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Airport Information For KBEC

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Revision Letter For Cycle 16-2023

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Notebook

General Information

Location: WICHITA KS USA
ICAO/IATA: KBEC / BEC
Lat/Long: N37° 41.63', W097° 12.89'
Elevation: 1409 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Wichita

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1159 Z
Sunset: 0059 Z

Runway Information

Runway: 01
Length x Width: 8001 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1387 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 8001 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1409 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 125.150 Secondary
AWOS: 119.450
Beech Tower: 126.800 CTAF PCL
Beech Ground: 121.700
Wichita Clearance Delivery: 125.000
Wichita Approach: 134.800
Wichita Departure: 134.800
Beech UNICOM: 122.950

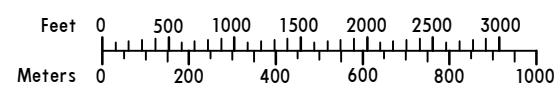
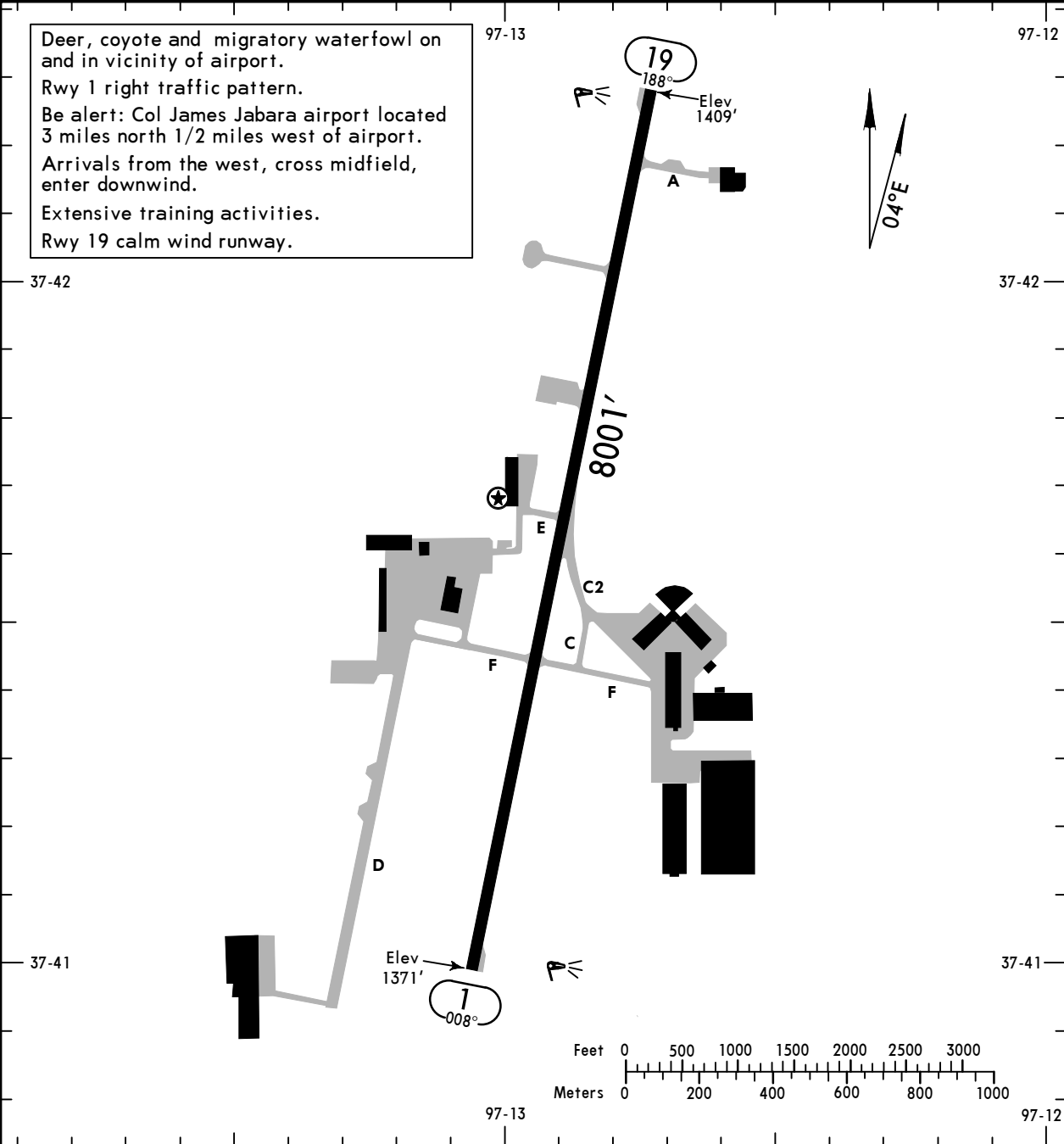
KBEC/BEK
 Apt Elev **1409'**
 N37 41.6 W097 12.9

JEPPESEN
 23 AUG 19 **(20-9)**

WICHITA, KAN
BEECH FACTORY

AWOS-3PT 119.45	*BEECH Ground 121.7	*Tower 126.8	WICHITA Clearance 125.0 when Twr inop.
BEECH FACTORY Traffic CTAF 126.8 when Twr inop.		WICHITA Departure (R) 134.8	UNICOM 122.95

Deer, coyote and migratory waterfowl on and in vicinity of airport.
 Rwy 1 right traffic pattern.
 Be alert: Col James Jabara airport located 3 miles north 1/2 miles west of airport.
 Arrivals from the west, cross midfield, enter downwind.
 Extensive training activities.
 Rwy 19 calm wind runway.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
1 19	① MIRL ① REIL PAPI-L (angle 3.0°)			100'

① Activate on 126.8 when Twr inop.

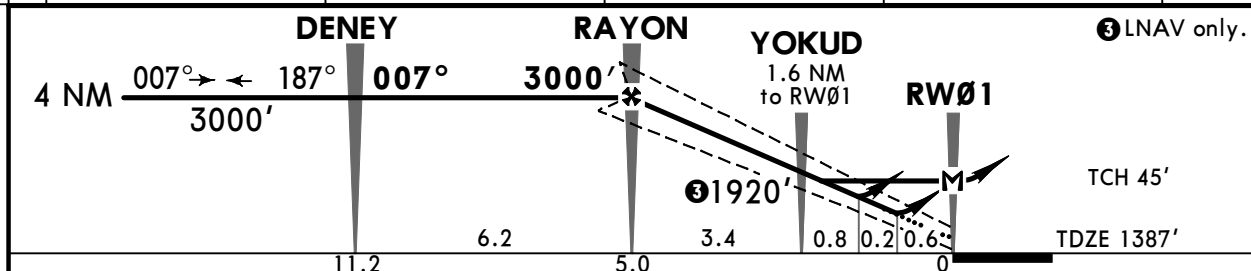
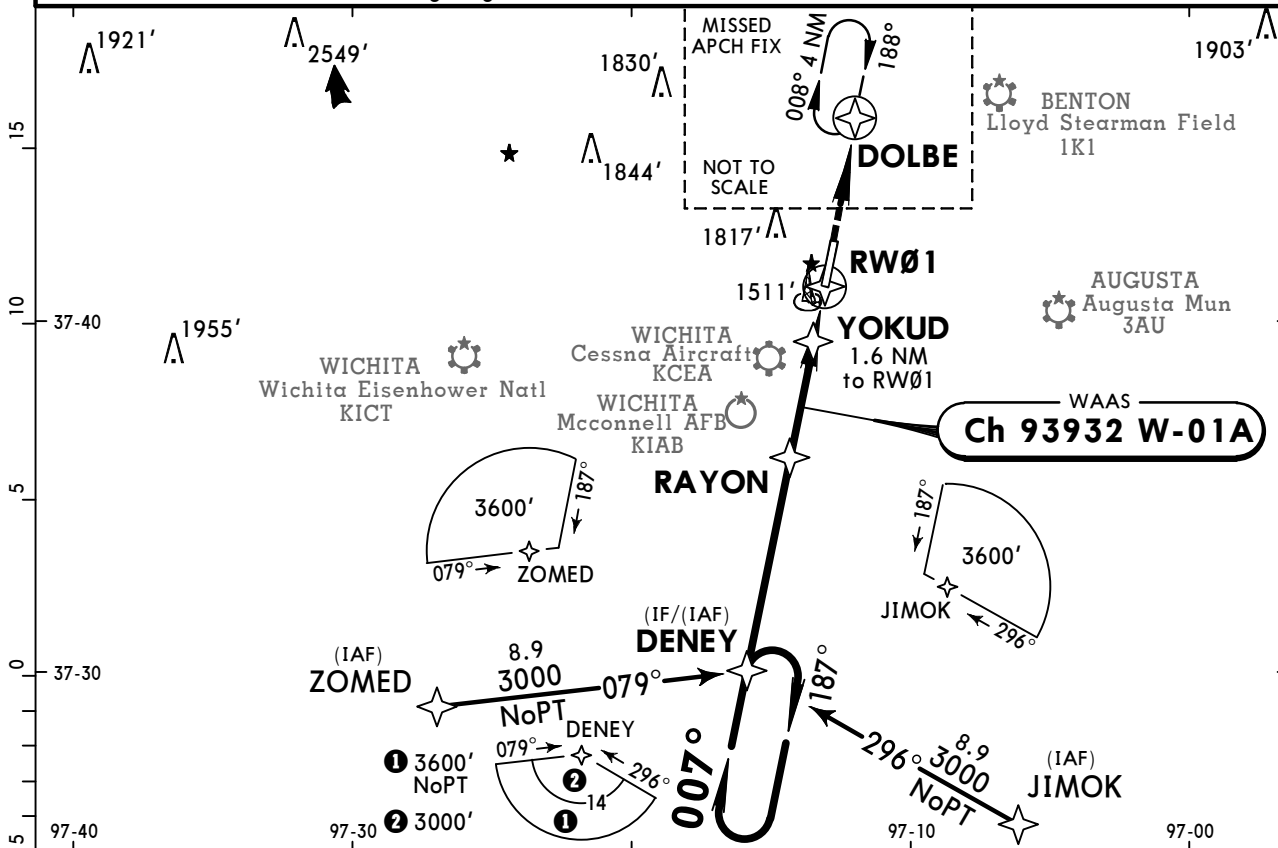
	TAKE-OFF		FOR FILING AS ALTERNATE			
	All Rwys					
	Adequate Vis Ref	STD	A	B		
1 & 2 Eng	1/4	1	NA	NA		
3 & 4 Eng		1/2				
					C	
					D	

KBEC/BEK
BEECH FACTORY

JEPPESSEN
23 AUG 19 **(22-1)**

WICHITA, KAN
RNAV (GPS) Rwy 1

AWOS-3PT 119.45	WICHITA Approach (R) 134.8	*BEECH Tower 126.8	BEECH FACTORY Traffic CTAF 126.8 when Twr inop.	*Ground 121.7
WAAS Ch 93932 W-01A	Final Apch Crs 007°	Minimum Alt RAYON 3000' (1613')	LPV DA(H) (CONDITIONAL) 1637' (250')	Apt Elev 1409' TDZE 1387'
MISSED APCH: Climb to 3000' direct DOLBE and hold.				TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Use local altimeter setting on CTAF; if not received, use Wichita Mid-Continent altimeter setting. 2. Baro-VNAV not authorized when using Wichita Mid-Continent altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 126.8.				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D	DOLBE
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW01										

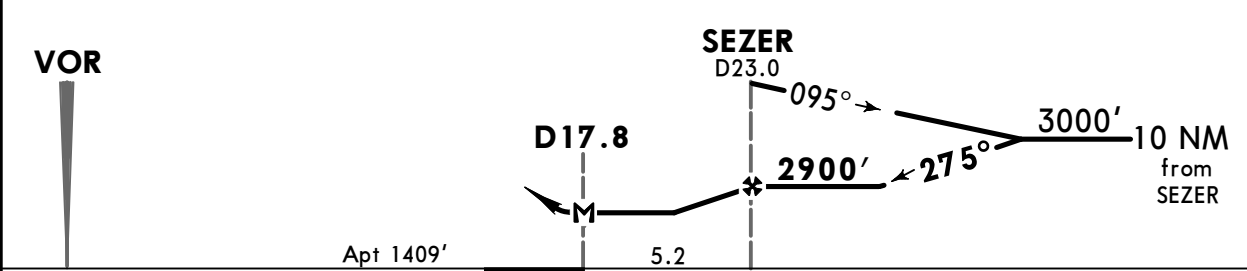
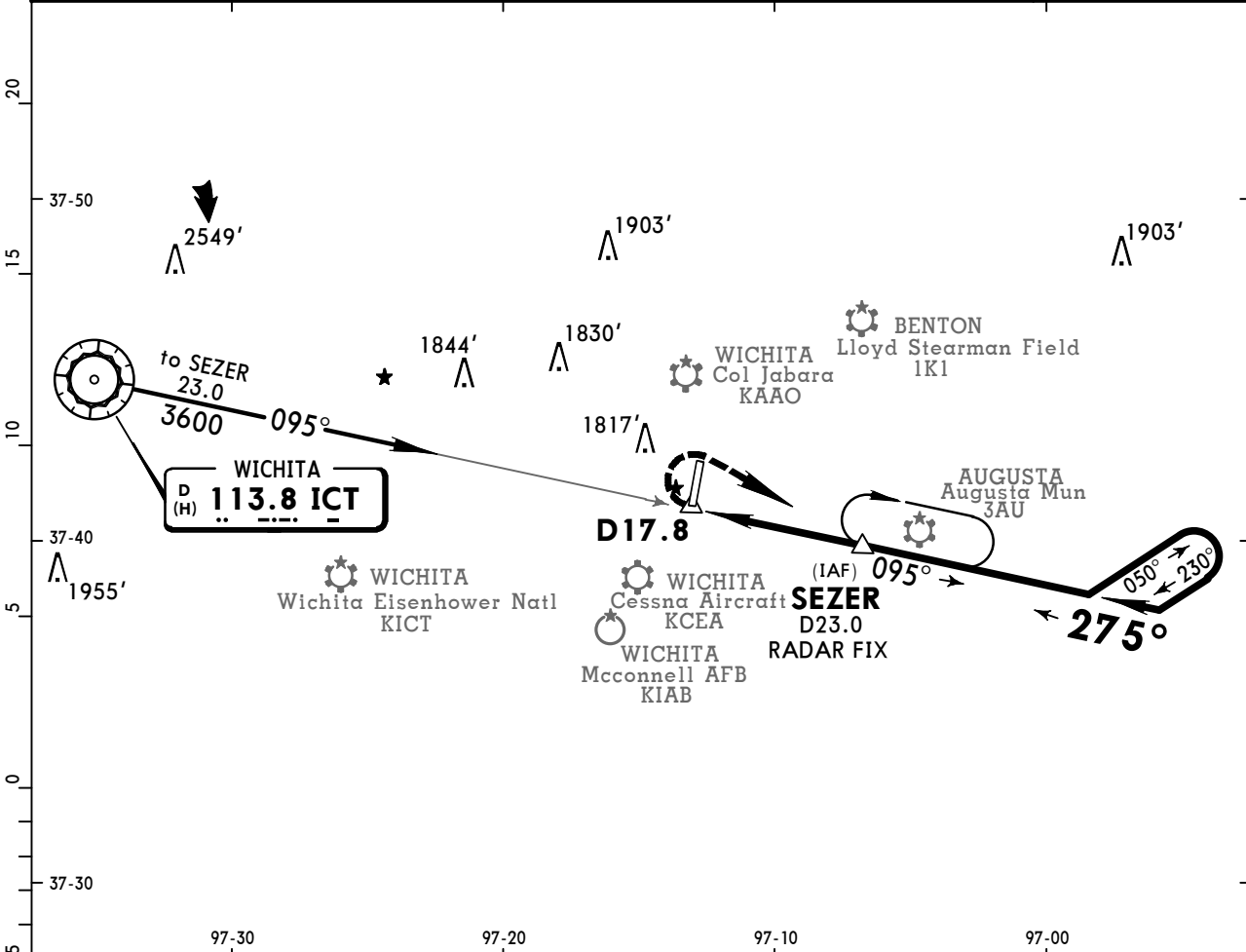
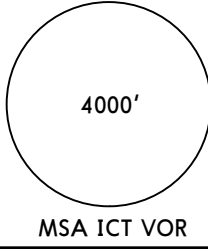
TERPS			STRAIGHT-IN LANDING RWY 1 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 1637' (250')	LNAV/VNAV DA(H) 1688' (301')	LNAV MDA(H) 1780' (393')			Max Kts	MDA(H)	
A			1			90	1820' (411') -1	
B	3/4	1				120	2120' (711') -1	
C			1 1/8			140	2120' (711') -2	
D						165	2120' (711') -2 1/4	
			With Wichita Mid-Continent Altimeter Setting			With Wichita Mid-Continen Altimeter Setting		
	LPV DA(H) 1673' (286')	LNAV/VNAV DA(H) 1724' (337')	LNAV MDA(H) 1820' (433')			Max Kts	MDA(H)	
A			1			90	1860' (451') -1	
B	7/8	1 1/8				120	2160' (751') -1	
C			1 3/8			140	2160' (751') -2 1/4	
D						165	2160' (751') -2 1/2	

KBEC/BEC BEECH FACTORY

JEPPESSEN
23 AUG 19 **(23-1)**

**WICHITA, KAN
VOR-B**

BRIEFING STRIP™	AWOS-3PT 119.45	WICHITA Approach (R) 134.8	*BEECH Tower 126.8	BEECH FACTORY Traffic CTAF 126.8 when Twr inop.	*Ground 121.7
	VOR ICT 113.8	Final Apch Crs 275°	Minimum Alt SEZER 2900' (1491')	MDA(H) Refer to Minimums	Apt Elev 1409'
	MISSED APCH: Climbing RIGHT turn to 3000' outbound on ICT VOR R-095 to SEZER D23.0/RADAR FIX and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. Use local altimeter setting on CTAF; if not received, use Wichita Mid-Continent altimeter setting. 3. Pilot controlled lighting 126.8.				



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	3000' RT on 113.8 SEZER
MAP at D17.8 or SEZER to MAP	5.2	4:27	3:28	3:07	2:36	2:14		

	Max Kts	CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Wichita Mid-Continent Altimeter Setting
A	90	1840' (431') -1	1880' (471') -1
B	120	2120' (711') -1	2160' (751') -1
C	140	2120' (711') -2	2160' (751') -2 1/4
D	165	2120' (711') -2 1/4	2160' (751') -2 1/2

TERPS AMEND 4 25 JUL 2013

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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WICHITA, KS (BEECH FACTORY - KBEC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBEC

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.