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!
MID-AIR COLLISION AVOIDANCE (MACA)

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

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/Privately 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 airfields. I-35, which also runs (North/South) between both airfields 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.