

EAST WICHITA AIRSPACE CHANGE Q & A

GENERAL QUESTIONS:

Q: Why did Beech Factory need a Class Delta? What was wrong with the way it was?

A: In order to support more IFR traffic safety and efficiently, a Class D ring was proposed in the Federal Register on June 19, 2019, and established as a final rule on September 10, 2019.

Q: What does this new airspace look like?

A: The Class D airspace at Beech Factory Airport extends upward from the surface to 2,700' MSL within 4.2-mile radius of Beech Factory Airport, excluding that airspace with the McConnell AFB, KS, excluding that airspace north of a line extending from lat. 37°43'07" N, long. 97°17'51" W to lat. 37°43'47" N, long. 97°08'21" W, within the Colonel James Jabara Airport, Wichita, KS.

In other words, south to IAB Class D, north to 21st Street N., and east and west 4.2 miles. See the attached map for more detail.

Q: It looks crooked. Why does it not line up?

A: Due to a conversion error between 'decimals' and 'minutes and seconds' in the latitude and longitude, a slight angle was introduced.

Q: When does the new airspace go into effect?

A: The new airspace will become effective December 5, 2019 at 0901 UTC (0301 Central), however, the tower will not be open until 1300 UTC (0700 Central).

Q: What happens to the airspace when the tower is closed?

A: The Class D will revert to Class E between the hours of 2330 UTC and 1300 UTC (1730 Central and 0700 Central). The airspace will also be Class E on Saturdays and Sundays.

Q: Will the tower be open outside of those hours?

A: Yes, on occasion. The tower can provide services outside of published hours. A NOTAM will be published.

Q: Will the airspace go to Class D when the tower is open outside of normal published hours?

A: No. The airspace will remain Class E.

Q: Great! This means I will not have to talk to them!

A: Not exactly. 14 CFR § 91.127(c) states you will have to communicate with BEC tower prior to 4 nm from the airport up to and including 2,500 feet AGL even when the airspace is Class E. However, with the agreement with Wichita Approach and Beech Tower, the airspace will continue to act like the outlined Class D when the tower is open outside of normal hours. This will reduce the impact on AAO operations.

Q: Why not just NOTAM the airspace as Class D then?

A: FAA regulations do not allow the change of airspace by NOTAM.

JABARA VFR PROCEDURES:

Q: What impact did this have on VFR traffic at Jabara?

A: Pattern direction and altitudes have remained unchanged. If you are departing VFR runway 18 and wish to proceed to the south or east, you should contact Beech Tower when they are in operation on 126.8 on the ground at Jabara prior to departure.

Q: What if I don't have a radio?

A: You will have to avoid Class D airspace. A turn to the west prior to reaching 21st St. N. will keep you clear.

Q: What if I don't have a radio and I can't make the turn soon enough to avoid the Class D? Will I receive a violation?

A: Not necessarily. The purpose of the new Class D is to keep non-participating aircraft north and west of Beech Factory Airport. A spill into the Class D while actively maneuvering to avoid the airspace will not constitute a violation.

Q: What is the recommended procedure for VFR arrivals at Jabara?

A: The best recommended procedure is to talk to Wichita Approach and receive flight following to Jabara. Depending on where you are arriving from, approach will coordinate with Beech Tower to allow you to traverse their airspace.

If arriving from the south, and approach owns the McConnell AFB Class D, you can expect to fly between Rock and Webb Rd for a straight in to Runway 36 or right downwind entry to Runway 18.

If approach **does not** own the McConnell AFB Class D, then you will be vectored east of both Class Ds, and expected to cross mid-field at Jabara for a downwind entry to runway 18 or 36. Since you will remain outside of Class D airspace, no coordination will be done.

From the east, you will be expected to cross mid-field at Jabara for a downwind entry to runway 18 or 36.

From the north, enter the downwind for runway 36 or straight in for runway 18.

From the west, enter the downwind to runway 18 or 36.

In all cases, it is your responsibility to ensure that ATC clearances or radio communications requirements are met, even when receiving ATC radar advisories (see AIM 3-2-1). If you have any questions on airspace clearances while receiving flight following, ask ATC for clarification.

Q: What is the recommended procedure for VFR departures at Jabara?

A: If departing to the south, contact Beech Tower when they are in operation on 126.8 on the ground at Jabara prior to departure. Eastbound departures are expected to climb in the pattern and cross over mid-field for departure to the east. Northbound departures have remain unchanged.

Q: What should I not do?

A: Under no circumstances should a right base to runway 36 be attempted or crossing over Beech Factory Airport to enter final for Jabara. This needlessly increases the risk of a near miss. If it is an operational necessity to do such a maneuver, then prior coordination with Wichita Approach or Beech Tower needs be obtained.

JABARA IFR PROCEDURES:

Q: What impact did this have on IFR traffic at Jabara?

A: Very little. Coordination between Wichita Approach and Beech Tower will continue to act like it did before.

Q: If I am cleared for a visual approach into Jabara, will I need to coordinate with Beech Tower if I anticipate entering their Class D?

A: No, all coordination has been done before hand.

Q: If I cancel IFR in the air and I've been told to squawk VFR and change to advisory, do I need to coordinate with Beech if I anticipate entering their Class D?

A: Maybe, depends on where you have canceled. A cancellation 15 miles out will not result in any coordination, but cancellation closer in might. Approach may ask you to contact Beech Tower for coordination. If you are unsure of the coordination, ask approach to clarify. See VFR arrivals for more information.

Q: If I'm flying a bank-limited, turbojet airplane, I'm landing 36, and my base leg will take me south of the KDGS-FM antenna and I canceled IFR, do I need to coordinate with Beech Tower?

A: Maybe, depends on where you have canceled. Approach may ask you to contact Beech Tower for coordination. If you are unsure of the coordination, ask approach to clarify. See VFR arrivals for more information.

Q: What can I expect for IFR arrivals from the south into Jabara?

A: If approach owns the McConnell AFB Class D, aircraft arriving from the south will be allowed to fly over McConnell and lineup on visual between Rock and Webb Rd. Wichita Approach will coordinate with Beech Tower if you remain IFR.

If Wichita Approach **does not** own the McConnell AFB Class D, then you will be vectored east of both Class Ds, and expected to cross mid-field at Jabara for a downwind entry to runway 18 or 36. Since you will remain outside of Class D airspace, no coordination will be done.

In any case, if an aircraft requests an IAP, they will be vectored for that approach.

OTHER QUESTIONS:

Q: Where can I go for the latest information on this airspace change?

A: Sign up on www.faa.gov and ensure you can receive newsletters and SPANS messages. Make sure your charts and databases are current and become familiar with your pre-flight briefing.



