

## FAA Analysis & Thoughts

“The VOR-A to Baxter County Airport (KBPK) would overlap the traffic pattern of the proposed airport. There must be at least 500' separation between pattern altitude and the altitude associated with the affected portion of the adjacent instrument approach procedure. The altitude associated with the instrument approach is less than 650' AGL at this point. Therefore, as long as the VOR-A approach remains, an airport in this location will be objectionable.” ---- Taken from a Notice of Airport Airspace Analysis Determination Establish Private Use Airport: Objectionable. December 31, 2015.

Here are a few of our thoughts on this objection by the FAA:

- All approaches to 76AR should be at pattern altitude (1414 ft.) which is Class G airspace.
- VOR-A approaches are becoming obsolete and rarely used at KBPK. If they are used, it's most commonly used for instructional purposes in VFR conditions.
- The first FAA list (736 nationally) of underutilized VOR approach procedures in Arkansas to be removed (9) in 2016 include: Boone County, Drake Field, Rogers Field, Bentonville Field, Lake Village, Thompson-Robbins, Griderfield, Stuttgart, Goodwin Field Why was KBPK left off the elimination list? There's no published justification for its continuance.
- Since 76AR is a VFR, Day Use only airport and pilots entering into VFR conditions while on a VOR-A approach to KBPK, must still follow “see & avoid” procedures.

**Therefore we find the FAA objection, although technically accurate, without practical merit. However, if you have flown the KBPK VOR-A approach procedure in IMC recently or have plans for such, please let us know.**

**Please email us at [stevebetsy@gmail.com](mailto:stevebetsy@gmail.com) and indicate that you've read and understand this information & advice for pilots if you plan to land at 76AR....thanks!**