

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.

U.S. AIR FORCE

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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.

U.S. AIR FORCE

MID-AIR COLLISION AVOIDANCE (MACA)



→ **SEE & AVOID** →

(SCAN BELOW FOR LINK TO:
www.seeandavoid.org)



MID-AIR COLLISION AVOIDANCE (MACA)

→SEE & AVOID→SEE & AVOID→

During a three year study of Mid-Air Collisions involving civilian aircraft, the National Transportation Safety Board (NTSB) determined these Mid-Air Collision Facts:

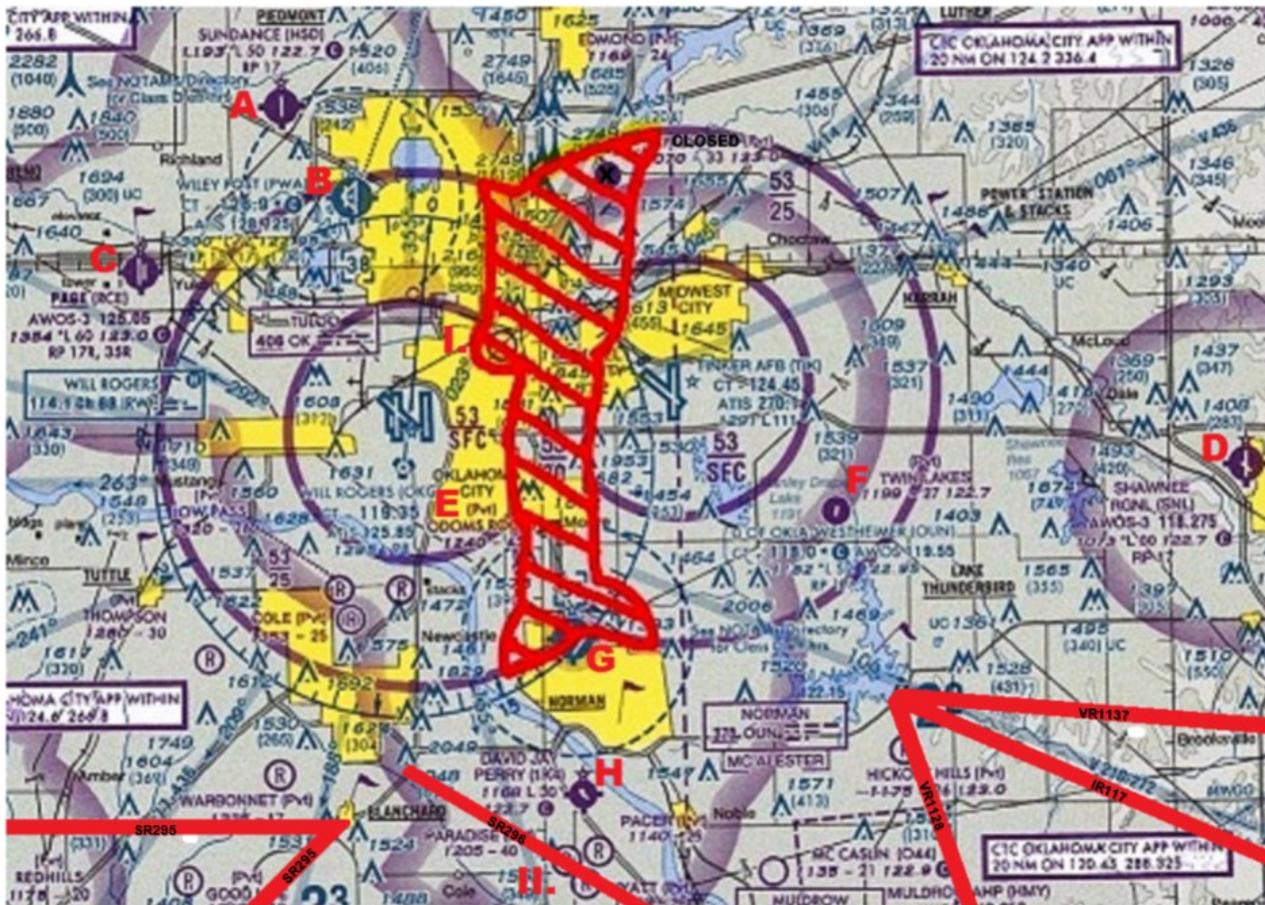
1. Most mid-air occur at or near airdromes in clear weather and during daylight hours.
2. The majority of mid-air and near mid-air occur near airdromes during day VFR weather and usually below 8000' AGL (Primarily below 2500' AGL).
3. All the airdromes listed herein are within 40NM of Tinker AFB.

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| A. | Sundance Airport (KHSD) Privately Owned/UC |
| B. | Wiley Post Airport (KWPA) City Owned/CT/7A-10P |
| C. | Clarence E. Page Municipal Airport (KRCE) City Owned/UC |
| D. | Shawnee Regional Airport (KSNL) City Owned/UC |
| E. | Odom's Roost Airport (760K) Privately Owned/UC |
| F. | Twin Lakes Airport (20K2) Private Community Owned/UC |
| G. | University of Oklahoma - Max Westheimer Airport (KOUN) State Owned/CT/8A-10P |
| H. | David Jay Perry Airport (K1K4) City Owned/UC |

Additionally, there is of course: Will Rogers World Airport (KOKC). These local area airports and airfields generate over 500,000 flights annually, half of which are general aviation (GA). Fully one third of these flights are uncontrolled VFR traffic. Warranting honorable mention are two additional areas of possible concern:

- I. (Formerly) Downtown Airport - Oklahoma City Police Helicopter Operations only/UC
- II. (Seasonal) Paradise Jump Zone/Private Owned/UC

(UC = Uncontrolled; CT = Control Tower/From-To Time)



4. VFR pilots often fly along highways and interstates. Most of them try to fly under the outer circle/edge of Class C airspace, at or below 2500' MSL. There are two major (East/West) interstates at each end of KTIK's RWY 18/36 (I-40 to the north, and I-240 to the south); additionally, there is one major interstate (I-44) that runs parallel to RWY 17L/35R at Will Rogers World Airport (KOKC) and is just west of an established VFR Corridor between the two airdromes. I-35, which also runs (North/South) between both airdromes is however, directly under the VFR Corridor between KOKC's and KTIK's overlapping airspace.
5. The highest manmade obstructions are: There are a large array of local TV antennas 12.5NM, NW of the departure end of KTIK's RWY 36. The highest of these towers is 2749' MSL/1602' AGL.
6. Pay particular attention to active Military Low Altitude Training Routes: VR1137; IR117; VR1128; SR295 AND SR296. **SEE AND AVOID** - - Large and Small fast moving aircraft, 1000' AGL-4000' MSL and below; up to 6NM either side of the designated route.

→SEE & AVOID→