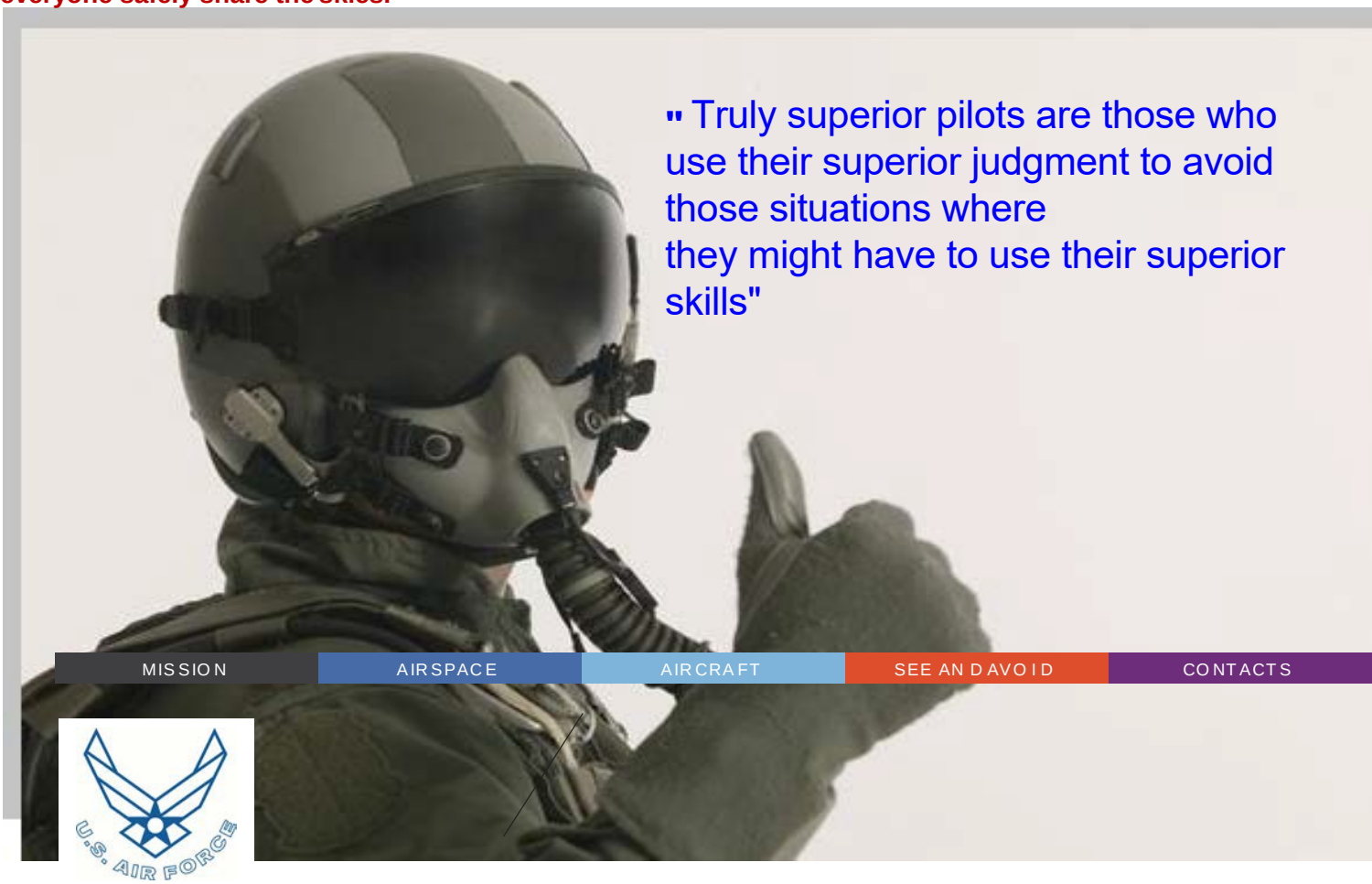
Mid Air Collision Avoidance

McConnell AFB, Kansas

November 2018

Our goal is to eliminate mid-air collisions and reduce close calls through continuous flight safety and proper flight planning.

By promoting information exchange between civilian pilots and the military flight safety community, we hope to help everyone safely share the skies.



☎ 316 759 3214 | 22D AIR REFUELING W ING FLIGHT SAFETY OFFICE

OUR MISSION

McConnell AFB

McConnell AFB is the home of the 22D Air Refueling Wing, 184th Intelligence Wing and 931st Air Refueling Wing. Our mission provides unparalleled mission support through intelligence cyber-security, and to fuel the fight through Combat-Ready Airmen, Aircraft and Mission-Support. Our efforts enable U.S. and NATO war fighters to conduct full-spectrum flying operations globally.

McConnell AFB develops premiere airmen to preserve national security interest while fully interfacing with the local community. Its origins date to 1940 as the 22d Bombardment Group which was one of the first United States Army Air Forces units to be deployed into the Pacific Theater after the Pearl Harbor Attack. The 22d Operations Group carries the lineage and history of its highly decorated World War II predecessor unit to this day. Our strong connection to the local community creates a substantial impact on the economy and stimulates job creation which is critical, as we move to replace our legacy tanker fleet with the KC-46A.

MID-AIR COLLISION AVOIDANCE

Mid-air collisions are an area of vital concern to everyone who flies an airplane. The actual number of mid-air collisions between Air Force aircraft and general aviation aircraft is relatively low. However, 80 percent of reported Air Force near misses occur with general aviation aircraft. 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. Our Safety Office is committed to maintaining a strong, active Mid-Air Collision Avoidance (MACA) Program to keep all pilots who use the surrounding airspace informed about our flying activities. The purpose of this pamphlet is to alert you to the many areas of high mid-air collision potential in the skies regarding 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. Additionally, this document will describe the types of military aircraft you may encounter and arrival and departure routes and traffic patterns at our airfield

For more information about U.S. Air Force flight safety programs, visit the Air Force Safety Center website.

OUR AIRSPACE

MCCONNELL AFB FLIGHT OPERATIONS

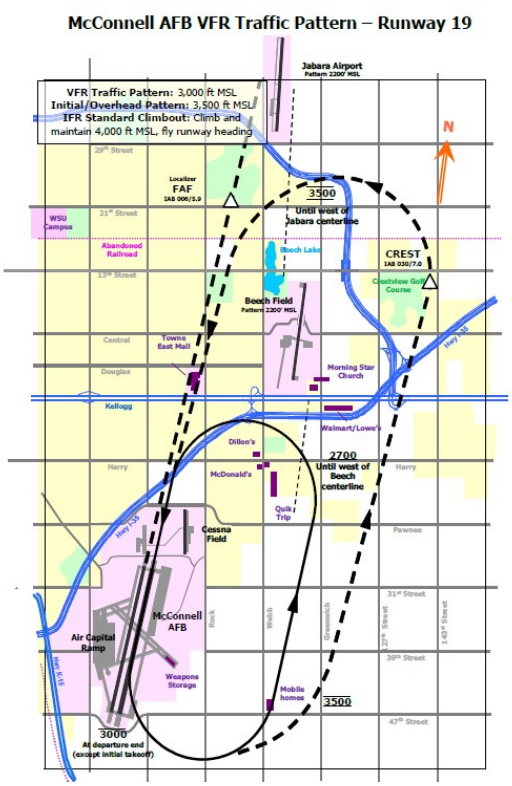
McConnell AFB is located 7 miles east of Wichita Mid-Continent Airport, 5 miles southwest of Beech Field, and less than 1 mile southwest of Cessna Field. McConnell AFB airspace is Class D, surface to 3,900 ft MSL outward to 4.5 NM. McConnell AFB, elevation 1,371 ft MSL, has two 12,000 ft parallel runways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

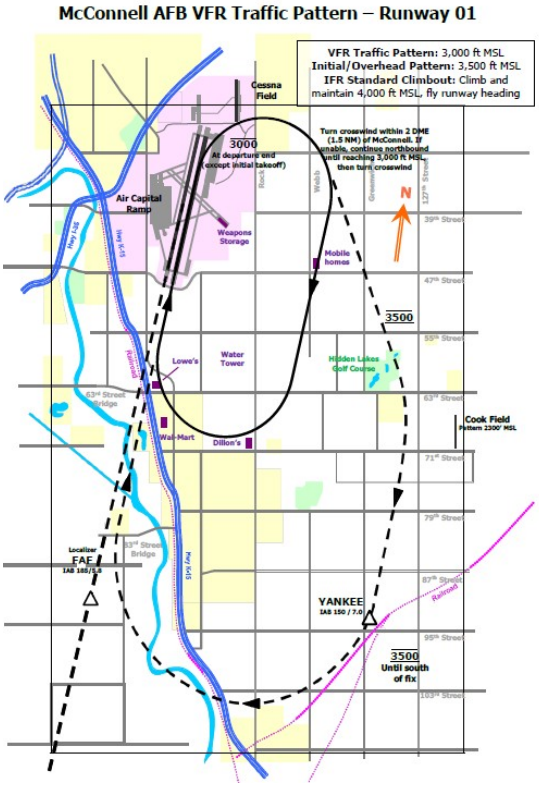
McConnell AFB Control Tower operates 24 hours a day unless directed otherwise and will be published via NOTAM. McConnell AFB traffic flies IFR and VFR approaches primarily east of the field. The typical IFR pattern is east of IAB at 3,000-4,000 ft MSL under Wichita Approach Control in Class E airspace.

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 2,700 ft MSL in the final turn until past the Beech extended centerline. McConnell AFB jet traffic routinely over-fly Beech Field mid-runway. 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. Most aircraft operating at McConnell AFB produce violent wake turbulence. All civilian aircraft flying within 15 NM of McConnell AFB should use EXTREME CAUTION! Most aircraft operating at McConnell AFB produce violent wake turbulence.

OUR AIRSPACE

MCCONNELL AFB VFR TRAFFIC PATTERN





VFR Rectangular pattern Runway 19 - Left-hand traffic at 3000 feet MSL
Runway 01 - Right-hand traffic at 3000 feet MSL

VFR Overhead pattern Runway 19 - Left-hand traffic at 3500 feet MSL.
Runway 01 - Right-hand traffic at 3500 feet MSL

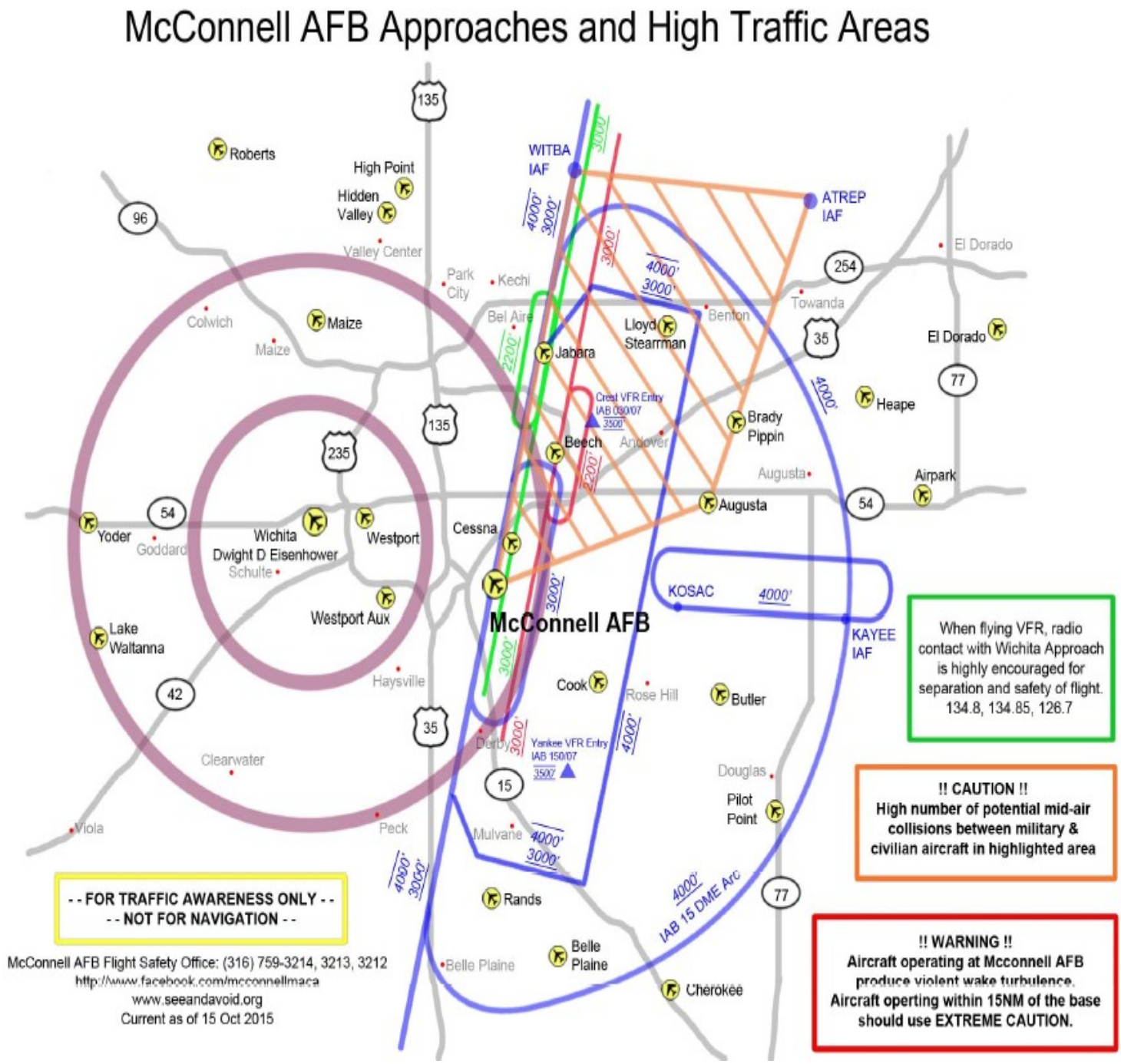
Wake Turbulence Separation

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

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 can 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…is AVOIDANCE!

OUR AIRSPACE



OUR AIRSPACE

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 1,409 ft MSL. It has one 8,001 ft x 100 ft concrete runway (**19/01**). The coordinates are N3741.6 W09712.9. 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 although 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) 676-7140/2101.

3. RADIO FREQUENCIES

Beech Tower Common Traffic Advisory Frequency	126.8 MHZ 313.6 UHF 126.8 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 Wichita Departure/Approach Control	125.0 MHZ (When tower not operating) 134.8 MHZ (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 2,700 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 3 instrument approaches: RNAV (GPS) RWY 19, RNAV (GPS) RWY 01, VOR-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 01 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 19 or make a right hand downwind entry to Runway 01. 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 19 or a right downwind for Runway 01. Aircraft approaching from the west will descend to 2,200 ft MSL prior to 5 NM of Beech Field

6. VFR DEPARTURES

Runway 19 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, and 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 19 right turnouts will only be conducted with tower approval and must follow Class C airspace procedures.

Runway 01 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 7 NM East of Beech Field. Remain 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.

OUR AIRSPACE

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 (**17L/35R**). 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 Wichita Departure/Approach Control	125.0 MHZ 134.8 MHZ
McConnell Tower	127.25 or ph# 316-759-6046 / 6047 / 3785

4. TRAFFIC PATTERNS

Runways 17R/35L is used only by Cessna personnel and is closed to the public. 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

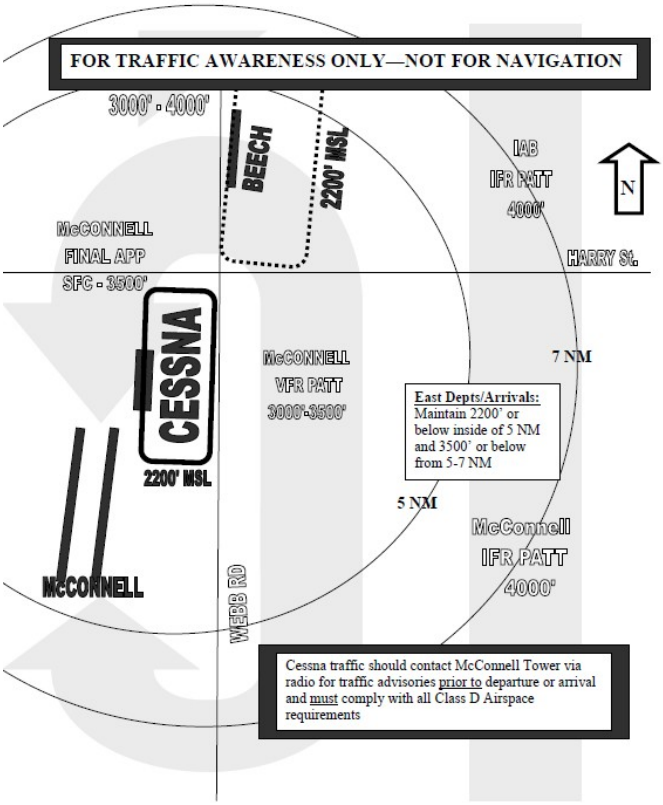
Arrivals from the East should be below 3,500 ft MSL no later than 7 NM from McConnell to avoid the McConnell AFB 4,000 ft MSL IFR pattern. Descend to at or below 2,200 ft MSL prior to 5 NM from Cessna and contact McConnell Tower. Straight-in approaches to Cessna are not authorized. West side arrivals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



OUR AIRSPACE

COL JAMES A. JABARA AIRPORT (AAO)

1. LOCATION

Jabara Airport is located approximately 9 miles northeast of McConnell AFB and 2.5 miles north of Beech Field. The Airport is in Class E airspace. Jabara Airport, elevation 1,421 ft MSL, has one 6,100 x 100 ft runway (18/36). Coordinates are N3744.9 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)
ASOS	134.025 MHZ and 316-636-2541 (24 hrs)
Wichita Clearance Delivery Wichita Departure/Approach Control	125.0 MHZ 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).

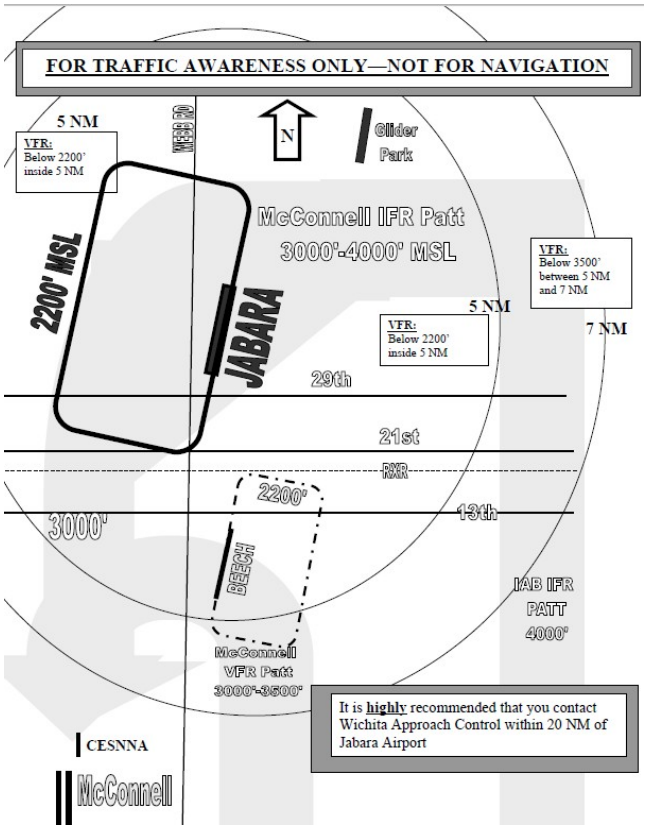
IFR: Jabara has 5 instrument approaches: ILS or LOC/DME RWY 18, RNAV (GPS) -E, RNAV (GPS) RWY 18, RNAV (GPS) RWY 36, and VOR-A.

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. 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.



AIRCRAFT TRAFFIC

ROUTINE AIR TRAFFIC AT MCCONNELL AFB

T-6

Characteristics

Max Speed: 300 KIAS
Pattern: 200 KIAS
Call Sign: Hook & Ball
Weight: 6.5K LBS

Length: 33.3 FEET
Wingspan: 33.3 FEET
Engine: Pratt & Whitney PT6A-68

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.

RAYTHEON T-6A "TEXAN II"

T-1

Characteristics

Max Speed: 330 KIAS
Pattern: 100-250 KIAS
Call Sign: Vandy

Length: 48.5 FEET
Wingspan: 43.8 FEET
Engine: Twin Turbofan

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.

BEECHCRAFT T-1A "JAYHAWK"

T-38

Characteristics

Max Speed: 725 KIAS
Pattern: 155-300 KIAS
Call Sign: Duke

Length: 46.4 Feet
Wingspan: 25.3 Feet
Engine: Twin After-burning Turbojets

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.

NORTHROP T-38A "TALON"

For more information about U.S. Air Force aircraft, download the Air Force Fact Sheet.

KC-135 Characteristics

Length: 128.9 Feet

Max Speed: 0.9 Mach

Wingspan: 130.9 Feet

Pattern: 140-250KIAS

Engine: 4 Hi-bypass Turbofans

Call Sign: Turbo/ Kanza

BOEING KC-135R/T "STRATOTANKER"I

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.

SEE AND AVOID

COLLISION AVOIDANCE

See-and-avoid is recognized as the main method that a pilot uses to minimize the risk of collision when flying in visual meteorological conditions. It is an integral part of a pilot's 'situational awareness', in other words the skill involved in looking outside the cockpit or flight deck and becoming aware of what is happening around the aircraft.

CONTACT US

22D AIR REFUELING WING

Wichita Approach

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 (AAO), 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 VFRaircraft.

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.

RADIO FREQUENCIES

	VHF	UHF
McConnell Tower	127.25	291.775
McConnell Ground	118.0	275.8
Wichita departure Control	134.8	269.1
Wichita Approach Control	134.85	385.55

MCCONNELL AFB CONTACTS

Air Field Management staff are available 24 hours a day 7 days a week

Safety Office	316 759 3214
Air Field Management	316 759 3833

For general inquires about the 22D Air Refueling Wing, please contact the 22D Air Refueling Wing Public Affairs Office.

Email: 22.pa@us.af.mil
DSN: 743-3141
Commercial: 316-759-3141

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