

## A PLETHORA OF ALPHABET SOUP, OR ACRONYMS TO LIVE BY!

When it comes to Mid-Air Collision Avoidance (MACA) you can't have too many acronyms. Flyers in general and Military flyers specifically live in a world of acronyms and truncated communications, most of which if not all are designed and dedicated to actually make the flying environment ultimately safer and survivable. Whether it be paying particular attention to the NOTAMs, AC's and SOPs for your AOR; or you are operating from an AAF, NAS/MCAS, an AFB or just a local airport; you check your local WX shop for SIGMETs, AIRMETs, ATIS or just AWOS if that's all you have, before filing your AFP; ever mindful that you might have to at some point amend your clearance with EFAS, an enroute FSS or Center. You pay particular attention to the enroute MOAs, MTRs and especially TFRs, if any. What it all boils down to is: you can eventually plan and plan and plan; but if your SA isn't up to speed, it can and will be a huge SNAFU! To say nothing of a REALLY short trip. You can have the best TCAS in the world but if you don't pay attention to it, if your head isn't on a swivel and you aren't absolutely fully engaged in scanning with your primary warning system, i.e. the ol' MK I eyeballs; despite all that planning and all those acronyms it will be all for naught. Complacency can and does KILL! CFIT can and does KILL! Mid-Air Collisions can and do KILL! Don't become a statistic or a sterling example of what NOT to do! Don't become the subject of everyone else's annual refresher!

## Just How Lucky do You Feel?

MPH →	600	300	
10 MILES	80 sec	100 sec	—
5 MILES	30 sec	50 sec	—
3 MILES	18 sec	30 sec	—
2 MILES	12 sec	20 sec	—
1 MILE	8 sec	10 sec	—
1/2 MILE	3 sec	5 sec	—



**IF IN THIS AREA... RELAX!  
WHY DIE ALL TENSED UP?**

To quickly detect traffic and consider relative closure speed and time, you should use the apparent size of the aircraft at various distances. This brochure can be used as a reference in the cockpit to assist pilots learning target size, distance and time. NOTE: Actual appearance and visibility of real aircraft will vary with color, weather, direction of travel, type of aircraft and other factors.

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♦ Occupants of most aircraft involved in a Mid-Air were on a pleasure flight with no flight plan filed. ♦ The majority of Mid-Airs were the result of faster aircraft overtaking and hitting slower aircraft. ♦ **No pilot** is immune. ♦ Experience levels in a recent NTSB study ranged from the initial solo to the 15,000 hour veteran. ♦ Flight instructors were onboard of aircraft in 37% of reported Mid-Air Collisions.

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## MID-AIR COLLISION AVOIDANCE (MACA)



→ **SEE & AVOID** →

(SCAN BELOW FOR LINK TO:  
[www.seeandavoid.org](http://www.seeandavoid.org))



