

Wichita Mid-Continent Airport

IATA/ICAO CODE: ICT/KICT
CITY: Wichita
STATE: KS
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Victor White, A.A.E	Roy Freese
Title:	Director of Airports	Airport Operations Superintendant
Airport:	Wichita Mid-Continent Airport	Wichita Mid-Continent Airport
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Airport Web Site: www.flywichita.com

ELEVATION: 1332 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
1R/19L	7301	-	2.80/3.00	150
1L/19R	10301	-	3.00/3.00	150
14/32	6301	-	N/A	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES - [NONE](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

AIRCRAFT RUN-UP / AIRCRAFT ENGINE TEST APPROVED AREAS

Those areas adjacent to Cessna and Cessna Citation Service Center equipped with blast deflectors and / or designed and designated for that purpose.

Those areas adjacent to Bombardier-Learjet equipped with blast deflectors and / or designed and designated for that purpose.

The WAA compass rose area south of Taxiway B.

The aircraft run-up area, sometimes referred to as “the horseshoe” south of Taxiway B on the south end of Taxiway N, west of Runway 1R/19L intersection.

Aircraft in this area shall face with engine jet blast / prop wash directed away from Runway 1R and Taxiway B.

Aircraft Engine Cross-Bleed Starts

Aircraft engine run-ups for the purpose of cross-bleed starts requiring more than low idle power on the operating engine:

Shall be performed only when clear of all buildings, ramps, parking areas, parked and taxiing aircraft.

PROHIBITED

Engine run-ups for maintenance may not be conducted at any power setting above "idle" or "low idle" on any ramp including air carrier, air cargo or general aviation.

Aircraft parked at the air carrier terminal passenger loading bridges are expressly prohibited from performing:

- Engine runs above idle
- Cross-bleed air starts.
- “Power back” using aircraft engines and reverse thrust.

EXCEPTIONS

WAA Airport Public Safety or WAA Operations may approve, on a case-by-case basis, engine runs in areas not normally designated for that purpose once a determination has been made that no compromise to safety or noise sensitive areas exists.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	05/18/08	Chapter 28.08 Airport Hazard Zoning Code
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	none	-
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)