

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/09/2026	APWS Task ID: BC740383C20245178E2B8526227DB4E8	APWS Project ID: 35E2F8DDCCDA46549537CD973D4529CC
Procedure: ILS OR LOC RWY 1R AMDT 18	Enroute: NO	Specialist: Sauer, David	Agreement Number:		
Airport ID: KICT	Airport City: WICHITA	State: KS			
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
Clears NTM FDC 5/7184.

8260-1 Waiver: No criteria to determine OEA area when missed approach 15 NM point is in a turn, alternative construction used.
Approval Letter: 2.80 Glideslope less than 3.00 degrees.
Approval Letter: Use 1800 RVR with a Facility with restrictions. I-ICT DME unusable beyond 032 degrees left of course.

POC: Allan Will, AJV-A33, 405-954-6103.

3/13/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/17/25.

1. Removed dist FAF TO MAP on Line 3 - DME is now Required so no need for timing table.
2. On Line 6, removed "PICHE LOM/I-ICT 5.48 DME" from GS ALT AT PFAF - GS intercept is not at PICHE LOM.
3. Reported: Updated LOC MAP from "4.12 miles after PICHE LOM/I-ICT 5.48 DME or at I-ICT 1.37 DME Fix" to "I-ICT 1.37 DME Fix" - change was previously made, but not captured in changes - reasons.

03/31/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/17/25.

1. WICHITA VORTAC 8260-2: FIX USE: REMOVED IAP NDB RWY 1R KICT WICHITA KS (US)



OLD

WICHITA, KANSAS

AL-987 (FAA)

25275

LOC/DME HCT 110.3 Chan 40	APP CRS 016°	Rwy Ldg 7302 TDZE 1321 Apt Elev 1333
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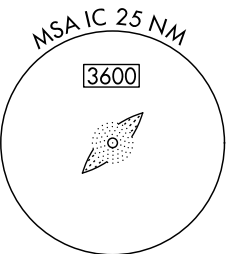
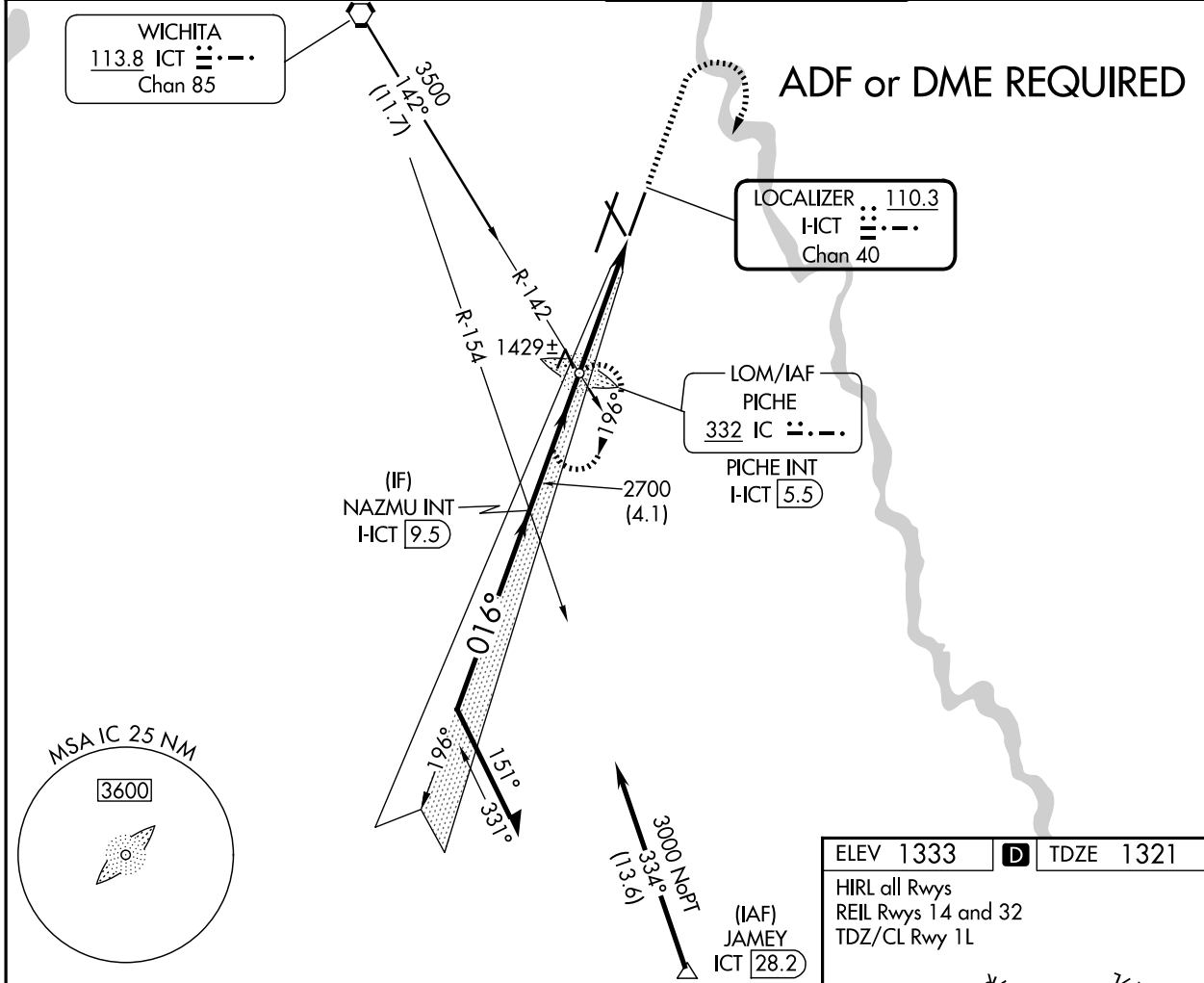
ILS or LOC RWY 1R

WICHITA DWIGHT D EISENHOWER NTL (ICT)

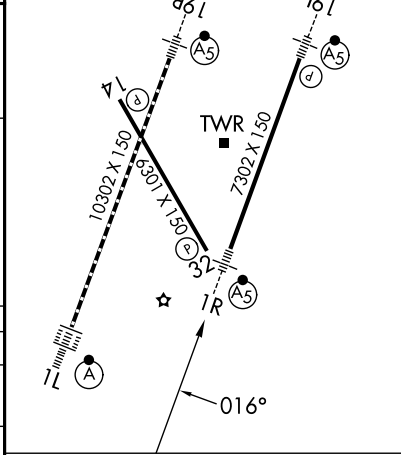
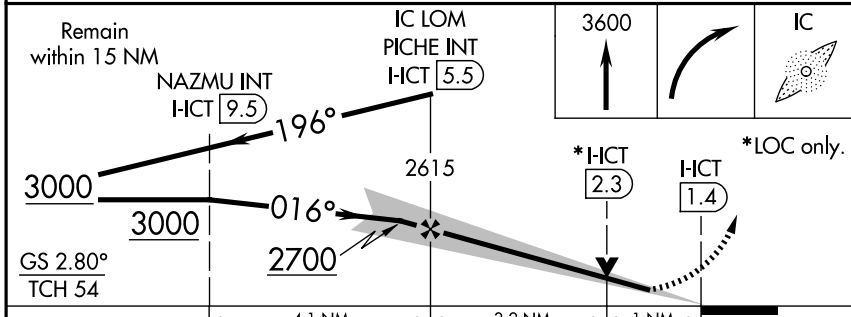
Simultaneous approach authorized with Rwy 1L.
ADF or DME required.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSRL
MISSED APPROACH: Climb to 3600 then right turn direct PICHE LOM/INT/HCT 5.5 DME and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6
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ELEV 1333	D	TDZE 1321
HIRL all Rwy		
REIL Rwy 14 and 32		
TDZ/CL Rwy 1L		



CATEGORY	A	B	C	D	E	FAF to MAP 4.1 NM					
S-ILS 1R #	1521/24 200 (200-½)					Knots	60	90	120	150	180
S-LOC 1R	1680/24 359 (400-½)		1680/40 359 (400-¾)			Min:Sec	4:06	2:44	2:03	1:38	1:22
CIRCLING	1800-1 467 (500-1)		1980-1¾ 647 (700-1¾)		1980-2 647 (700-2)	2000-2¼ 667 (700-2¼)					

NC-2, 27 NOV 2025 to 25 DEC 2025

NC-2, 27 NOV 2025 to 25 DEC 2025

WICHITA, KANSAS
Amdt 17E 30DEC21

WICHITA DWIGHT D EISENHOWER NTL (ICT)
37°39'N-97°26'W

ILS or LOC RWY 1R

1. FLIGHT PROCEDURE IDENTIFICATION:

Wichita, KS
ICT
ILS or LOC RWY 1R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

There is no criterion to describe the construction of a missed approach OEA when the 15NM/full-width point is prior to turn completion.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAAO 8260.3, 2-8-6.c(1)b assumes straight flight when measuring 6 NM at the A2 and B1 line. When the 15-mile point described in the TERPS criteria occurs before the end of the turn, this construction does not work because the points A2 and B1 would be prior to the end of the turn. The FAA has not updated the TERPS criteria to account for situations where the 15 NM point is in a missed approach turn; therefore, this waiver explains the methodology for evolution in the absence of established criteria. It was determined that, although the construction was approved ahead of the criteria update, TARGETs would be programmed to notify users that a waiver is required when applying this construction technique.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

4.1 MITRE programmers have created a means of evaluating procedures, and AFS-400 has approved the software programming when a straight and turning missed approach combination is utilized.

4.2 The alternate construction programming and coding were tested in MATLAB and validated and accepted by AFS-400 personnel.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

No other missed approach options are available for the situation at KICT and specifically the ILS or LOC RWY 1R missed approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Central Service Area Flight Procedures Team
ICT Approach Control/ Tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
12/16/25	AJV-A33	MANAGER	

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

Subject: Approval Request: Wichita, KS (ICT) ILS OR LOC RWY 1R

Request approval to use CAT I RVR 1800 with restricted facility per FAAO 8400.13F, Chap 2, Para 2a.

DME is unusable beyond 032 degrees left of course.

Subject: Approval Request: Wichita, KS (ICT) ILS OR LOC RWY 1R

Request approval to use glideslope less than 3.00 degrees per FAAO 8260.3G Para 2-6-3.

Glideslope was commissioned with 2.80 degree glideslope 2/17/1989.