

EXAMPLE RADIO SCRIPTS

Wichita Approach Control offers flight following, wind & altimeter readings and practice approaches for VFR aircraft. The following scripts may prove helpful when requesting services.

Flight Following

“Wichita Approach, this is _____, checking in at _____,
(callsign) (altitude)

_____ bound over _____, request flight following.”
(N,S,E,W) (location)

Wichita Approach will give you a squawk code. Once the code is entered and they see you on radar they will say “radar contact” and give you additional instructions.

Wind & Altimeter

Available for Jabara, Newton, Hutchinson and Mid-Continent.

“Wichita Approach, this is _____, request current wind & altimeter at
(callsign)
_____.”
(airport)

Practice Approaches

Available for Newton, Wellington, El Dorado, Beech, Jabara, Augusta, Kingman, Hutchinson, McPherson, and Mid-Continent.

“Wichita Approach, this is _____, request vectors for the _____
(callsign) (name of approach
i.e. “ILS 18”)
approach at _____.”
(airport)

This pamphlet is published by McConnell AFB Flight Safety Office in coordination with local airports. Questions, comments or requests for this pamphlet should be directed to the McConnell AFB Flight Safety Office. Phone: (316) 759-3123/3214/3212. For questions about local flying, contact the local Flight Standards District Office (FSDO) at (316) 941-1200.

Fly Safe!

McConnell Air Force Base

WICHITA MID-AIR COLLISION AVOIDANCE PAMPHLET

DECEMBER 2009



“A superior pilot is one who stays out of trouble by using superior judgment to avoid situations which might require the use of superior skill”
---Directorate of Flight Safety, Royal Air Force

THE ENCLOSED MATERIAL IS FOR INFORMATION PURPOSES ONLY. IT IS NOT TO BE USED FOR FLIGHT PLANNING EXCEPT AS A REFERENCE ON MIDAIR COLLISION AVOIDANCE.

Information contained herein does not supersede any FAR, NOTAM or other official documentation. All information, routes, descriptions, and procedures are subject to change. Consult the latest issues of the Aeronautical Information Manual (AIM) or the Flight Information Publications (FLIP) for the current status of any information in this pamphlet.

INTRODUCTION

Wichita, Kansas, the “Air Capital of the World,” is home to an increasingly large number of civilian and military flight operations. As the skies around the area become more and more congested, mid-air collision avoidance becomes extremely important. Knowing when and where to expect traffic is half the battle. This pamphlet includes information on routine aircraft operations flown at McConnell AFB, as well as arrival and departure procedures for some of the larger and busier airfields in the Wichita area. Though not an all-inclusive list, it should give you some idea of where you may encounter traffic. Please refer to this pamphlet while operating in the Wichita area. This pamphlet is also available online in a printable format at: <http://www.mcconnell.af.mil/library/maca/index.asp>

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YOUR ROLE IN COLLISION AVOIDANCE

Studies of midair collisions by the National Transportation Safety Board (NTSB) determined that in most cases the aircraft involved were:

- engaged in recreational flying, and had **NOT** filed any type of flight plan.
- flying in VFR weather conditions during weekend daylight hours.
- flying at or near non-towered (uncontrolled) airports and at altitudes below 3,000 feet.
- flying in daylight with visibility greater than 3 miles.
- piloted by all experience levels--from pilots on their first solo to 20,000-hour veterans.
- piloted by flight instructors in 37% of the accidents studied.
- the result of a faster aircraft overtaking and hitting a slower aircraft.

COLLISION AVOIDANCE CHECKLIST

Accomplishing the following items every time you fly will greatly reduce your chances of being involved in a near miss or midair collision.

Check yourself: Start with a check of your own condition. Your eyesight, and consequently your safety, depends on your mental and physical condition.

Plan ahead: Plan your flight ahead of time and practice good task management in the air. Have charts prepared in proper sequence and within easy reach. Keep the cockpit free of clutter. Be familiar with headings and frequencies ahead of time so you can spend more time scanning and less time “heads down” looking for things.

Clean your windows: Make sure the windshield is clean and clear of obstructions.

Brief passengers and crew: More people scanning can greatly increase your margin of safety.

Follow the S.O.P.s: Stick to standard operating procedures and observe all flight regulations such as correct hemispheric altitudes and proper traffic pattern procedures. Know and follow all applicable rules for the airspace you’re flying in. Be predictable. In most mid-air collisions at least one of the aircraft involved wasn’t where it was supposed to be.

Avoid congested airspace: Plan to fly over or around high density traffic areas such as the airspace over a navaid (passing slightly left or right is safer). Also plan to pass over all airports at a safe altitude and be particularly careful in the Wichita B-Hive. (see page 12)

Compensate for design: Know your aircraft limitations and blind spots. An example would be a low wing descending and overtaking a high wing.

Increase your visibility: Turn on appropriate lights (strobe & anti-collision) whenever your engines are running. Also turn on your landing lights when below 10,000 and within 10 miles of an airport. Increase your radar and TCAS visibility by using a transponder and adjusting it to reply on both Mode 3/A and Mode C.

Talk and listen: Use your radios and communicate your intentions, especially in the traffic pattern. (i.e. Unicom) Make frequent position reports along your route of flight. Monitor the appropriate ATC frequencies at all times and listen up for other pilots making position reports.

Use ATC services: Participate in flight following and request traffic advisories.

Don’t get complacent: There is no guarantee that everyone is flying by the rules. Additionally, many midair collisions occur during periods of instruction or supervision.

Use proper cockpit lights at night: Even momentary use of white light disrupts your night vision.

Beware of wake turbulence: Most large aircraft produce violent wake turbulence.

Scan and clear constantly: Use proper scanning techniques and understand the limitations of your eyes. As your eyes become fatigued, they become less efficient at seeing aircraft. Clear in the traffic pattern and before all climbs, descents, turns or acrobatics. If you see military aircraft, scan ahead and behind. They frequently fly loose formation, often separated by a mile or more.

GUIDE TO AN EFFECTIVE SCAN

Your best defense against midair collisions is an effective scan pattern. There is no perfect scan, and no single scan technique that is best for all pilots. The most important thing is for each pilot to develop a scan that is both comfortable and workable.

The first step to scanning properly is knowing where to concentrate your search. Instead of trying to look everywhere, concentrate on the areas most critical to you at any given time. In the traffic pattern especially, clear yourself before every turn and always watch for other traffic coming into the pattern. On descent and climb out, make gentle S-turns to see if anyone is in your way. Also make clearing turns before attempting maneuvers such as pylons and S-turns about a road. During the very critical final approach stage, do not forget to look behind and below to avoid tunnel vision. Pilots often rivet their eyes to the point of touchdown.

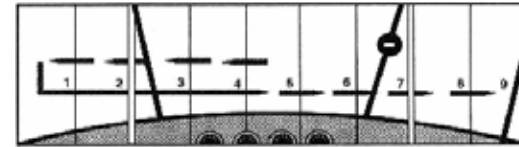
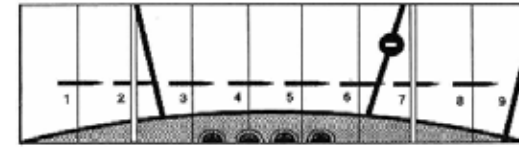
In normal flight, you can generally avoid the threat of a midair collision by scanning 60 degrees to the left and right of your central viewing area. Vertically, you will be safe if you scan 10 degrees up and down from your flight vector. This will allow you to spot any aircraft that might prove hazardous to your own flight path, whether it is level with you, below and climbing, or above and descending. If another aircraft appears to have no relative motion, but is increasing in size, it is likely to be on a collision course with you.

SCAN PATTERNS

The scan that works best for most pilots is called the 'block' system. This type of scan is based on the theory that traffic detection can be made only through a series of eye fixations at different points in space. By fixating every 10-15 degrees, you should be able to detect any contrasting or moving object in each block. This gives you 9-12 blocks in your scan area, each requiring a minimum of one to two seconds for acclimation and detection.

One method of block scanning is the 'side-to-side' motion (top picture). Start at the far left of your visual area and make a methodical sweep to the right, pausing in each block to focus. At the end of the scan, return to the instrument panel. A second form of block scanning is the 'front-to-side' version (bottom picture). Start with a fixation in the center block of your visual field. Move your eyes to the left, focusing in each block, swing quickly back to the center block, and repeat performance to the right.

There are other methods of scanning, but unless some series of fixations are made, there is little likelihood that you will be able to detect all targets in your scan area. When the head is in motion, vision is blurred and the mind will not register targets as such.

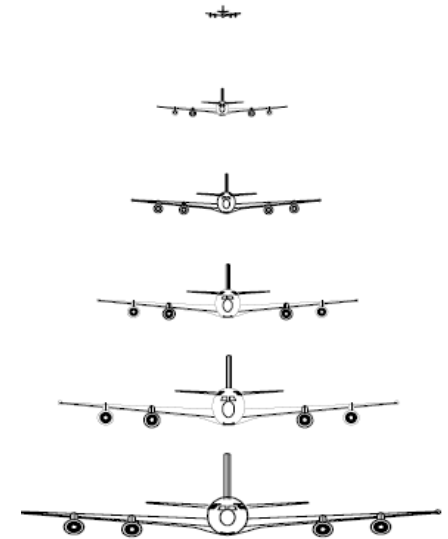


Developing an efficient scan takes a lot of work and practice, but it is just as important as developing good landing techniques. The best way is to start on the ground, in your own airplane, or the one you usually fly, and then practice your scan during every flight.

AIRCRAFT CLOSURE RATE CHART

Based on the combined speeds of two aircraft.

Distance	Seconds	
	At 600 MPH	At 210 MPH
10 miles	60	170
5 miles	30	85
3 miles	18	56
2 miles	12	38
1 mile	6	18
.5 mile	3	9



Taking into account the recognition and reaction times shown in the table; the shaded blocks in the chart above indicate distances where aircraft on a collision course would surely collide.

!!! WAKE TURBULENCE !!!

Wake turbulence is deadly. Avoid flying behind and below large and heavy aircraft, especially those flying slow (approach speeds) with a clean (or minimum flap) configuration. Even a momentary wake turbulence encounter could be hazardous. If a heavy jet is observed above you on the same track (or opposite direction), adjust your position laterally; preferably upwind.

Vortices drop at a rate of 500 feet per minute and when they reach the ground (in a calm wind) they move laterally from each wing tip at a speed of about 5 knots. In flight, vortices can trail down as much as 1,000 feet and 10 miles behind the aircraft that generated it. Your best defense...AVOID!

All civilian aircraft flying within 15 NM of McConnell AFB should use **EXTREME CAUTION!** Most aircraft operating at McConnell AFB and Boeing produce violent wake turbulence.

Wake Turbulence Separation

Leading Aircraft	Following Aircraft	Separation Distance	Arrival Delay	Departure Delay
Heavy	Heavy	4 NM	2 mins	2 mins
Heavy	Medium	5 NM	2 mins	2 mins
Heavy	Light	6 NM	3 mins	2 mins
Medium	Light	5 NM	3 mins	2 mins

WICHITA AIRSPACE REQUIREMENTS

Wichita Approach Control's airspace generally extends from the surface up to and including 15,000 ft MSL to a radius of approximately 35 miles of Wichita Mid-Continent Airport. Wichita Approach provides approach control service to McConnell AFB (IAB), Hutchinson (HUT), Beech (BEC), Col Jabara (AA0), Newton (EWK), Benton (1K1), Augusta (3AU), El Dorado (EQA), and many other airports in and around Wichita.

CLASS C (Much of the Wichita area, centered on Mid-Continent Airport.): All aircraft must establish two-way radio communication with ATC prior to entering the airspace. Both IFR and VFR flights are permitted. VFR aircraft are only separated from IFR aircraft within the airspace, not from other VFR traffic.

CLASS D (Surrounding McConnell AFB): Each aircraft must establish and maintain two-way radio communications with ATC prior to entering the airspace. No separation services are provided to VFR aircraft.

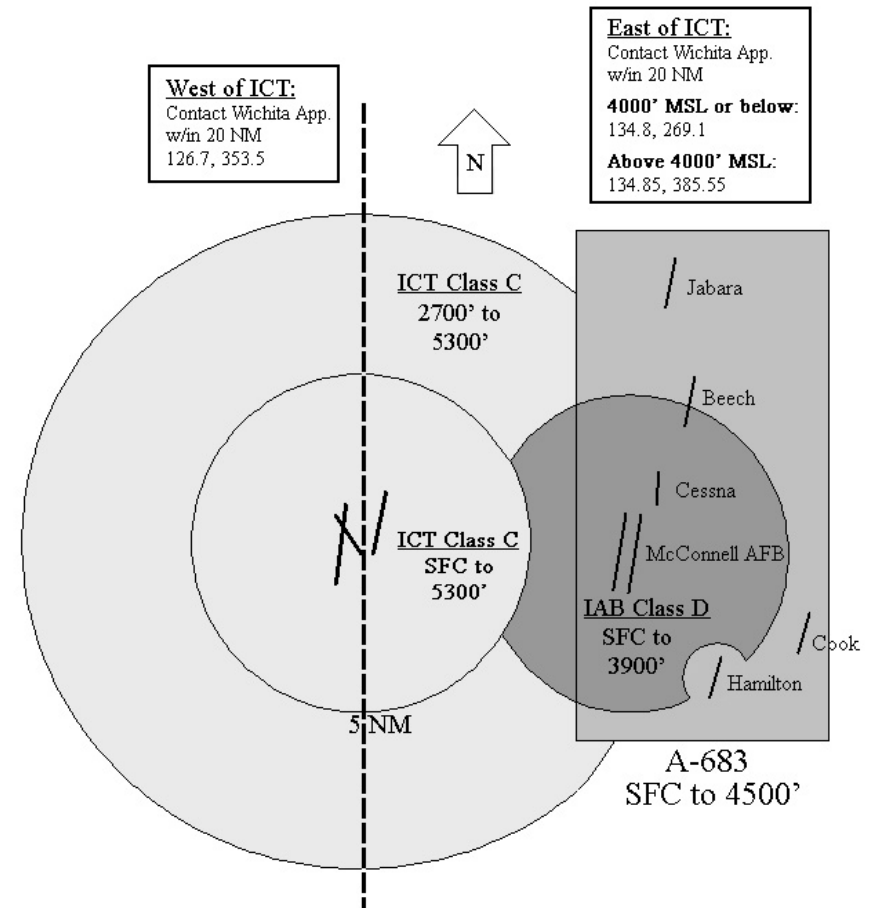
CLASS E (Most of Kansas): There are no communication requirements for VFR.

Note for Augusta (3AU): Prior to departure you may call Wichita Clearance on frequency 125.0 to obtain the appropriate departure frequency and a transponder code. Radio contact from Augusta can be spotty.

Note for Newton (EWK): Prior to departure, you may contact Wichita Approach on the ground on 126.55 for the appropriate departure frequency and a transponder code.

WICHITA AIRSPACE OVERVIEW

This is a general overview of the local airspace and should not be used for navigation.



Alert Area 683 (A-683) is active 0800-1900 Monday through Friday.

Questions?
Call Wichita Approach at 316-350-1500

Wichita Area VFR Weather Minimums		
Airspace	Visibility	Cloud Distance
Class C, D	3 statute miles	500 feet below 1,000 feet above 2,000 feet lateral
Class E Less than 10,000 ft MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet lateral
Class E At or above 10,000 ft MSL	5 statute miles	1,000 feet below 1,000 feet above 1 stat. mile lateral
Class G 1,200 ft or less AGL		
Day	1 statute mile	clear of clouds
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet lateral
Class G > 1,200 ft AGL but < 10,000 ft MSL		
Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet lateral
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet lateral

RIGHT-OF-WAY RULES

Usually, right-of-way is given to the aircraft least able to maneuver. However, each pilot must take whatever action is necessary to avoid collision, regardless of who has the right-of-way.

Distress: Aircraft in distress have the right-of-way over all other air traffic.

Converging: The aircraft to the other's right has the right-of-way. Aircraft of different categories have the right-of-way in the following order of priority: Balloons, Gliders, Aircraft towing or refueling, Airships, Rotary or fixed-wing aircraft.

Approaching Head-On: Each aircraft shall alter course to the right.

Overtaking: The overtaken (slower) aircraft has the right of way. The overtaking (faster) aircraft must alter course to the right.

Landing: An aircraft established on final approach has the right-of-way over aircraft airborne or still on the ground. If two or more are landing, the aircraft at the lower altitude has the right-of-way.

BEECH FIELD (BEC)

1. LOCATION

Beech field is located on the eastern edge of Wichita Mid-Continent Class C airspace and on the northern edge of McConnell AFB Class D airspace. Field elevation is 1,408 ft MSL. It has one 8,000 ft x 100 ft concrete runway (18/36). The coordinates are N3741.4 W09712.5. McConnell AFB Class D airspace exists over the field above 2,500 ft MSL and to the ground south of Harry St. and east of Beech Field.

2. AIRFIELD AND TOWER OPERATIONS

Beech Tower normally operates from 0700-1730L weekdays and at other times by NOTAM. When the tower is not operating the airfield is open though uncontrolled and aircraft may still arrive or depart. Beech factory Unicom is available for ground-transportation information during hours when the tower is not manned. Phone: (316) 676-8281/7140/8179.

3. RADIO FREQUENCIES

Beech Tower Common Traffic Advisory Frequency	126.8 MHZ 313.6 UHF 122.7 MHZ Used jointly with Jabara when tower is closed. 313.6 MHZ (Military)
Ground Control	121.7 MHZ (Clearance Delivery)
Pilot Controlled Lighting	122.7 MHZ
Wichita Clearance Delivery	125.0 MHZ (When tower not operating)
Wichita Departure/Approach Control	134.8 (For departure release when tower not operating)
Beech Factory Unicom	122.95 MHZ (Answered by delivery center 0800-1700L, Mon-Fri. Answered by Plant Security at other times)

4. TRAFFIC PATTERNS

Pattern altitude is 2,200 ft MSL. All arriving and departing aircraft must maintain 2,200 ft MSL or lower within 5 miles of the field due to McConnell AFB jet traffic. All visual patterns are flown to the east side of the field. Consequently, RWY 36 has non-standard right traffic. The airport traffic area extends only up to 2,500 ft MSL. **McConnell AFB "heavy" jet traffic over-fly the Beech traffic pattern at 3,000 ft MSL.** Beech traffic will remain north of Harry Street (unless coordinated prior to take off), south of the railroad tracks between 13th and 21st Streets, and one mile east of Jabara. (The Jabara traffic pattern is west of the field.)

IFR: Beech has 5 instrument approaches: RNAV (GPS) RWY 18, RNAV (GPS) RWY 36, VOR/DME RNAV RWY 18, VOR/DME RNAV RWY 36, VOR or GPS-B

5. VFR ARRIVALS

Aircraft approaching Beech Field from the **north (clockwise) through southwest** will descend below 3,500 ft MSL prior to 7 NM and further descend to at or below 2,200 ft MSL prior to 5 NM of Beech Field. Arriving aircraft shall avoid the McConnell AFB Class D airspace within 5 NM of McConnell until north of Harry Street. Arrivals should also remain at least 1 NM east of Jabara Airport until south of the railroad tracks.

VFR Traffic pattern entries from the south to southwest are not authorized without ATC. Also, straight in RNAV approaches to RWY 36 shall only be conducted under positive ATC control.

Aircraft approaching from southwest (clockwise) through north may either:

1. Proceed north of Jabara Airport and call Beech Tower for a straight in approach to Runway 18 or make a right hand downwind entry to Runway 36. The aircraft should remain well clear of Jabara traffic and at least 1 mile east of Jabara airport.
2. Proceed east along 13th Street then dogleg to the right so as to cross mid-field. Enter a left downwind to Runway 18 or a right downwind for Runway 36. Aircraft approaching from the west will descend to 2,200 ft MSL prior to 5 NM of Beech Field

6. VFR DEPARTURES

Runway 18 Departure

North or East Bound - Once airborne, make immediate left turn to stay to the north of Harry Street. If proceeding northbound, remain at least 1 NM east of Jabara Airport. Maintain at or below 2,200 ft MSL until 5 NM east of Beech Field then maintain at or below 3,500 ft MSL until 7 NM beyond Beech Field before continued climb on course.

South Bound - Left turnout as prescribed for East departures. At 7 NM east of Beech Field, right turn and proceed on course. Remain clear of McConnell AFB Class D airspace.

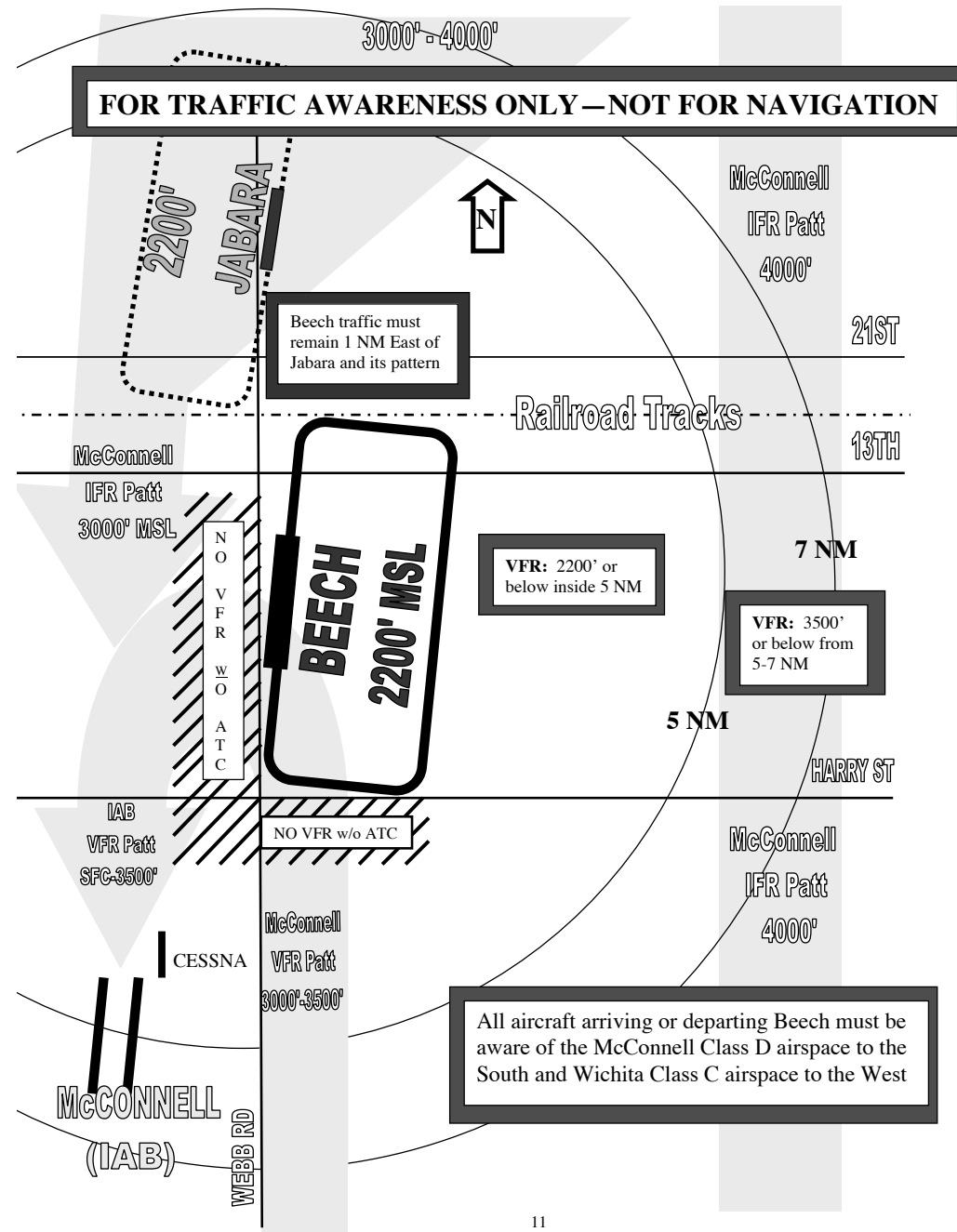
West Bound - Class C procedures apply. Contact Beech Tower for Class C airspace transponder code and Wichita Approach Control frequency. Usually, departures will make a left turnout, proceed north to 13th Street, then turn west between 13th Street and the railroad tracks maintaining at or below 2,200 ft MSL until 3 NM west of Beech Field, then as directed by Wichita Approach. Alternatively, Beech Tower may coordinate with McConnell AFB and Wichita Approach to approve a right turnout after takeoff. Runway 18 right turnouts will only be conducted with tower approval and must follow Class C airspace procedures.

Runway 36 Departure

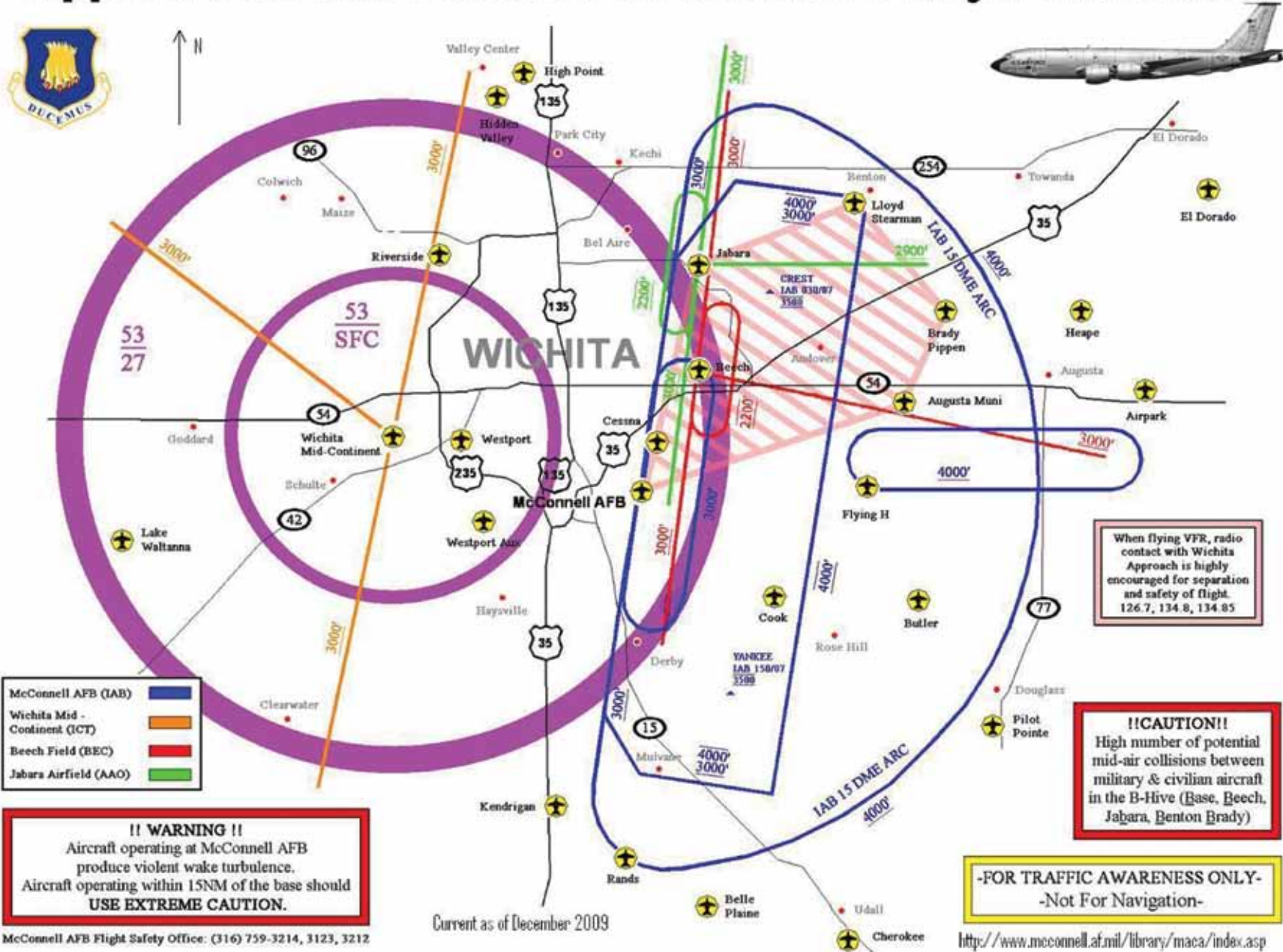
North and East Bound - Right turn after takeoff. Remain south of the railroad tracks (one-half mile north of 13th Street) until 1 mile east of Jabara. Maintain at or below 2,200 ft MSL until 5 NM east of Beech Field, then maintain at or below 3,500 ft MSL until 7 NM from Beech Field before continuing climb on course.

South Bound - Right turnout as prescribed for East departures. Climb on course when seven NM East of Beech Field, remaining clear of McConnell Class D airspace.

West Bound - Class C procedures apply. Contact Beech Tower for a Class C airspace transponder code and Wichita Approach Control frequency. Left turn to west between 13th St. and the railroad tracks, maintain at or below 2,200 ft MSL until 5 NM west of Beech Field, then as directed by Wichita Approach.



Approaches and Patterns at Wichita's Major Airfields



CESSNA FIELD (CEA)

1. LOCATION

Cessna Field is located less than 1 mile northeast of McConnell AFB, 10 miles east of Wichita Mid-Continent and 4 miles south of Beech Field. **The airport is located in McConnell AFB Class D airspace.** Cessna Field, elevation 1378 ft MSL, has one 3873 x 40 ft asphalt runway (17/35). The coordinates are N3738.9 W09715.0. Phone: (316) 517-6000, (316) 831-2579, (316) 831-2655.

2. FIELD AND TOWER OPERATIONS

Cessna Airfield is a non-towered airport and therefore aircraft operating out of it should communicate with McConnell Tower prior to departure or arrival and comply with all Class D airspace requirements. Aircraft not radio equipped should contact McConnell AFB Tower via telephone (316-759-6046, 6047, or 3785) prior to departure or arrival.

3. RADIO FREQUENCIES

Cessna CTAF	122.9 MHZ
Wichita Clearance Delivery	125.0 MHZ
Wichita Departure/Approach Control	134.8 MHZ
McConnell Tower	127.25 or ph# 316-759-6046 / 6047 / 3785

4. TRAFFIC PATTERNS

Public use of Cessna Field is discouraged. Pattern altitude is 2,200 ft MSL. All visual patterns are flown to the east of the field. Traffic into and out of Cessna Field should be familiar with and abide by the current Letter of Agreement between Cessna Aircraft Company and McConnell AFB.

IFR: Cessna has 2 instrument approaches: RNAV (GPS) -D and VOR-C

5. ARRIVALS

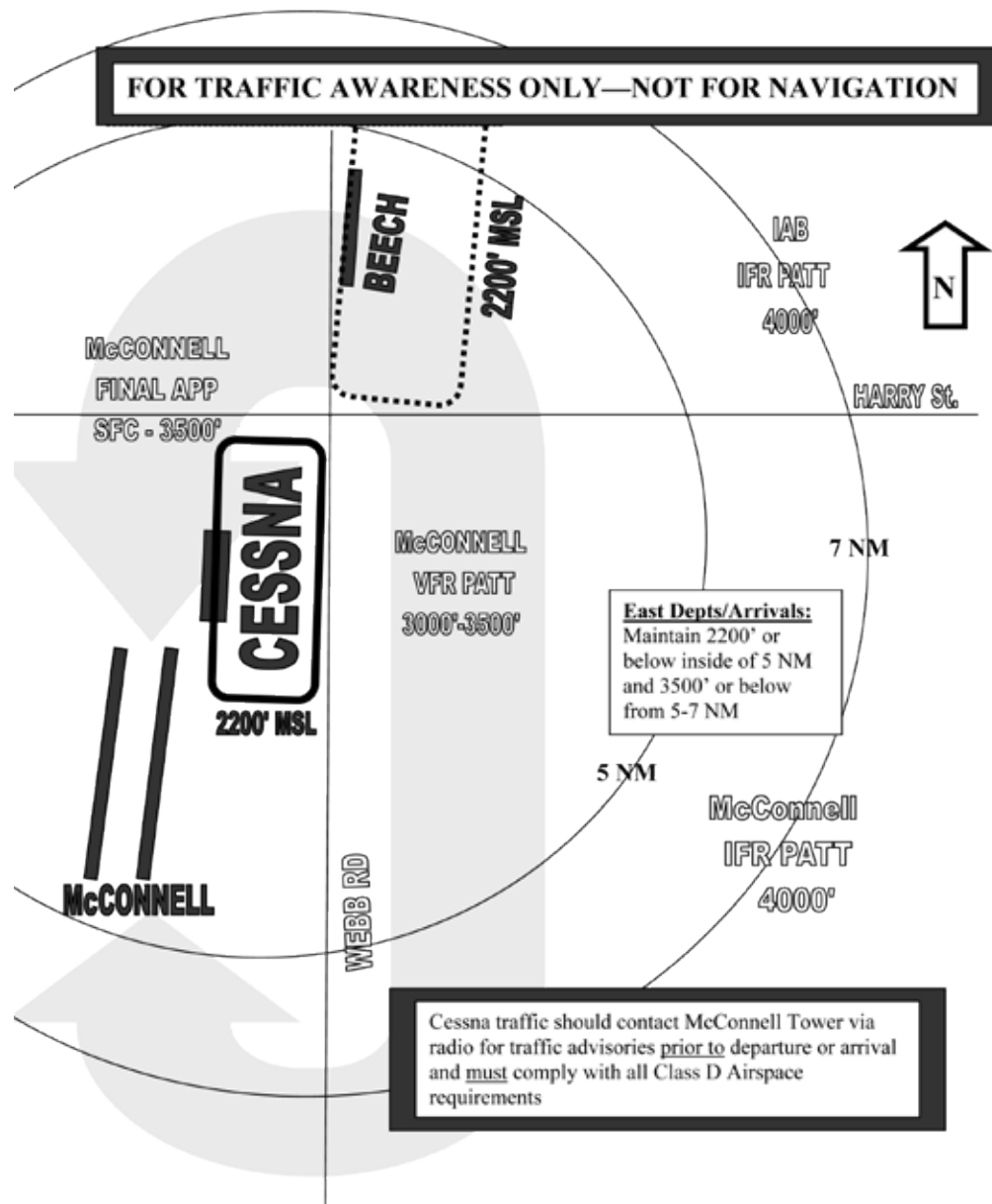
Arrivals from the East should be below 3,500 ft MSL no later than 7 NM from McConnell to avoid the McConnell AFB 4,000 ft MSL IFR pattern. Descend to at or below 2,200 ft MSL prior to 5 NM from Cessna and contact McConnell Tower. Straight-in approaches to Cessna are not authorized. West side arrivals may be authorized via approval by McConnell Tower.

6. DEPARTURES

Cessna traffic into the Wichita Class C airspace must remain at or below 2,200 ft MSL within 5 NM east, 1.25 NM north of McConnell AFB.

Westbound Departures: All Westbound departures must be coordinated with McConnell tower to avoid conflicts with Beech and Mid-Continent. Fly runway heading at or below 2,200 ft MSL. When able, McConnell tower will approve westbound turn. Communications will be transferred to Wichita Approach Control (Class C procedures apply), prior to leaving McConnell AFB Class D airspace.

All Other Departures: All departures will be to the east and must remain at or below 2,200 ft MSL within 5 miles of Cessna Field, then maintain below 3,500 ft MSL between 5 and 7 NM from Cessna Field to avoid McConnell AFB 4,000 ft MSL radar pattern.



COL JAMES A. JABARA AIRPORT (AAO)

1. LOCATION

Jabara Airport is located approximately nine miles northeast of McConnell AFB and 2.5 miles north of Beech Field. The Airport is in Class E airspace. Jabara Airport, elevation 1,425 ft MSL, has one 6,100 x 100 ft runway (18/36). Coordinates are N3744.8 W09713.3.

2. AIRFIELD AND TOWER OPERATIONS

Jabara Airport does not have a control tower. Midwest Corporate Aviation operates the CTAF/Unicom at Jabara daily from 0600-2100 local time. Jabara Airport attracts traffic 24 hours a day, with round-the-clock fuel, maintenance, charter, and hangar space.

3. RADIO FREQUENCIES

Jabara CTAF/Unicom	122.7 MHZ (24 hours)
AWOS	134.025 MHZ and 316-636-2541 (24 hrs)
Wichita Clearance Delivery	125.0 MHZ
Wichita Departure/Approach Control	134.8 MHZ
Midwest Corporate Aviation	(316) 636-9700 or (800) 435-9622

4. TRAFFIC PATTERNS

Traffic pattern altitude at Jabara Airport is 2,200 ft MSL. Visual traffic patterns are all flown on the west side of the field. Consequently, runway 18 has nonstandard right traffic. Jabara Airport VFR traffic should avoid Beech airport and the Beech Field traffic pattern east of that runway (approx. 2.5 miles south).

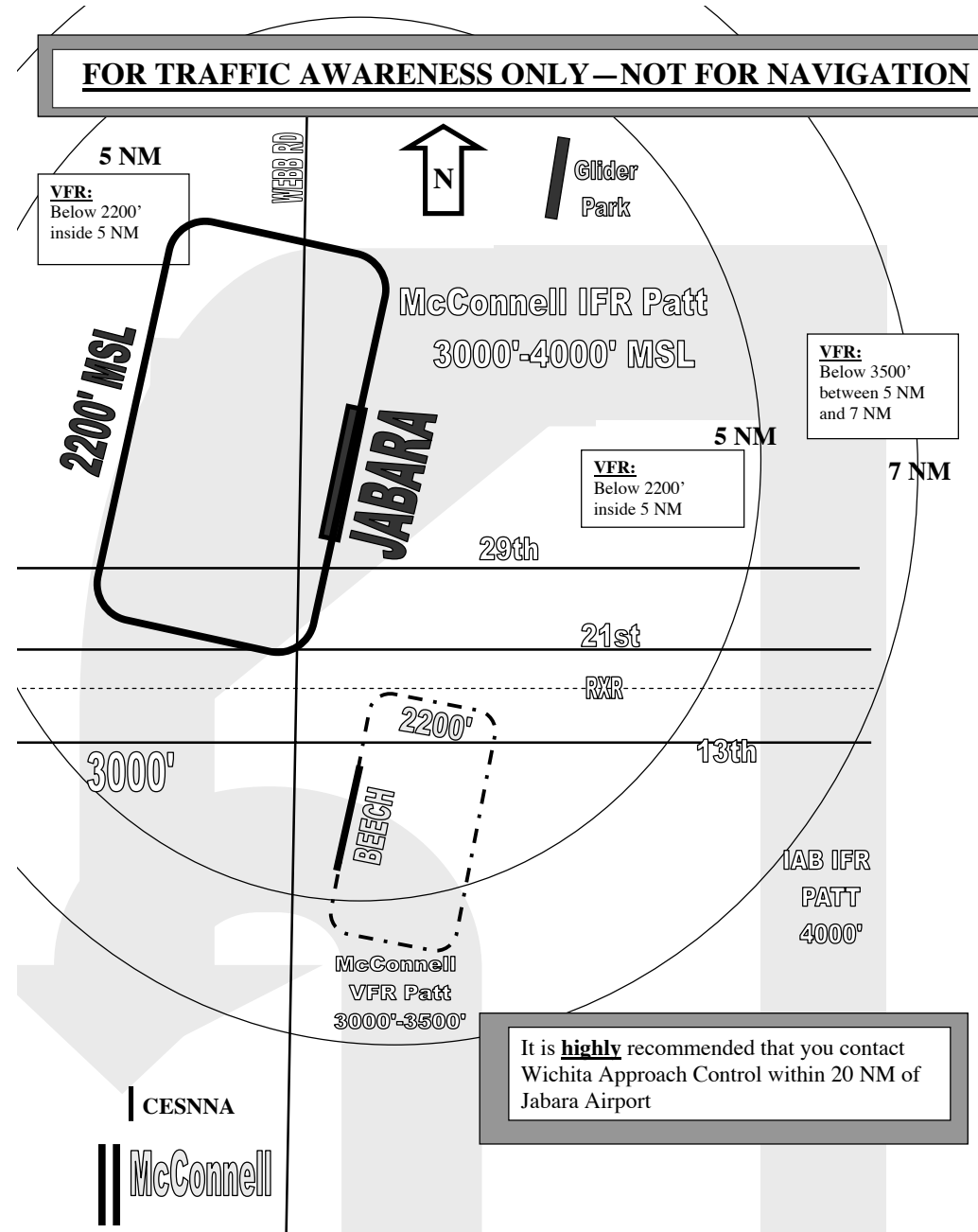
IFR: Jabara has 5 instrument approaches: ILS or LOC/DME RWY 18, RNAV (GPS) -E, RNAV (GPS) RWY 18, RNAV (GPS) RWY 36, and VOR-A.

5. ARRIVAL AND DEPARTURES

VFR arrivals from the east/southeast should contact Beech tower on 126.80 for Beech traffic advisories. All aircraft arriving and departing VFR must maintain at or below 2,200 ft MSL within 5 NM of Jabara due to McConnell AFB jet traffic. McConnell's IFR traffic pattern is 3,000-4,000 ft MSL crossing all quadrants surrounding Jabara Airport.

Aircraft departing Jabara on an IFR flight plan must first obtain clearance from Wichita Clearance Delivery(125.0) & then IFR release from Wichita Approach Control (134.8) prior to departure. Realize that the traffic flow at Jabara may be opposite (North vs. South) that of McConnell AFB. To aid in release, try to have any McConnell traffic in the area identified prior to contacting Wichita for release.

It is highly recommended that you contact Wichita Approach Control when within 20 NM of Jabara.



McCONNELL AFB (IAB)

1. LOCATION

McConnell AFB is located 7 miles east of Wichita Mid-Continent Airport, 5 miles southwest of Beech Field, and less than 1 mile southwest of Cessna Field. McConnell AFB airspace is Class D, surface to 3,900 ft MSL outward to 4.5 NM. McConnell AFB, elevation 1,371 ft MSL, has two 12,000 ft parallel runways (01/19).

2. AIRFIELD AND TOWER OPERATIONS

Controlled by McConnell AFB 24 hours a day, but subject to change.

3. RADIO FREQUENCIES

Control Tower	127.25 MHZ (291.775)
Ground	118.0 MHZ (275.8)
ATIS	124.65 MHZ (269.9)
Wichita Departure Control	134.8 MHZ (269.1)
Wichita Approach Control (east)	134.85 MHZ (385.55)

4. TRAFFIC PATTERNS

IFR: McConnell AFB traffic flies IFR and VFR approaches primarily east of the field. The typical IFR pattern is east of IAB at 3,000-4,000 ft MSL under Wichita Approach Control in Class E airspace.

VFR: The VFR pattern is flown east of the airfield at 3,000-3,500 ft MSL in McConnell AFB's Class D airspace. When departing/transitioning VFR on RWY 01, aircraft will turn crosswind to remain within 1.5 NM of McConnell AFB. If unable, aircraft will climb to 3,000 ft MSL, then turn crosswind. When transitioning VFR on RWY 19, aircraft will remain at or above 3,000 ft MSL in the final turn until past the Beech extended centerline. McConnell AFB jet traffic routinely over-fly Beech Field mid-runway.

5. ARRIVAL AND DEPARTURES

McConnell AFB is official business only/Prior Permission Required. Military aircraft at McConnell AFB depart under Wichita Approach Control. Arrivals are primarily instrument approaches to the active runway.

Aircraft entering the VFR pattern from CREST (IAB 030/007) or YANKEE (IAB 150/007) will be at 3,500 ft MSL.

Local climb out for radar approaches is runway heading to 4,000 ft MSL.

!!! WAKE TURBULENCE !!!

Most aircraft operating at McConnell AFB produce violent wake turbulence.

Aircraft operating within 15 NM of McConnell AFB should use EXTREME CAUTION.

For more info see page 6.

BOEING WICHITA (at IAB)

1. LOCATION

Boeing is located inside McConnell AFB on the west side of the airfield. Its flight test, delivery, and executive aircraft use the military runways. McConnell AFB airspace is Class D, surface to 3,900 ft MSL outward to 4.5 NM. McConnell AFB, elevation 1,371 ft MSL, has two 12,000 ft parallel runways (01/19).

2. AIRFIELD AND TOWER OPERATIONS

Boeing flight operations are controlled by McConnell AFB airfield and tower operations.

3. RADIO FREQUENCIES

McConnell Control Tower	127.25 MHZ (291.775)
McConnell Ground	118.0 MHZ (275.8)
McConnell ATIS	124.65 MHZ (269.9)
Wichita Departure Control	134.8 MHZ (269.1)
Wichita Approach Control (east)	134.85 MHZ (385.55)
Boeing Flight Monitoring Tower ("Boeing Wichita")	123.125 MHz (287.0)

4. TRAFFIC PATTERNS

Boeing flight operations use the same IFR and VFR traffic patterns as McConnell military aircraft.

5. ARRIVAL, DEPARTURES, AND RAMP OPERATIONS

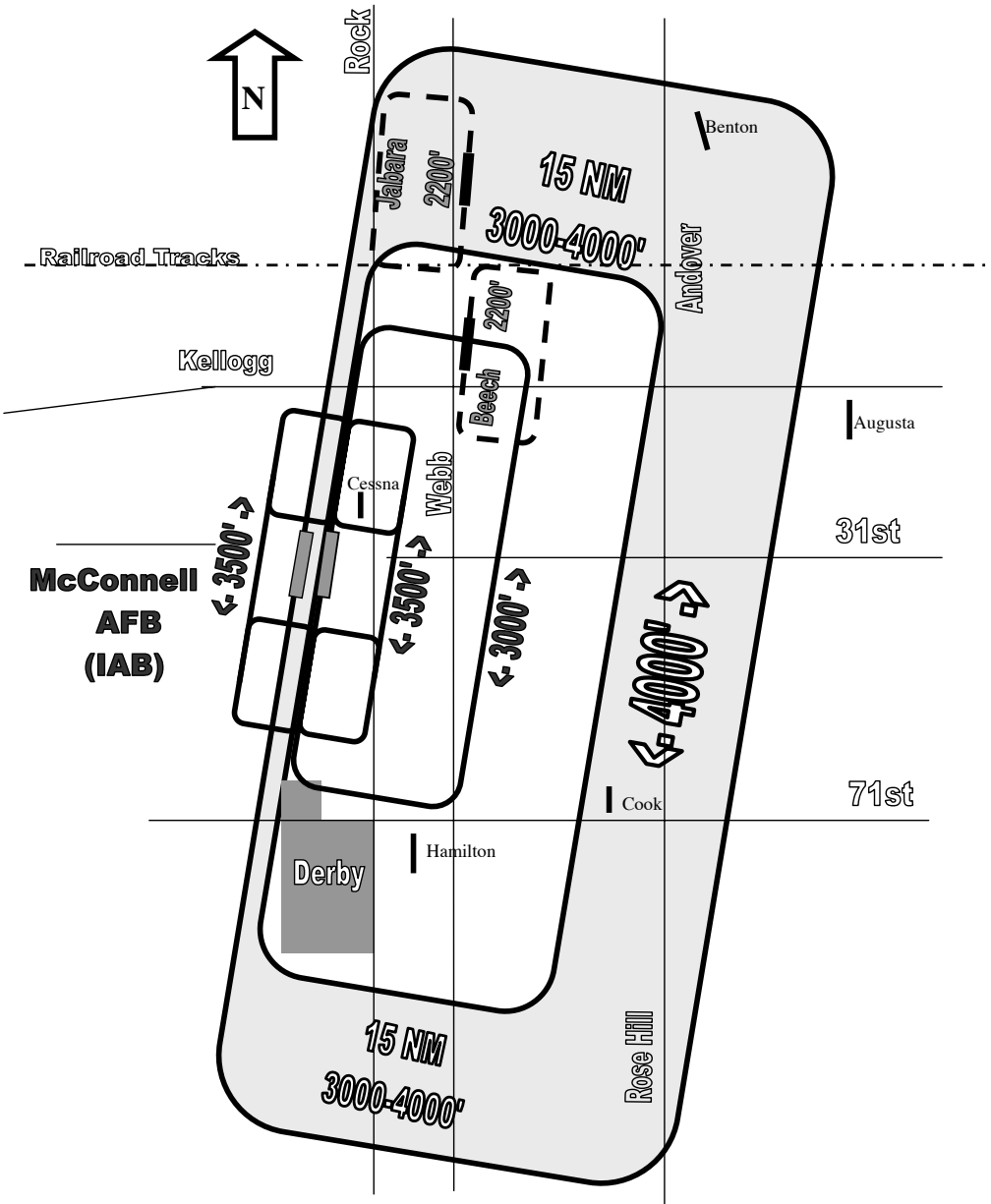
Boeing ramp is official business only/Prior Permission Required. Obtain PPR number from Boeing Wichita Flight Operations Center at (316) 526-4692. Annotate Boeing PPR number in flight plan REMARKS section. Unannounced arrivals expect significant delays, and no transient service is available. Follow-Me service (call sign "Squad 3") is required on Boeing ramp. Contact "Boeing Wichita" on 287.0 or 123.125 for Follow-Me service at least 15 minutes prior to landing.

Boeing-assigned aircraft depart and arrive using the same procedures as listed for McConnell AFB.

6. DIVERSITY OF AIRCRAFT

Boeing operates and is frequented by a variety of aircraft: Bombardier Challengers, C-40s and other B-737s, C-135s and other B-707 variants, B-757 C-32s, E-4Bs and other B-747s, 767s, B-52s, and even Antonov 124s. These aircraft have a diversity of flight characteristics, operating speeds, and operating weights. But most of them are large and/or heavy and produce **violent wake turbulence**. Aircraft operating within 15 NM of McConnell AFB / Boeing should use **EXTREME CAUTION**.

FOR TRAFFIC AWARENESS ONLY – NOT FOR NAVIGATION



Military Aircraft Frequently Flying in the Wichita Area

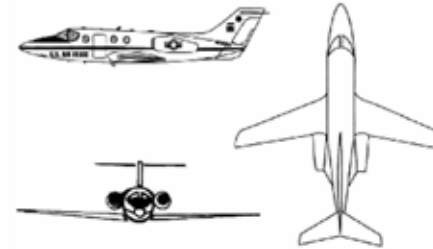
RAYTHEON T-6A "TEXAN II"



Crew: 1-2
Engine: Pratt & Whitney PT6A-68
Dimensions: Wingspan: 33'3" Length: 33'4"
Weight: 6,500 lbs max
Speeds: Patterns: 200 KIAS Max: 300 KIAS

The T-6A Texan II is a single-engine turboprop airplane used by both the Air Force and the Navy for training student pilots in the fundamentals of flying. The T-6 is painted with the upper half white and the lower half blue.

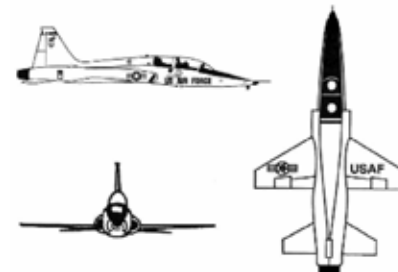
BEECHCRAFT T-1A "JAYHAWK"



Crew: 3
Engines: Twin Turbofan
Dimensions: Wing Span: 43'8" Length: 48'5"
Weight: 16,300 lbs
Speeds: Patterns 100-250 KIAS Max 330 KIAS

The T-1 is the Air Force's trainer for future pilots entering the tanker/transport world. The T-1 is TCAS equipped, which provides collision avoidance with other aircraft squawking an IFF code. The T-1 is either completely white or grey in color, making it difficult to see.

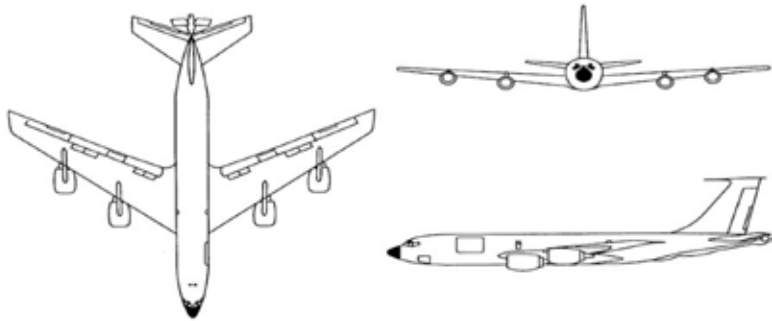
NORTHROP T-38A "TALON"



Crew: 2
Engines: Twin Afterburning Turbojets
Dimensions: Wingspan: 25'3" Length: 46'4"
Weight: 12,500 lbs
Speeds: Patterns: 155-300 KIAS Max: 725 KIAS

The T-38 is the primary trainer for those future pilots entering the fighter/bomber world. The T-38 is gray camouflage and has an extremely small frontal area. This, combined with its high speed, makes it especially difficult to see when flying.

BOEING KC-135R/T "STRATOTANKER"



Crew:	3-4
Engines:	4 Hi-bypass Turbofans
Dimensions:	Wingspan: 130'10" Length: 128'10"
Weight:	125,000 – 322,500 lbs
Speeds:	Patterns: 140-250 KIAS Max: 0.9 Mach

The KC-135 is the primary air-refueling platform of the U.S. Air Force. It is painted a dark gray. McConnell KC-135's are equipped with TCAS, which provides collision avoidance with other aircraft squawking an IFF code. The KC-135 is considered a "Heavy" and requires wake turbulence separation.

Other Aircraft of Concern in the McConnell AFB Local Area

Bombardier Challengers executive jets
C-40s and other **Boeing-737s**
KC/RC/EC-135s and other **Boeing-707 variants**
Boeing-757 C-32s

E-4Bs and other **Boeing-747s**
Boeing 767s
Antonov 124s
B-52s

RECENT NEAR MID-AIR COLLISIONS IN THE MCCONNELL AFB AREA

22 May 2001 – A KC-135R in McConnell AFB's IFR pattern came within 600 ft lateral and 500 ft vertical of a Beech Starship that was departing IFR from Beech Field.

05 May 2002 – A military T-1 was in the VFR pattern at McConnell AFB when it came in conflict with another aircraft shooting a GPS approach to Beech Field. They came within 500 feet of each other.

04 Sep 2002 – A KC-135R was in the VFR pattern at McConnell AFB when it came in conflict with a Cessna 172 that had just taken off from Cessna Field. They came within 100 ft of each other.

09 Sep 2003 – A civilian aircraft and a KC-135R came within 300 feet. The civilian aircraft was departing Beech field and the tanker was in the VFR pattern at McConnell AFB.

31 Aug 2004 – An unidentified civilian aircraft began an abrupt climb through McConnell AFB's radar pattern. This caused a KC-135R to initiate a climbing turn to avoid a collision. They passed within 600 feet.

14 Apr 2005 – A Cessna 172 took off to the south from Benton Airport and climbed directly into McConnell AFB's IFR pattern. A KC-135R was forced to climb in order to avoid a collision. The two aircraft passed within 200 feet.

11 Apr 2006 – A KC-135R was established in holding at 4,000 ft MSL when a civilian aircraft descended through their airspace. The two aircraft came within 500 ft of each other.

17 May 2006 – A civilian aircraft operating VFR crossed through McConnell AFB's VFR pattern at 2,900 ft. It came within 400 feet of a KC-135R.

17 Jul 2006 – A KC-135R on IFR downwind was forced to descend in order to avoid a civilian aircraft. The two aircraft came within 300 feet.

15 Aug 2006 – A civilian airliner that was cleared by Wichita Approach for descent came within 900 ft of a KC-135R that was established in holding.

07 Jun 2007 – A T-38 and a Beechcraft King Air 200 experienced a near mid-air collision while the T-38 was executing an ATC-approved left 360 at the approach end of runway 19L at McConnell. McConnell tower relayed the T-38 traffic to Beach tower, who were unable to relay the information to the King Air on VFR departure from Beech field in time to avoid the NMAC.