Reporting Responsibility:

It is the responsibility of the pilot and/or flight crew to determine whether a NMAC actually occurred and, if so, to initiate a NMAC report. Be specific, as ATC will not interpret a casual remark to mean that a NMAC is being reported. The pilot should state, "I wish to report a near mid-air collision." State your call sign, time and place, altitude or flight level, and a description of the other aircraft. Report incidents as soon as possible to the nearest FAA ATC facility or Flight Service Station. Air Force personnel report details on AF Form 651 (HATR) within 24 hours to the nearest Air Force Base safety office.

Did you know:

According to a recent National Safety Transportation Board (NTSB) study:

***Most mid-air collisions occur in VFR during weekend daylight hours.**

***Accidents occurred at or near uncontrolled airports at altitudes below 1,000 feet.**

***Pilot experience was not a determining factor, mid-air collisions ranged from first solo ride pilots to 20,000 hour veterans.**

*** In 37% of the accidents, a flight instructor was onboard the aircraft.**

GRAND FORKS AFB INFORMATION

(NOT FOR FLIGHT PLANNING)

- **RUNWAY 17/35**: 12350 X 150 feet
- **ELEVATION**: 911 feet MSL

- **AIRFIELD LIGHTING**:
  Rotating Beacon (1 Green, 2 White)

- **RUNWAY LIGHTING**:
  Precision Approach Path Indicator (PAPI), SFL, Approach, Runway

- **NAVAIDS**:
  Runway 17—ILS, TACAN
  Runway 35—ILS, TACAN

- **FREQUENCIES**:
  TOWER – 124.9 349.0
  ATIS – 274.645

- **TRAFFIC PATTERN**:
  VFR Overhead Pattern 2500' Rectangular 2000'
  Light Aircraft / Helicopter Rectangular 1500'

- **CONTACT INFORMATION**:
  Airfield Manager: 701-747-4360
  Tower: 701-747-3830
  Radar: 701-747-3345
  Flight Safety: 701-747-4114

WEBSITE: http://www.grandforks.af.mil/library/maca.asp

319TH ABW/SE

MID-AIR COLLISION AVOIDANCE (MACA) PAMPHLET

319TH AIR BASE WING
GRAND FORKS AFB, ND

NEAR MID-AIR COLLISION REPORTING

Purpose and Data Collection: The Near Mid-Air Collision (NMAC) Reporting Program provides information for use in enhancing the safety and efficiency of the National Aerospace System. The data from these reports is investigated, compiled and analyzed by the FAA or military safety office. Recommendations are then made to specific programs.

Definition: NMAC is defined as: "an incident associated with the operation of an aircraft in which the possibility of collision occurs as a result of proximity of less than 500 feet of another aircraft, or a report is received from a pilot or a flight crew member stating that a collision hazard existed between two or more aircraft. Additionally, if an aircrew is forced to execute abrupt evasive action to avoid a collision or would have taken evasive action if circumstances allowed it is classified as a NMAC.

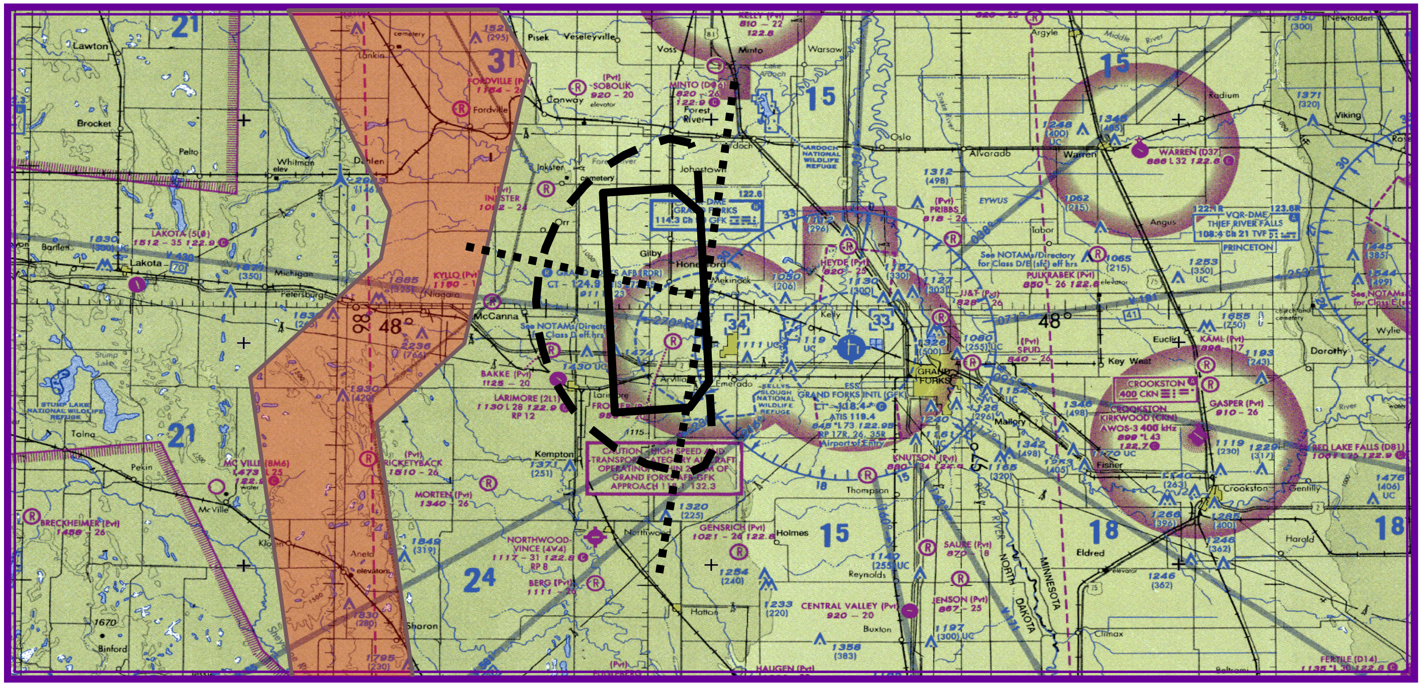
LEGEND:

Radar Pattern

TACAN A Arrival

VFR Arrival

IR-678



MILITARY AIRCRAFT OPERATING IN GRAND FORKS

Grand Forks Approach Frequency: 118.1

The 319th Operations Support Squadron Air Traffic Control facilities provide 24/7 ATC services to the 319th Air Base Wing, the University of North Dakota (UND) flight training program, and other transient and local traffic.

Over one-third of all NMACs occur when an aircraft is flying an instrument approach under IFR control in good weather, and comes within close proximity to an aircraft flying VFR.

RQ-4 GLOBAL HAWK

Maximum Speed: 497 MPH
Cruise Speed: 404 MPH
Gross weight: 22,900 lbs
Wingspan: 130 ft 10 in
Length: 47 ft 7in
Height: 15 ft 2 in
Color: Grey/White

MQ-9 PREDATOR B

Maximum Speed: 262 MPH
Cruise Speed: 184 MPH
Gross weight: 4,900 lbs
Wingspan: 66 ft
Length: 36 ft
Height: 11 ft 8 in
Color: Grey

MQ-1 PREDATOR A

Maximum Speed: 120 MPH
Cruise Speed: 80 MPH
Gross weight: 2,250 lbs
Wingspan: 55 ft
Length: 27 ft
Height: 6 ft 9 in
Color: Light Grey