

DR 71-16 - AIRPARK SUBDIVISION
ANDOVER

ACTION

DATE

COMMITTEE _____

M.A.P.C. _____

B.C.C./B. CO. C. _____

April 8, 1971

Col. Louis D. Braun, Jr.
Base Commander
McConnell Air Force Base
Wichita, Kansas

Re: Airpark Subdivision - Andover

Dear Sir:

Last Monday I met with the Butler County Planning Board as the liaison from the Metropolitan Area Planning Commission. On their agenda was a pre-application for an airpark residential subdivision. This would comprise the sum of 32 lots 1 1/3 acres in size, clustered around a 3200-foot landing strip immediately to the west of Andover. The section of land is bounded by U. S. 54 on the south, Andover Road on the east, and Central on the north.

Several questions were raised, one of which was the affect it might have on air space and utilization of McConnell Air Force Base and the Beechcraft landing field. I do not have any precise information, but the normal operation of such a residential subdivision would be for private aircraft to be hangered at the house with the strip to be utilized primarily by single engine aircraft, altho light twins could be accommodated. I do not have any information concerning projected landing patterns and approaches for this facility.

Would you please have your staff evaluate the potential of any adverse affect that approval of such a residential airpark subdivision might have on the operations of McConnell. Any information that you have or care to make available to the Butler County Planning Board could be transmitted directly to the Chairman, Mr. Perrine, or the Secretary, Mr. John Woody. I would also appreciate it if any information you furnish them you would copy and send to me.

Page 2 - Base Commander
April 8, 1971

If there is any additional information that I can furnish,
please advise.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

cc: C. L. Perrine, Chairman
Butler County Planning Board
441 South 160th Street East
Wichita, Kansas 67230

John Woody, Secretary
Butler County Planning Board
Room 307 Smith Building
El Dorado, Kansas. 67042

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 23rd COMBAT SUPPORT GROUP (TAC)
McCONNELL AIR FORCE BASE, KANSAS 67221



20 APR 1971

Mr. C. L. Perrine, Chairman
Butler County Planning Board
441 South 160th Street East
Wichita, Kansas 67230



Handwritten notes:
C. L. Perrine
J. L. [unclear]
Sub

Dear Mr. Perrine

I refer to Mr. Robert A. Lakin's letter of April 8, 1971 concerning the proposed airpark in the Andover area. I submit the following information regarding its effect on McConnell Air Force Base as well as some factors that may be of interest to potential residents of an airpark.

The traffic at McConnell AFB flying VFR, that is under other than instrument rules, would not be appreciably affected by the proposed installation since no visual traffic patterns normally approach the area in question.

Traffic flying under radar control or other instrument conditions could possibly be affected since the Ground Controlled Approach pattern (downwind leg) may be located directly over the Andover area. In this pattern the radar controller positions the aircraft on a north or south heading three to ten miles east of McConnell. The exact location is determined by the type of aircraft involved. At this point the aircraft is at 4,000 feet mean sea level which is approximately 2,700 feet above ground level. At the north end of the depicted area, the aircraft descends to 3,000 feet mean sea level (approximately 1,700 feet above ground level). Presently McConnell completes 2,000 GCA approaches each month.

Since military aircraft, especially large ones in the KC-135 and B-52 category, create wake turbulence of a magnitude which could be very destructive to light aircraft, every effort should be made to keep all light aircraft out of the danger area. Even though the military aircraft may not fly directly over a given point, the winds may move the wake turbulence to that point, thus creating the hazard.

If the airpark is, in fact, established, we suggest that all pilots be thoroughly indoctrinated in the necessity to remain clear of the military

air traffic area and maintain maximum clearance from aircraft.

If there are any questions regarding the utilization of air space by
McConnell AFB, please feel free to send inquiries.

Sincerely

Louis D. Braun

LOUIS D. BRAUN, JR, Colonel, USAF
Base Commander

1 Atch
McConnell Air Space Utilization Map

Cy to: Mr. John Woody, Secretary
Butler County Planning Board
Room 307, Smith Building
El Dorado, Kansas 67042

✓Mr. Robert A. Lakin
City Building Annex
104 S. Main St.
Wichita, Kansas 67202

Beech Aircraft Corporation
Wichita, Kansas 67201
U. S. A.

19 April 1971

In Reply Please Refer
To 904-73

Mr. Robert A. Lakin
Director of Planning
Wichita - Sedgwick County
Metropolitan Area Planning Department
City Building Annex
104 So. Main St.
Wichita, Kansas 67202

Re: Airpark Subdivision - Andover

Dear Mr. Lakin:

Your letter of 8 April 1971, relative to the airpark subdivision at Andover, was referred to me for answer.

After a review of the proposal, we find nothing in it objectionable. We do not feel it will in any way interfere with the airplane traffic operations in our area.

We are most pleased to hear of the proposal and we encourage the development of such landing strips throughout the country.

Very truly yours

BEECH AIRCRAFT CORPORATION


Chester A. Rembleske
Manager - Aircraft Production
Engineering Division

CAR:lt

cc: Mr. Frank E. Hedrick
Mr. L. L. Greever
Mr. James N. Lew



April 14, 1971

Mr. James E. Ayers
130 South Greenwich Road, Lot 275
Wichita, Kansas 67207

Re: DR 71-16 - Airpark Sub-
division - Andover

Dear Mr. Ayers:

Since you were in my office Friday afternoon, I have received an oral opinion from the City Attorney's office on the Airport Zoning Ordinance which authorizes the City of Wichita to control the location of airports as related to existing McConnell, Beech and Municipal Airports. This authority does, in the opinion of our attorneys, extend beyond corporate and County lines and would require your application to be submitted to the Board of City Commissioners for a waiver of the 8-mile separation limitation from the Beech Airport facilities. A letter requesting waiver and approval of the location should be addressed to the City Manager with copy to me. The normal procedure would be for the City Commission to refer it to the Metropolitan Area Planning Commission for recommendation and comment. This, then, would go back to the Board of City Commissioners for their final approval and action.

It would be very helpful if you could furnish us the information that you have furnished the Butler County Planning Board, including any information concerning the characteristics of the airstrip, operational characteristics, legal description of the land involved, etc. Any drawings or diagrams of the proposed facility would also be appreciated. After the matter has been referred to us, we will place it on our Planning Commission agenda for their consideration. At that time, you and others may appear before the Planning Commission to present your request.

Page 2 - Mr. James E. Ayers
April 14, 1971

If there is any additional information needed, please advise.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

cc: C. L. Perrine, Chairman, Butler County Planning Board
John Woody, Butler County Zoning Administrator
Ralph Wulz, City Manager, City of Wichita
John Dekker, Director of Law, City of Wichita

Beech Aircraft Corporation

Wichita, Kansas 67201
U. S. A.

LEDDY L. GREEVER
VICE PRESIDENT - CORPORATE SALES

April 12, 1971

Mr. Robert A. Lakin
Director of Planning
Wichita - Sedgwick County
Metropolitan Area Planning Department
City Building Annex
104 South Main Street
Wichita, Kansas 67202

Dear Mr. Lakin:

Mr. Hedrick has asked that I reply to your letter of April 8 regarding the proposed Airpark Subdivision west of the Andover Road and in Butler County.

Distribution is being made to knowledgeable people within our organization to obtain their reaction and comments. After these are received we will supply Mr. Perrine as requested. Also on our reaction to the proposal, copies will be provided both to Mr. Woody and to your office.

May I say we are most appreciative of being given an opportunity to present our view on this matter before the fact instead of afterwards, as is sometimes the case.

Thanks so much.

Sincerely,

Ledy Greever
Ledy Greever

LLG:mf

cc: C. L. Perrine
John Woody



ORDER

FEDERAL AVIATION AGENCY
WASHINGTON, D. C.



7480.1

2/9/66

**GUIDELINES FOR AIRPORT SPACING AND
SUBJ: TRAFFIC PATTERN AIRSPACE AREAS**

1. **PURPOSE.** This order establishes guidelines for Agency use in airport aeronautical airspace studies involving airport spacing and traffic pattern airspace areas requirements.
2. **REFERENCE.** Order 7100.2 subject "Airport Traffic Patterns and Aircraft Noise Abatement Procedures" December 27, 1965. "United States Manual of Criteria for Standard Instrument Approach Procedures" September 1, 1956, and when superseded, the "United States Standard Terminal Instrument Procedures (TERPs)."
3. **BACKGROUND.** There has been a definite need for a guide within the Agency for use in airport aeronautical airspace studies. Attempts have been made to satisfy this requirement in the form of a "spacing criteria," however, due to the many variable factors which influence airport spacing and traffic patterns, such as size of airport, runway configurations, volume of traffic, type aircraft using the airport, operational environment VFR or IFR, radar, nonradar, terminal area complexities, en route traffic, terrain, noise considerations, etc., no hard-and-fast rule can be applied. Introduction of these factors makes the establishment of a new airport or the modification of a runway layout at an existing airport, which is in the proximity of another airport or complex of airports, a controversial issue. Because of these variables, each proposal becomes a unique situation requiring individual aeronautical studies. In an effort to provide guidance and promote standardization, the following guidelines are offered only as an aid in evaluating airport proposals. All distances are expressed as nautical.
4. **SCOPE.** This order provides a general guide for determining the following:
 - a. The airspace requirements to accommodate a given operation under a given condition.
 - b. Areas of potential air traffic conflict for aircraft having certain operational and performance characteristics.

Distribution: 7480 ; FAT-0 (5 cys); FFS-0 (3 cys)

- c. The degree of operational compatibility with other airports in a given area.

To accomplish this, the guidelines were divided into three categories IFR-radar, IFR-nonradar and VFR. These guidelines were adapted from Agency studies and from a study conducted by Airborne Instruments Laboratory.

5. GUIDELINES.

a. Legend for Aircraft Types:

- (A) Light propeller driven single-engine.
- (B) Heavy propeller driven single-engine and light propeller driven twin-engine.
- (C) Heavy propeller driven twin-engine.
- (D) Propeller driven, more than two-engine and turbojet.

Note: Propeller driven aircraft include turboprop.

b. IFR-radar.

- (1) Air traffic control airspace requirements for a given runway or airport are generally dictated by the performance of the largest aircraft that will regularly use the airport and the direction of the instrument approaches and departures. Based on these factors, the following rectangular airspace dimensions were developed as a general guide for the siting of new airports or the designation of instrument runways when IFR-radar control procedures are contemplated or programed for a single airport operation.
 - (a) Airports which are regularly used by type C aircraft or larger - ten miles in the departure direction, 15 miles in the direction from which approaches will be made, and five miles either side of the extended runway centerline. In the case of airports having parallel approaches, the width should be ten miles plus the distance between the parallel runways.
 - (b) Airports which are regularly used by type B and smaller aircraft - five miles in the departure direction, ten miles in the direction from which approaches will be made, and four miles either side of the extended runway centerline.

- (c) In metropolitan areas requiring more than one airport, the primary instrument runways for all airports should normally be aligned in the same general direction and selected to give maximum lateral separation between airspace areas.
 - (d) For bi-directional instrument runways, the total length of the zone increases to 30 miles for type C and D aircraft and to 20 miles for type A and B aircraft.
- (2) These airspace requirements will not, nor are they intended to contain sufficient airspace to provide for completely independent IFR operations but will provide for reasonable operational efficiency at the airports involved if the airspace areas do not overlap. Since the airspace requirements are predicated on a complete radar environment, there is, in the larger areas, adequate space for:
- (a) Approach and departure on the runway centerline.
 - (b) Two additional tracks offset from and parallel to the runway centerline. A minimum of three miles is provided between adjacent tracks of different areas. Where two smaller areas are adjacent, an additional one-mile lateral separation is required. No provision for holding is made within the airspace area. (see Figure 1)

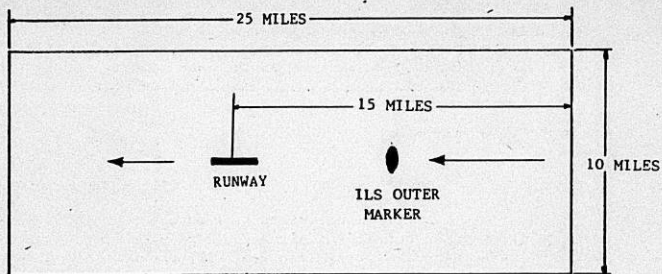
c. IFR-nonradar.

- (1) As the airport airspace requirements for instrument approaches in a nonradar environment cover a wide range of procedures, no attempt was made to describe them in this order. When determining these requirements, the "United States Manual of Criteria for Standard Instrument Approach Procedures" and when superseded, the "United States Standard Terminal Instrument Procedures (TERPs)" should be used.

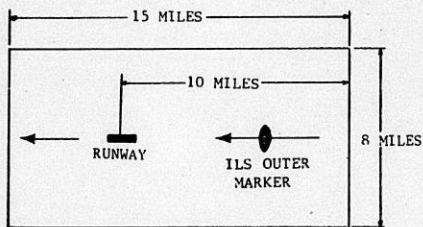
d. VFR.

- (1) One of the primary problems involved in an airport/airspace study is the determination as to whether compatible traffic patterns can be developed when establishing a new airport or modifying the runway layout at an existing airport when in proximity of other airports. As no specific airspace dimensions can be applied to traffic patterns, the following guidelines are offered for use in these studies.

Figure 1
IFR - Radar Airport Airspace Requirements

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TYPE C AND D AIRCRAFT



TYPE A AND B AIRCRAFT

Note: For bidirectional instrument runways, the total length of the zone increases to 30 miles for type C and D aircraft and to 20 miles for type A and B aircraft.

Figure 2
Traffic Pattern Airspace

TRAFFIC PATTERN AIRSPACE					
Aircraft Categories	Distance in Nautical Miles				
	A	B	C	D	E
A.	.75	.75	.5	.5	.25
B	1.0	1.0	.5	.5	.25
C	1.75	1.75	.5	.5	.5

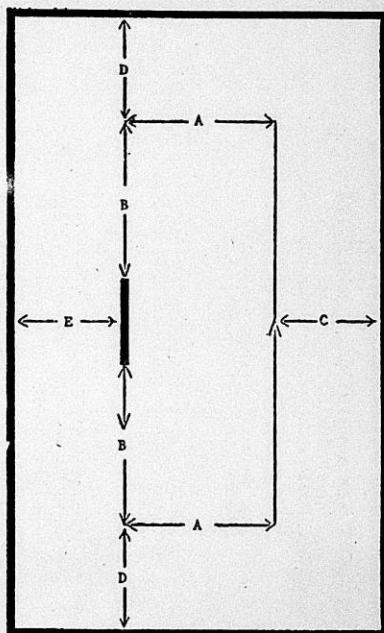
Traffic pattern airspace should be extended one-half the length of the final approach distance if more than four aircraft of the same category will be operating in the traffic pattern simultaneously.

Definition of above categories:

- A. Light conventional single-engine
- B. Heavy conventional single-engine and light conventional twin-engine
- C. Heavy conventional twin-engine

ILLUSTRATION LEGEND

- A - Base leg and crosswind
- B - Final and departure
- C - Downwind buffer area
- D - Base leg and crosswind buffer area
- E - Final and departure buffer area



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9/68

PAGE 5

PAR 4

- (a) For VFR public or private-use airports, an airspace area three miles in radius from the center of the airport is considered adequate to accommodate the operations of heavy twin-engine aircraft and smaller. Normally, optimum airspace compatibility can be expected at a VFR airport if the airspace area does not overlap that required for another VFR or IFR airport.
- (b) As aircraft larger than the light twin-engine variety usually operate from controlled IFR airports, a VFR guide would be of little value and, therefore, the IFR space requirements outlined above should be applied.
- (c) If the airspace of a VFR or IFR airport overlaps the airspace of an adjacent VFR or IFR airport, the VFR traffic pattern dimensions in Figure 2 may be used as a guide to determine the degree of compatibility with operations at adjacent airports. Before applying these guidelines two factors must be determined, the aircraft types which will normally use the airport and the anticipated traffic volume.
- (d) The aircraft types are used to determine what requirements are necessary to accommodate four aircraft of the same type in a given airspace. The traffic volume is used to determine the necessity for traffic pattern extensions.
- (e) The airspace requirement depicted on Figure 2 will adequately accommodate four aircraft of the same type within a given airspace plus a buffer area. For each additional aircraft over four, the length of the pattern should be increased by one-half the length of the final and departure courses.
- (f) If the appropriate airspace area is not available at existing or at a planned airport, the airport in all cases need not be found objectionable from airspace use standpoint, as adjustments to traffic patterns can be made such as establishing right hand traffic patterns for certain runways, assigning specific traffic pattern altitudes and/or developing special operational procedures. Should this action be necessary, in all probability the capacity, operational flexibility and compatibility of the airports involved will be reduced. The degree of incompatibility will depend largely upon the amount of airspace area overlap for a given condition.

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PAGE 7

- (g) These guidelines are not intended to supersede Order 7100.2 subject "Airport Traffic Patterns, Taxi Patterns and Aircraft Noise Abatement Procedures," but are to be used in conjunction with the Order.
- (h) It is emphasized that the airspace requirements for IFR-radar, and VFR are general guidelines and are to be used only as an aid in evaluating airport proposals and not as criteria nor are they to be construed as authorization for aircraft operations contrary to any Federal Aviation Regulations.

APPROVED FEBRUARY 9, 1966



PAR 5
66-4342

April 8, 1971

Col. Louis D. Braun, Jr.
Base Commander
McConnell Air Force Base
Wichita, Kansas

Re: Airpark Subdivision - Andover

Dear Sir:

Last Monday I met with the Butler County Planning Board as the liaison from the Metropolitan Area Planning Commission. On their agenda was a pre-application for an airpark residential subdivision. This would comprise the sum of 32 lots 1 1/3 acres in size, clustered around a 3200-foot landing strip immediately to the west of Andover. The section of land is bounded by U. S. 54 on the south, Andover Road on the east, and Central on the north.

Several questions were raised, one of which was the affect it might have on air space and utilization of McConnell Air Force Base and the Beechcraft landing field. I do not have any precise information, but the normal operation of such a residential subdivision would be for private aircraft to be hangered at the house with the strip to be utilized primarily by single engine aircraft, although light twins could be accommodated. I do not have any information concerning projected landing patterns and approaches for this facility.

Would you please have your staff evaluate the potential of any adverse affect that approval of such a residential airpark subdivision might have on the operations of McConnell. Any information that you have or care to make available to the Butler County Planning Board could be transmitted directly to the Chairman, Mr. Perrine, or the Secretary, Mr. John Woody. I would also appreciate it if any information you furnish them you would copy and send to me.

Page 2 - Base Commander
April 8, 1971

If there is any additional information that I can furnish,
please advise.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

cc: C. L. Perrine, Chairman
Butler County Planning Board
441 South 160th Street East
Wichita, Kansas 67230

John Woody, Secretary
Butler County Planning Board
Room 307 Smith Building
El Dorado, Kansas 67042

YOUR SAFETY IS  OUR BUSINESS

Zink SAFETY EQUIPMENT Co., Inc.

JAMES E. (JIM) AYERS
130 S. GREENWICH RD., LOT 275
WICHITA, KANSAS 67207
PH. MU 3-6145

1401 FAIRFAX TRAFFICWAY
KANSAS CITY, KANSAS 66115

April 8, 1971

Mr. Frank E. Hedrick
President
Beech Aircraft Corporation
Wichita, Kansas

Re: Airpark Subdivision - Andover

Dear Mr. Hedrick:

Last Monday night I attended the Butler County Planning Board meeting at which they discussed a pre-application for what was termed an airpark subdivision of land near Andover. This is a proposed 32-lot residential subdivision on 1 1/3 acre lots, equally distributed on either side of a 50-foot wide and 3200-foot long air strip immediately to the west of Andover. A general location is in the section of land north of U. S. 54, south of Central and to the west of the Andover Road. The particular strip itself would be in the east half of that section.

The Butler County Planning Board discussed several things in connection with such a proposal, including the compatibility of land use and the question of the affect it might have on other airports in the vicinity. I volunteered to try to secure such information as might be available on the effect of such a proposal on air space utilization and more specifically on the operations of the Beech and McConnell airports. We will be checking with McConnell and FAA in addition to our inquiry to you.

I would suggest that any specific information you might want to make available be sent to Mr. Perrine, the Chairman of the Butler County Planning Board, or John Woody, the Secretary to that Board. I would appreciate a copy also. May I also suggest that you write them and ask that your name be placed on any mailing list for notices of future meetings at which this matter might be discussed, should this matter have any special interest to you in connection with the operation of the Beech Airport.

Page 2 - Mr. Frank E. Hedrick
April 8, 1971

If there is any additional information that we can provide,
please call.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

cc: C. L. Perrine, Chairman
Butler County Planning Board
441 South 160th Street East
Wichita, Kansas 67230

John Woody, Secretary
Butler County Planning Board
Room 307 Smith Building
El Dorado, Kansas 67042

Change from Bladsoo to Butler County



- C. L. FERRINE, CHAIRMAN
Andover, Kansas
- HERBERT CLAASSEN, VICE-CHAIRMAN
Pawnee, Kansas
- WESLEY BAKER
El Dorado, Kansas
- LEONARD W. JENNISON
Latham, Kansas
- CHAD PATTON
Cassoday, Kansas
- LOWELL C. PENNINGTON
Augusta, Kansas
- SAM ROBERSON
El Dorado, Kansas
- KEITH SCHOLFIELD
Augusta, Kansas
- SAMUEL C. WRIGHT
Douglas, Kansas
- T. L. FARMER
County Engineer
-
- JOHN WOODY
Zoning Officer &
Secretary to the Board

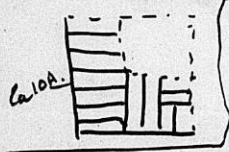
Court House
El Dorado, Kansas
67042

P
I
A
N
D
I
N
G

TO: The Butler County Planning Board
 DATE: April 5, 1970
 TIME: 7:00 p.m.
 PLACE: Room 307, Smith Building, El Dorado, Kansas
 AGENDA: A. - 7:00 p.m. - Business Meeting.

Approve Minutes of Last Meeting.

To be R-0(BA)



1 mi E, 1/2 mi N of Roth Hill

- B. - 7:15 p.m. - Hubert Cox - Letter of intent for pre-application for a plat. near Skelly station. Rose Hill
- 3A + note [20A] Septin - 1st Com N of Rose Hill, Sec 32
- C. - 7:30 p.m. - U. O. Tipton - Pre-application. SC 8 Tomanda - UAT note 9120A
- D. - 7:45 p.m. - Raymond Oil Co. - Pre-application. Central + Andover Rd. 30/40 acre plat, Danny + Jeffery, Andover
- E. - 8:00 p.m. - Report on Sections 8-5.2.6 and 805.9.6 - Ted Farmer. Re appeal of PL decision to governing body.
- F. - 8:15 p.m. - Review of Zoning Changes for next month - John Woody.
- G. - 8:30 p.m. - Adjourn.

Kraft. Auto Salvage. S of 4550
 [Signature]
 Andover.

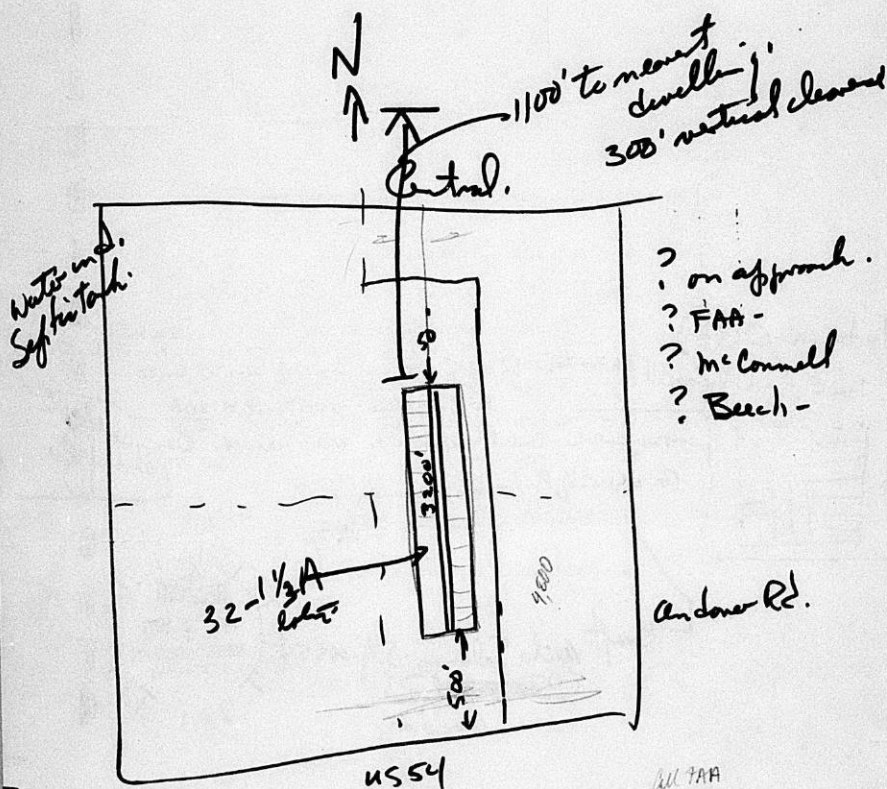


Raymond Oil Co.
On behalf of Butler Co.

R3E, T27S
Sec 17 (E 1/2)

Ch 3-703
KBA 3-703

Frank E. Heinrich



All FAA

Call Decker or Jay, Butler
to find if the ordinance
cuts across County, Counties

from: *Erick* date: *APRIL 12, 71*

admins. adv. plans com. dev. graphics

- | | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

royce
all staff

for
your....

remarks: *I called FAR and they said
they were not aware of the proposed
strip and had no advice for
partitions in future cases. ~~the~~
Kemp will send guidelines for
airport spacing which they use* T9-105

for evaluating airspace
requirements of new facilities.
He said they could give out
nothing other than this. Nelson
said that an airport system
plan would provide the
solution by coming up with
better controls for airport locations.

Carol Nelson East Hamilton
Ed Holding 816-374-5507

Technical advice to us over
this type of airport
Approach Patterns ^{What do they know about}
Lateral separation

374-3408 Eldon Kamp
airspace

IFR - Guideline not a
regulation

7480.1

Guidelines for Airport Spacing

airpark Residential subdivision
32 lots 3200' Immediately west
of Andover
US 54S Andover Road East
Central or North

W

Sabin asked if we have
any comments or additions
to WSU proposal for
studying freeway noise
attenuation
return to him

Descent to 3,000 ^{msl} here

(1,700' AGL)

VFC A Pattern downwind leg

3 to 10 miles east of McConnell AFB

at 4,000 Mean Sea Level

(2,300' above Ground level)

