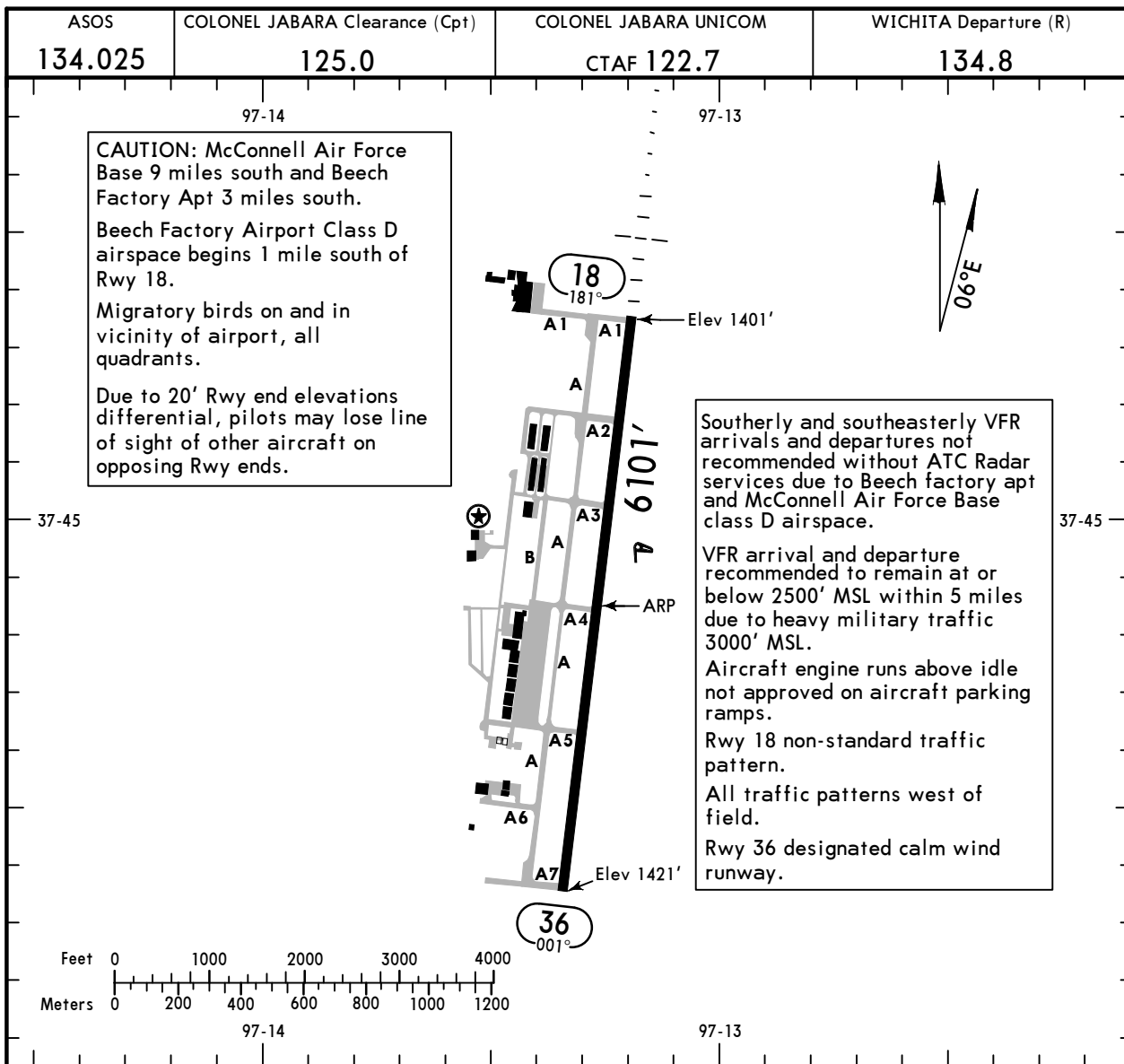
**JEPPESSEN**

18 AUG 23

**(40-9)**

**WICHITA, KAN**

**COLONEL JABARA**



ADDITIONAL RUNWAY INFORMATION				
RWY	USABLE LENGTHS	LANDING BEYOND		
		Threshold	Glide Slope	TAKE-OFF
WIDTH				
18 ① 36	②MIRL ②MALSR PAPI-L (angle 3.0°)		5350'	
	②MIRL ②REIL PAPI-L (angle 3.0°)			100'

- ① Grooved.
- ② Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
All Rwy's			Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	ILS Rwy 18	LOC Rwy 18
1 & 2 Eng	1/4	1	600-2	800-2
3 & 4 Eng		1/2		800-2 1/2

**OBSTACLE DP:** Rwy 18 south & west departures (180° clockwise to 270°) climb to 2000' via runway heading before proceeding on course.

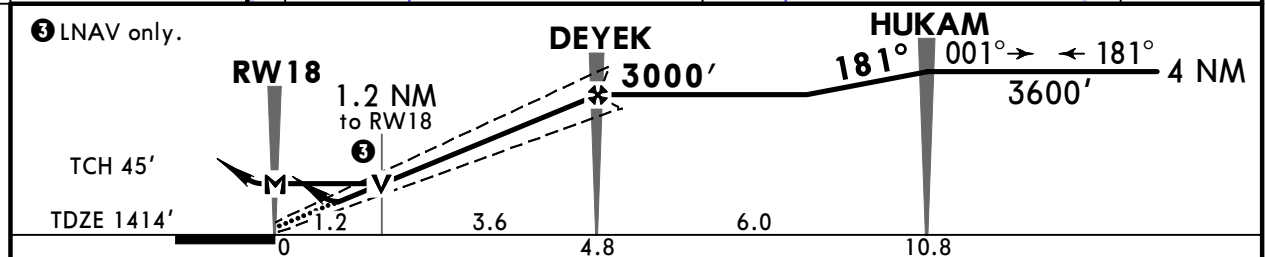
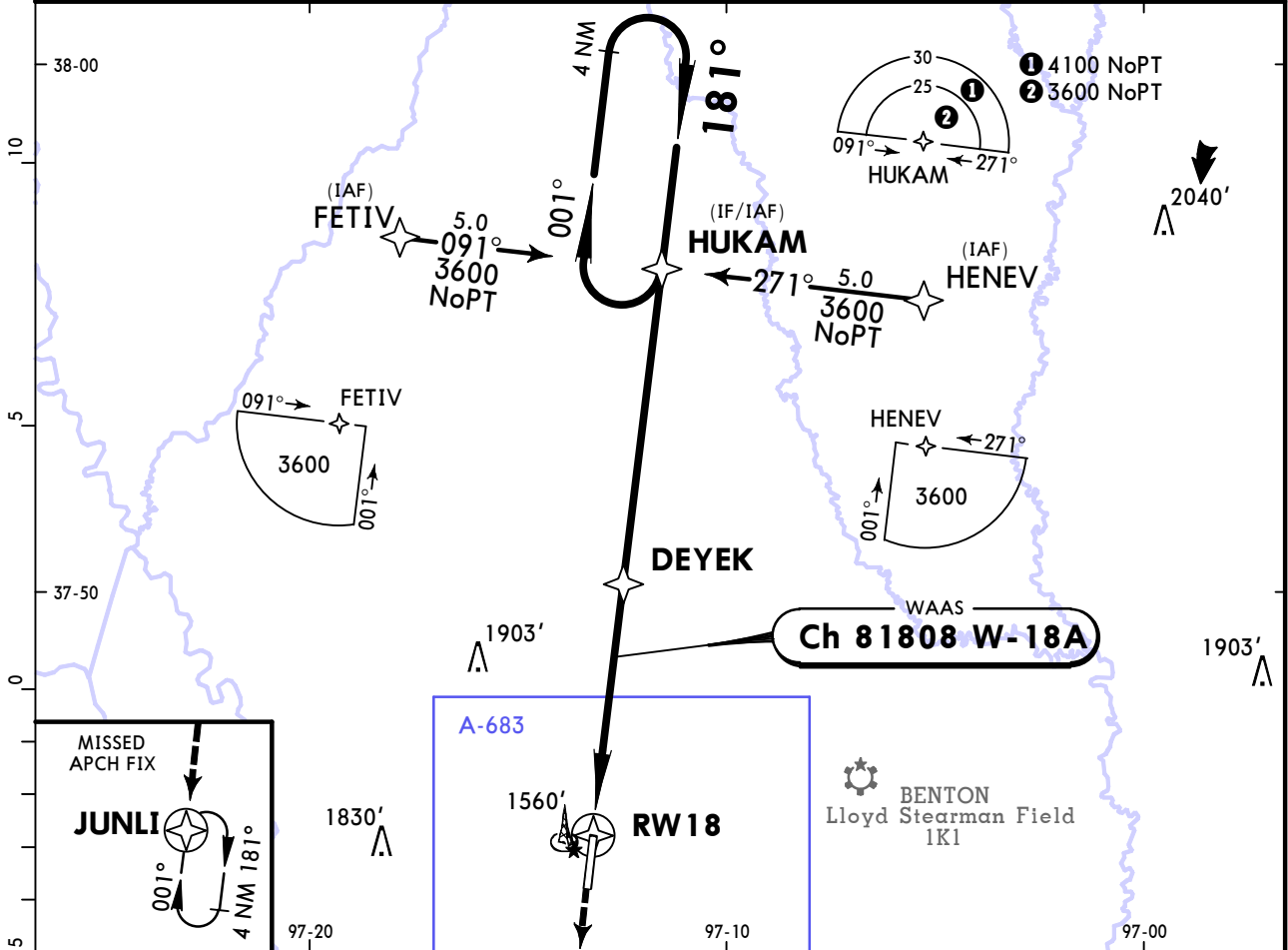


**KAAS**  
COLONEL JABARA

**JEPPESSEN**  
21 JAN 22 (42-1)

**WICHITA, KAN**  
RNAV (GPS) Rwy 18

ASOS <b>134.025</b>		WICHITA Approach (R) <b>134.8</b>		COLONEL JABARA UNICOM CTAF <b>122.7</b>	
WAAS <b>Ch 81808</b> W-18A	Final Apch Crs <b>181°</b>	<b>DEYEK</b> <b>3000'</b> (1586')	LPV DA(H) (CONDITIONAL) <b>1680'</b> (266')	Apt Elev 1421'	TAA 30 NM IAF
<b>MISSED APCH: Climb to 3600' direct JUNLI and hold.</b>					
Alt Set: INCHES			Trans level: FL 180		
1. Use local altimeter setting; if not received, use Wichita Eisenhower Natl altimeter setting. 2. VDP not authorized with Wichita Eisenhower Natl altimeter setting. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	3600'	D → JUNLI
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW18									

STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND			
LPV		LNAV				With Local Altimeter Setting		With Wichita Eisenhower Natl Altimeter Setting	
DA(H) 1680' (266')		MDA(H) 1820' (406')		MDA(H) 1860' (446')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Local Altimeter Setting		With Wichita Eisenhower Natl Altimeter Setting		With Local Altimeter Setting		With Wichita Eisenhower Natl Altimeter Setting	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1/2	1	1/2	1	1/2	1	90	1880' (459') -1	1920' (499') -1
B			1/2	1	1/2	1	120	1940' (519') -1	1980' (559') -1
C			3/4	1 1/4	3/4	1 1/4	140	2120' (699') -2	2160' (739') -2
D			3/4	1 1/4	3/4	1 1/4	165	2220' (799') -2 1/2	2260' (839') -2 3/4

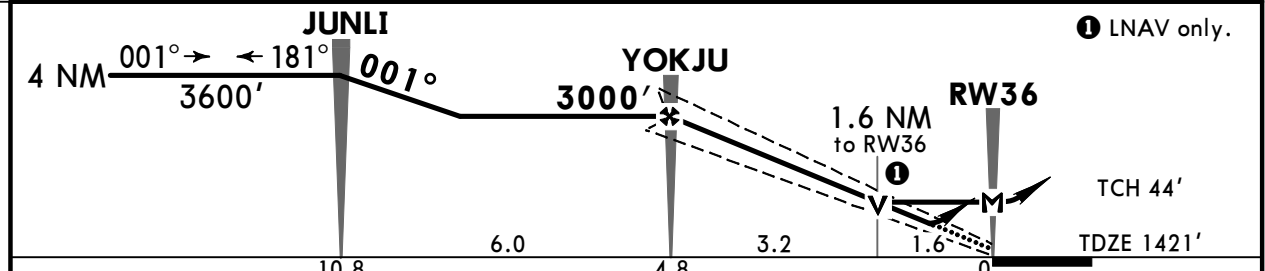
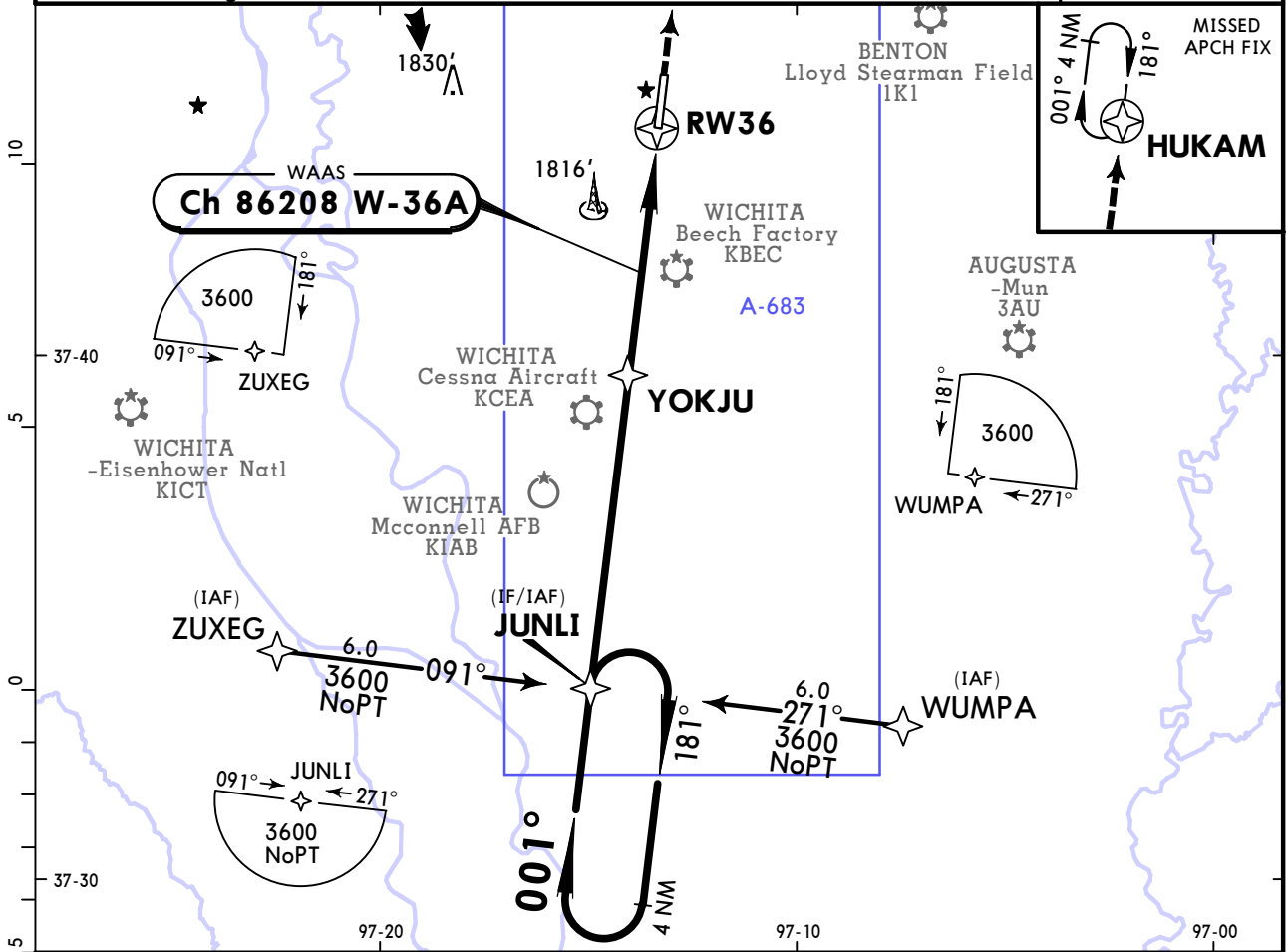
TERPS ORIG-D 29 JUL 2010  
 1 DA(H) 1720' (306') with Wichita Eisenhower Natl altimeter setting.  
 CHANGES: Notes, topography, chart format. © JEPPESSEN, 2005, 2022. ALL RIGHTS RESERVED.

**KAAO**  
COLONEL JABARA

**JEPPESSEN**  
21 JAN 22 (42-2)

**WICHITA, KAN**  
RNAV (GPS) Rwy 36

ASOS <b>134.025</b>		WICHITA Approach (R) <b>134.8</b>		COLONEL JABARA UNICOM CTAF <b>122.7</b>	
WAAS <b>Ch 86208</b> W-36A	Final Apch Crs <b>001°</b>	YOKJU <b>3000'</b> (1579')	LPV DA(H) (CONDITIONAL) <b>1740'</b> (319')	Apt Elev 1421' TDZE 1421'	
<b>MISSED APCH: Climb to 3600' direct HUKAM and hold.</b>					TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Wichita Eisenhower Natl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VDP not authorized with Wichita Eisenhower Natl altimeter setting.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	<b>3600'</b> ↑	D → <b>HUKAM</b>
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW36									

TERPS			STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
			LPV		LNAV	
DA(H) <b>1740'</b> (319')		DA(H) <b>1780'</b> (359')		MDA(H) <b>1960'</b> (539')		
With Local Altimeter Setting		With Wichita Eisenhower Natl Altimeter Setting		With Local Altimeter Setting		With Wichita Eisenhower Natl Altimeter Setting
				Max Kts	MDA(H)	MDA(H)
A				90	<b>1960'</b> (539') - 1	<b>2000'</b> (579') - 1
B				120		
C	1	1 1/4		140	<b>2120'</b> (699') - 2	<b>2160'</b> (739') - 2
D				165	<b>2220'</b> (799') - 2 1/2	<b>2260'</b> (839') - 2 3/4
<b>1</b> MDA(H) <b>2000'</b> (579') CAT C VIS 1 5/8, CAT D VIS 1 7/8 with Wichita Eisenhower Natl altimeter setting.						

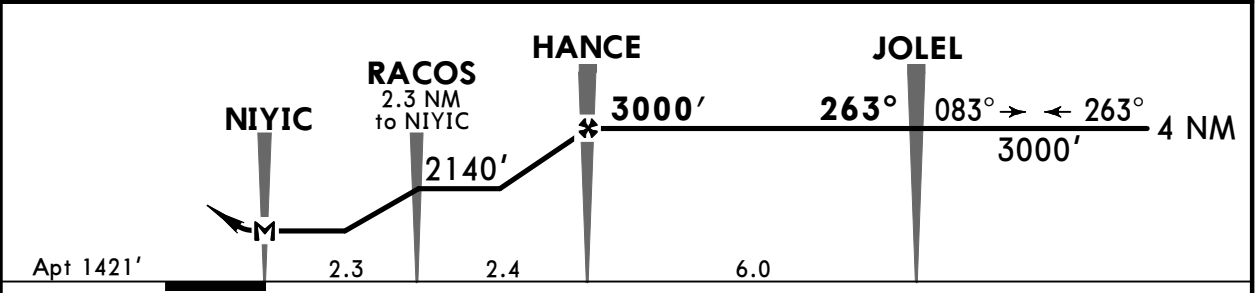
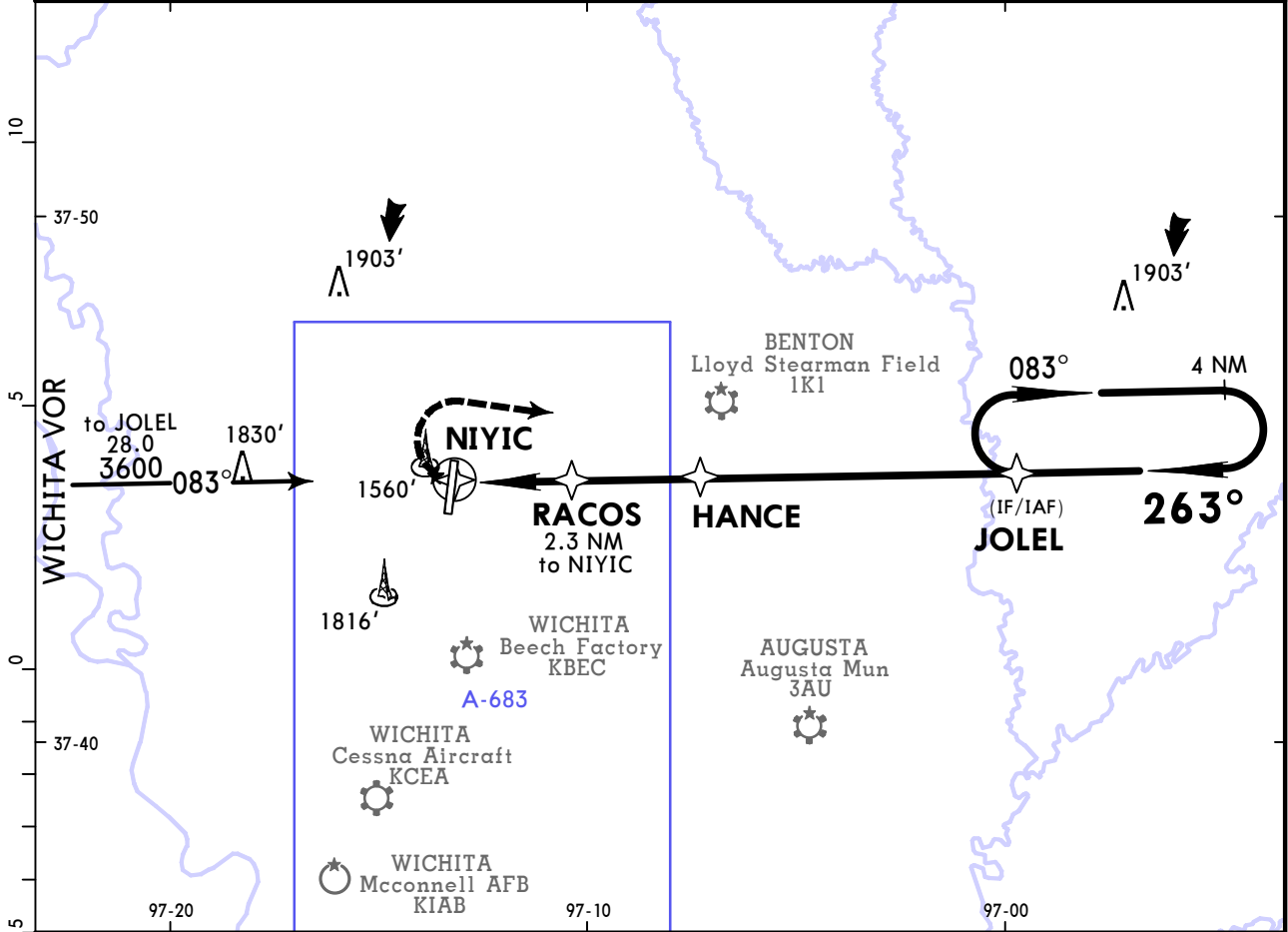
TERPS ORIG-C 29 JUL 2010

**KA AO**  
COLONEL JABARA

**JEPPESEN**  
24 DEC 21 **(42-3)**

**WICHITA, KAN**  
RNAV (GPS)-E

ASOS <b>134.025</b>		WICHITA Approach (R) <b>134.8</b>		COLONEL JABARA UNICOM CTAF <b>122.7</b>		
RNAV	Final Apch Crs <b>263°</b>	<b>HANCE</b> <b>3000'</b> (1579')	MDA(H) Refer to Minimums	Apt Elev 1421'		
<b>MISSED APCH: Climbing RIGHT turn to 3000' direct JOLEL and hold.</b>					3600  MSA NIYIC	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Wichita Dwight D Eisenhower National altimeter setting. 2. DME/DME RNP-0.30 not authorized.						



Lighting - Refer to Airport Chart	<b>3000'</b>	<b>RT</b>	<b>JOLEL</b>
MAP at NIYIC			

		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Wichita Dwight D Eisenhower National Altimeter Setting
	Max Kts	MDA(H)	Setting MDA(H)
A	90	<b>1880'</b> (459') -1	<b>1920'</b> (499') -1
B	120	<b>1940'</b> (519') -1	<b>1980'</b> (559') -1
C	140	<b>2120'</b> (699') -2	<b>2160'</b> (739') -2
D	165	<b>2220'</b> (799') -2 1/2	<b>2260'</b> (839') -2 3/4

TERPS ORIG-B 30 DEC 2021

## Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**WICHITA, KS (COL JABARA - KAAO)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KAAO

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(41-1) ILS or LOC Rwy 18, (42-1) RNAV (GPS) Rwy 18 - REIL lights withdrawn

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.