

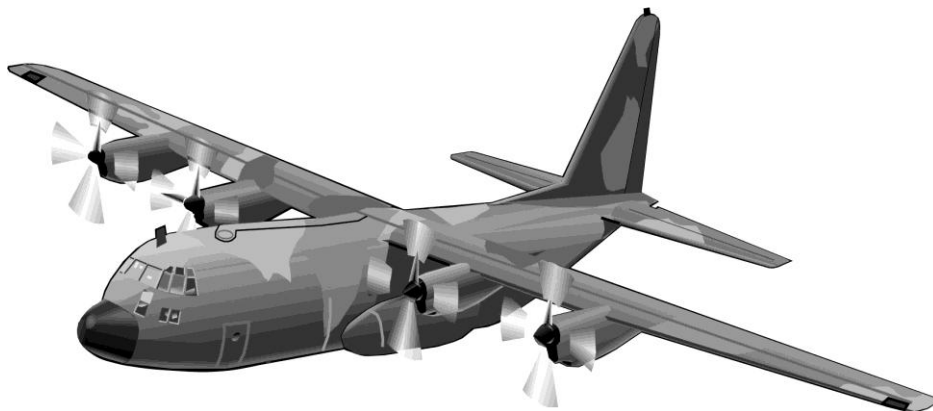


BRAGG-POPE



Pope Field, NC

MID-AIR COLLISION AVOIDANCE



November 2011

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The potential for midair and near midair collisions has increased significantly throughout the United States in recent years and will continue to increase. To survive in combat, the Air Force stresses “knowing the threat.” By helping you understand military flight operations in the area, we hope to help you minimize the potential for midair and near midair collisions near Pope Field, Ft. Bragg and Fayetteville, NC.

This pamphlet provides useful information about the types of aircraft stationed at or transiting Pope Field, as well as diagrams of military flying areas, high traffic areas and special use airspace near Pope Field and Ft. Bragg. **It is not suitable for navigation and does not replace FAA approved navigational charts.**

The Pope Safety Center publishes this MACA pamphlet. If you have any questions about the information in this pamphlet, please call us.



Pope Safety Center: (910) 394-8383/ 8389
Airspace Manager: (910) 394-7650

POPE FIELD - HISTORY, MISSION, AIRCRAFT

Established on March 27, 1919 by the War Department, Pope Field is one of the oldest military installations in the United States. Pope currently is home to two squadrons of C-130 Hercules aircraft operating under the 440th Airlift Wing. The C-130 is recognized as the workhorse of the Air Force airlift fleet, capable of delivering troops, supplies and equipment directly to the battlefield in all weather conditions.

Multiple US Air Force and Army units regularly operate from Pope Field in support of the 18th Airborne Corps and other Fort Bragg units. Additionally, many humanitarian relief and peacekeeping missions throughout the world originate from Pope Field. Other aircraft that routinely fly at Pope Field and the surrounding area are the C-5 Galaxy, C-17 Globemaster III, numerous helicopters and light, fixed-wing aircraft, unmanned aerospace systems (UASs), and commercial airliners of all sizes.

Aircraft operate near Pope Field and Fort Bragg at very low altitudes. Aircrews training for combat and normal training missions fly from surface to 5,000 feet MSL. Sensitive areas such as towns, farms and congested areas are avoided whenever possible to minimize disturbance to the public. Aircraft occasionally perform airdrops from much higher altitudes (20,000 feet or higher).

SPECIAL USE AIRSPACE:

Military Training Routes: Routes used by the military for the purpose of conducting low altitude navigation and tactical training below 10,000 feet MSL at airspeeds in excess of 250 knots IAS. There are two primary types of routes, one for VFR operations (VR) and one for IFR operations (IR). Sectional charts depict flight direction of VR and IR routes. Information concerning MTR route status is retrievable from the nearest Flight Service Station. Local C-130 training routes are not depicted on sectional or enroute charts.

Restricted Area: Restricted areas designate airspace considered hazardous to nonparticipating aircraft. Enroute and Sectional Charts depict Restricted Areas. Information concerning altitude and times of operation are also on the Chart.

- R-5311 - Located west-northwest of Fayetteville NC and immediately west of Pope Field. The military uses it as an artillery impact area, as well as for aircraft gunnery, bombing, strafing, and airdrop training from various altitudes and as a maneuvering area by helicopters.

Military Operations Area: Airspace established outside Class A airspace to separate/segregate certain military activities from IFR traffic and to identify dangerous airspace for VFR traffic. Enroute and Sectional Charts depict Military Operations Areas. Information concerning altitude and times of operation are also on the Chart.

- **FORT BRAGG NORTH & FORT BRAGG SOUTH MOAs:** North and South of R-5311. Fayetteville ATC is the controlling agency.
- **ECHO MOA:** East of Fayetteville & Pope Field. Seymour- Johnson Approach controls ECHO MOA.
- **GAMECOCK A MOA:** South of Fayetteville & east of Lumberton. Washington Center controls GAMECOCK A MOA.
- **GAMECOCK B/C/D MOA Complex:** South of Florence and west of Myrtle Beach SC. The MOA Complex is controlled by Myrtle Beach ATC below 10,000 feet and by Jacksonville Center above 10,000 feet.
- **GAMECOCK I MOA:** Located between Charlotte NC and Sumter SC. GAMECOCK I MOA is controlled by Shaw RAPCON.

Pope Field Local Flying Areas

- **Pope Field C-130 local flying area:** is bounded by an imaginary line beginning at SBV; to VXX; to SPA; to CRE; to ILM; to EWN.
- **Low Altitude Tactical Navigation (LATN) Area:** This area is environmentally assessed for C-130 operations at 300' AGL and C-17 and C-5 operations at 500' AGL. Its boundary is listed below.

Table 3.1. LATN Area Boundaries.

From	To
N34-00 W80-00	N34-00 W78-30
N34-00 W78-30	N34-30 W78-00
N34-30 W78-00	N35-00 W78-00
N35-00 W78-00	N35-40 W78-30
N35-40 W78-30	N35-46 W79-00
N35-46 W79-00	N36-01 W79-22
N36-01 W79-22	N35-45 W80-14
N35-45 W80-14	N35-25 W80-13
N35-25 W80-13	N35-10 W80-00

Information on the following pages is excerpted from FAA Accident Prevention Program pamphlets, FAA advisory circulars and AOPA Air Safety Foundation pamphlets. They are excellent sources of information on ways to avoid a mid-air collision.

AOPA Air Safety Foundation
421 Aviation Way
Frederick, MD 20814
1-800-638-3101
<http://www.aopa.org/asf/>

Also, for further information dealing with collision avoidance, contact the FAA Accident Prevention Specialist at your FAA Flight Standards District Office (919) 840-5510.

STATISTICS:

Nearly all midair collisions;

- Occur in **VFR conditions**
- Occur **during daylight hours**.
- Occur **within five miles** of an airport on warm weekend afternoons.
- Occur in the **traffic pattern** and primarily **on final approach**.
- Are the result of a **faster aircraft overtaking** and hitting a slower aircraft.
 - In most cases, **at least one of the pilots involved could have seen the other** in time to avoid contact.

CAUSES OF MIDAIR COLLISIONS:

Pilot experience or inexperience, aircraft speed, increasing traffic, and air traffic control limitations can be factors in midair collisions, however, the most noted reason for midair collisions is **failure of the pilot to see and avoid the other aircraft**.

SEE AND AVOID CONCEPT:

The reason most often noted as the cause of mid-air collisions is failure of the see-and-be seen concept. In accordance with FAR Part 91, this concept requires vigilance by each person operating an aircraft, regardless of whether the operation is Instrument (IFR) or Visual (VFR) flight rules.

PRACTICE PROPER SCANNING:

There is no such thing as the perfect scan that is best for all pilots. Every pilot must develop a scan that is best for him/her however; there are certain parameters that apply to everyone. Learn how to scan properly; first by knowing where to look and then by concentrating on the most critical areas. In normal flight, scan an area 60 degrees to the left and right of your center visual area and 10 degrees up and down from your flight altitude. This will allow you to spot any aircraft that is at an altitude that might prove hazardous to your own flight path, whether co-altitude, below and climbing, or above and descending.

MACA TIPS:

The Pope Field area has a higher than normal potential for midair collision but no matter where you fly, here are some ideas that you can use to help reduce the midair collision hazard:

- **When you see a military aircraft look for more! They usually fly in flights of two or more and may be up to a mile apart in a non-standard formation.**
- **Preplan your flight** to become aware of areas of concentrated aircraft activity (airports, MOAs, TCAs, etc.). When possible, plan the flight to avoid these areas.
- **Fly IFR or use VFR advisories.** This will provide two benefits. Making other aircraft aware of where you are (through air traffic control advisories). Allowing the controllers to tell you where conflicting traffic is. Controllers cannot keep track of all traffic and they are only responsible for separating IFR flights. Maintain a see-and-avoid attitude.
- **82 percent of near midair collisions occur at 7500 feet and below;** plan to fly above this altitude during the cruise portion of your trip.
- Make your transponder work for you and have it on when you are flying. Even if you are not talking to a RADAR facility, it helps them see you and issue traffic for other aircraft. Other aircraft with Traffic Collision Avoidance System (TCAS) can also see you if your transponder is on.
- Consider using landing or taxi lights when you are flying at lower altitudes (even during daylight conditions). They make you more visible to other aircraft.

WAKE TURBULENCE:

Flying into another aircraft's wake turbulence does not fall under the Midair Collision category, but it can be just as deadly, especially when encountered close to the ground. You may be able to see and avoid large aircraft but you certainly cannot see their wake turbulence. Wake turbulence can be severe enough to cause loss of aircraft control and structural failure. When flying near large aircraft, pilots should exercise extreme caution and ensure 6 - 10 minutes of separation, depending on the type of aircraft. If the aircraft in front of you is larger than your aircraft, make sure you have adequate separation to allow the wingtip vortices to dissipate.

CLASS C AIRSPACE AND AIR TRAFFIC CONTROL:

Airspace surrounding Pope/Simmons/Fayetteville is Class C airspace, and entry into or through Class C airspace requires radio contact and two-way communications with the controlling agency. Separation is provided between IFR & VFR aircraft, and traffic advisories and safety alerts are issued.

Fayetteville Approach Control provides Radar Approach Control service for Pope Field, Simmons Army Airfield, Fayetteville Regional Airport and numerous other smaller airfields within their area of responsibility. Fayetteville Airspace is from the surface to 10,000 and the boundary is depicted on the accompanying diagram.

Whether you are an overflight, or landing at a local airport, Fayetteville can provide traffic information and advisories for military and civilian aircraft, the status of special use airspace and military training routes, and transfer you to the appropriate tower or enroute facility when you are no longer a factor to surrounding traffic. Additionally, information about your flight will be issued to other aircraft.

Knowing where other aircraft are is a major factor in avoiding them. Fayetteville can help!

POPE FIELD LOCAL AREA:

Diagram 1: Local Flying Area

Diagram 2: Local Flying Area

Diagram 3: Local Departure Routes

Airlift/Airdrop aircraft will depart Pope Field and remain within the outer airways boundaries between 300 ft AGL and 5000 ft MSL. They will maneuver via pre-planned routes to drop zones in or near R-5311. C-130 and larger aircraft may fly outside the airways boundary at times.

Diagram 4: Local Arrival Routes

Arrivals will normally proceed to Pope Field via the routes indicated and will be under the control of Fayetteville Approach Control within 25 NM of the airfield. Outside of 25 NM VFR aircraft will normally be between 2500 ft AGL and 5000 MSL. IFR aircraft will be at an altitude assigned by ATC.

Diagram 5: Fayetteville Approach Control Airspace

Diagram 6: Pope Field Local Traffic Pattern

NOTE: All mission aircraft will normally be under the control of, or provided radar monitoring, by Fayetteville Approach Control.

Pope Field Local Flying Area

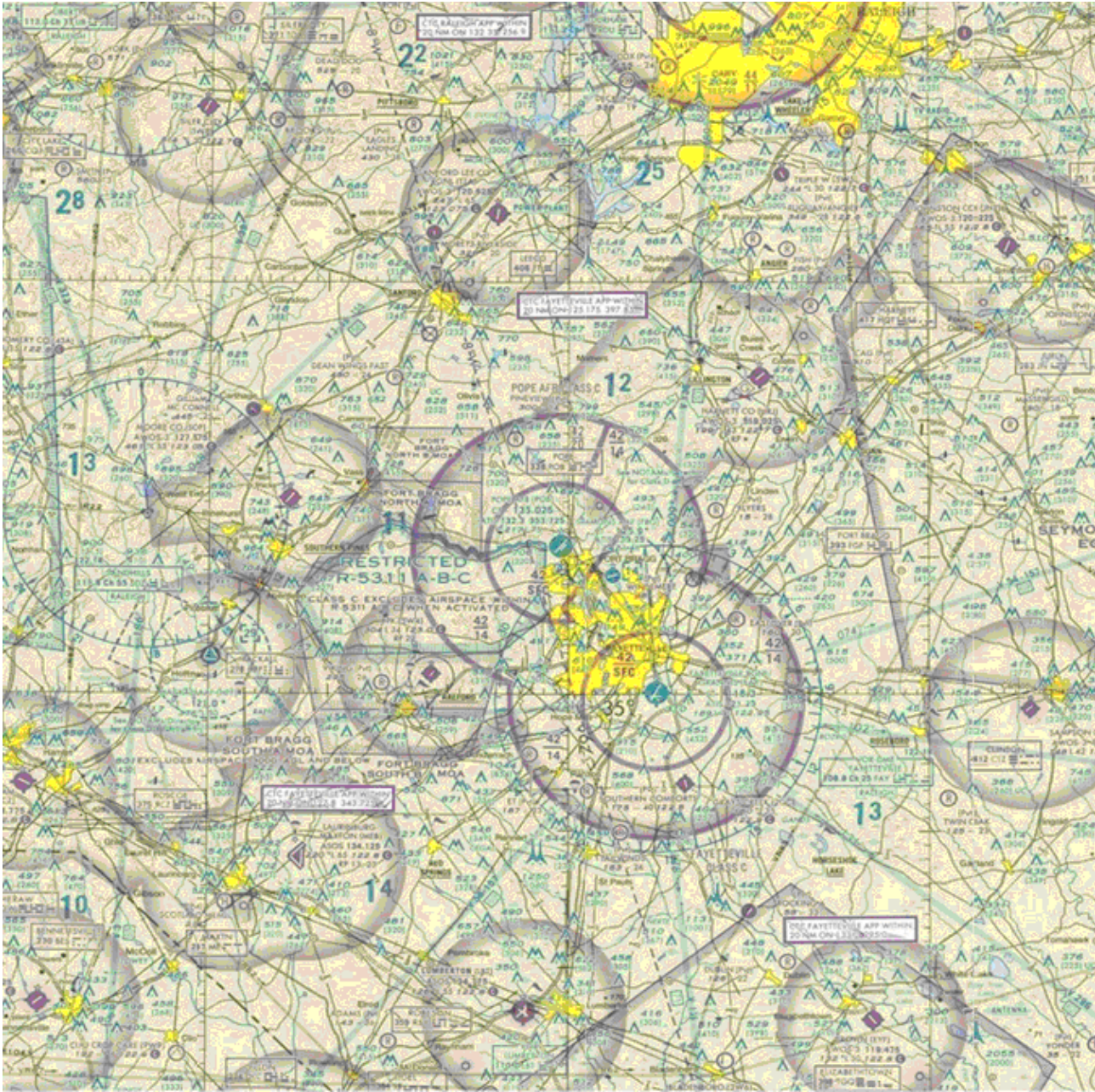


Diagram 1.

Pope Field Local Flying Area

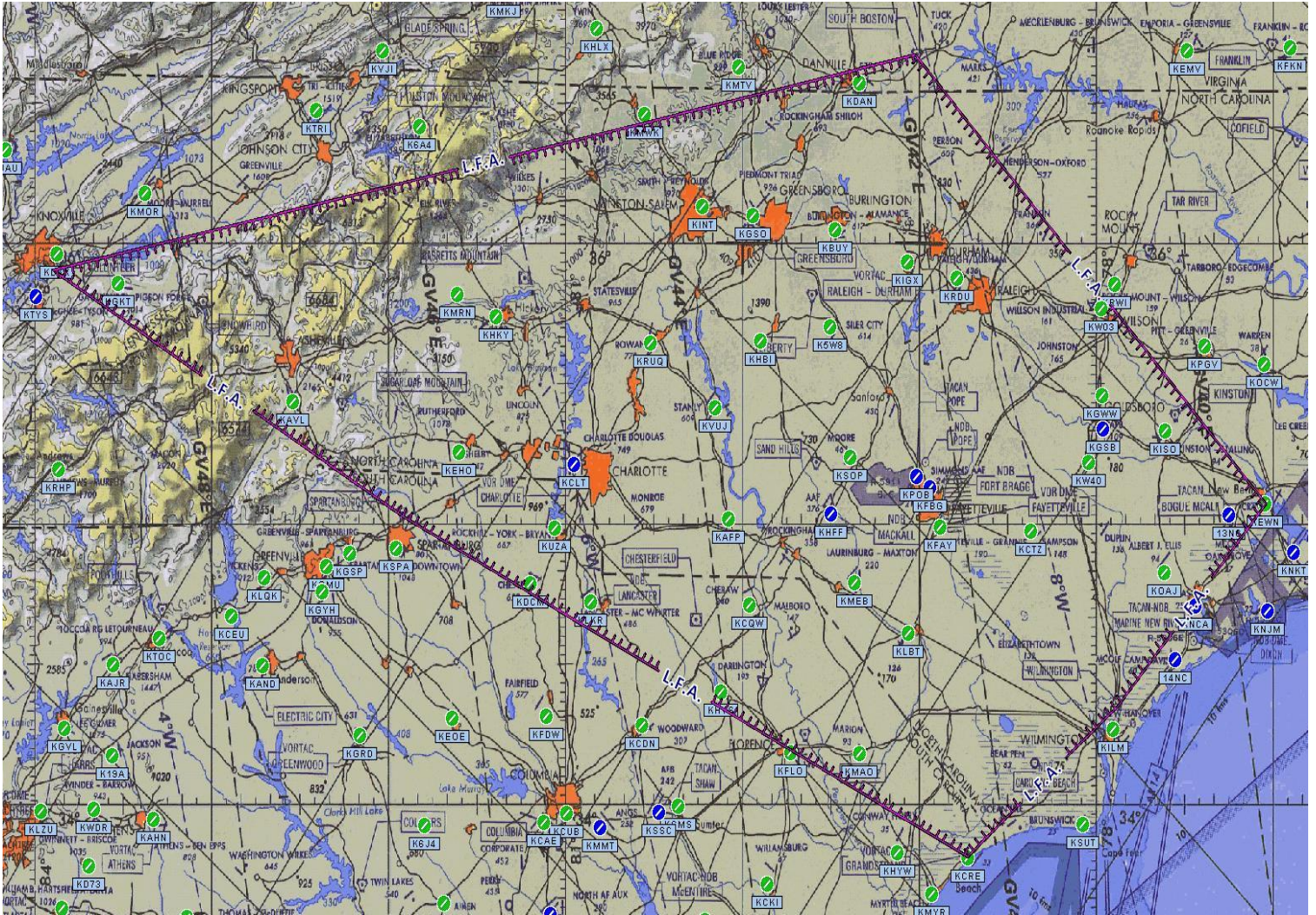


Diagram 2.

Local Arrival Routes

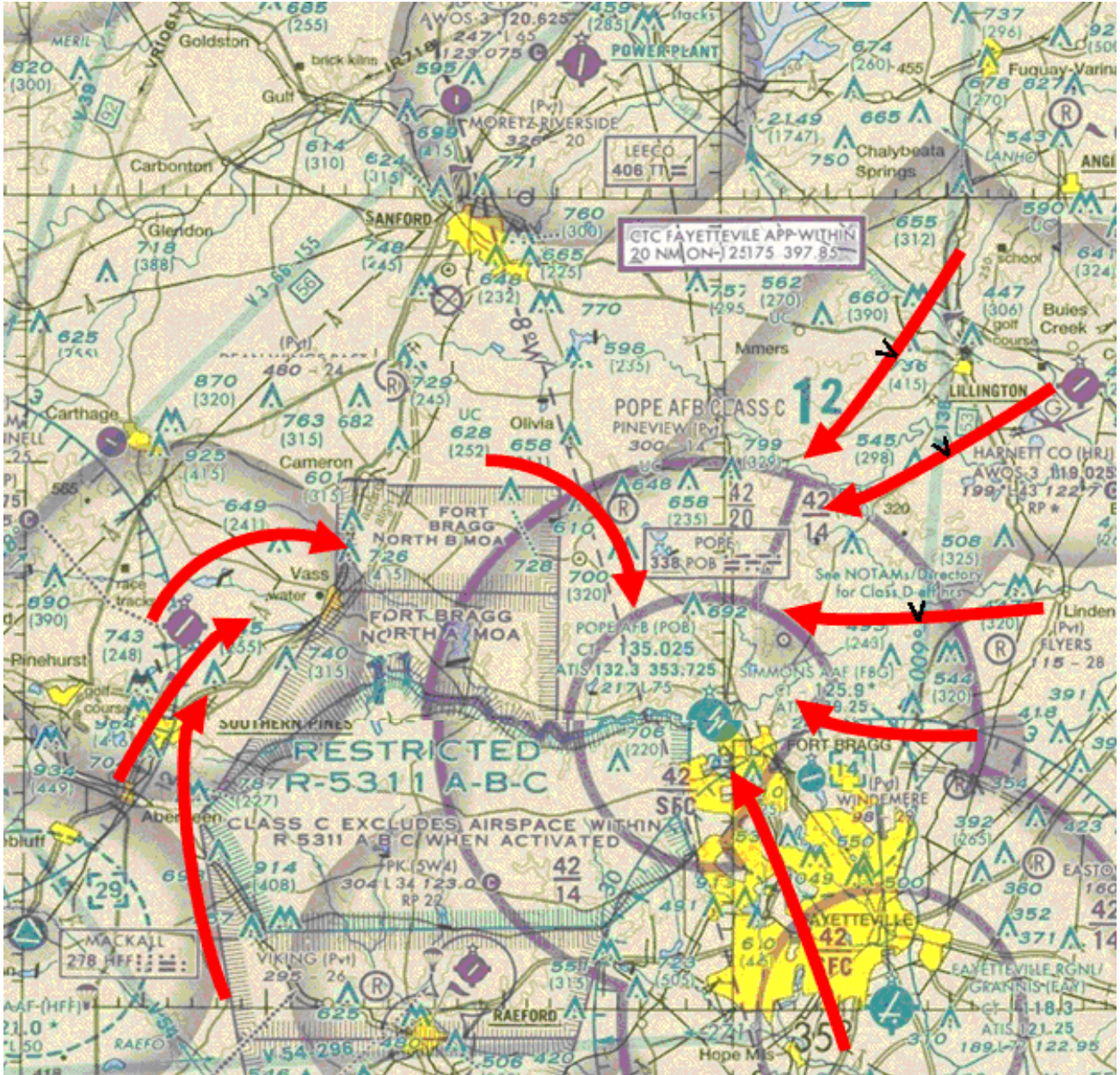


Diagram 4.

FAYETTEVILLE APPROACH CONTROL AIRSPACE
10,000 MSL AND BELOW

FREQUENCIES: North - 119.55 South - 133.0

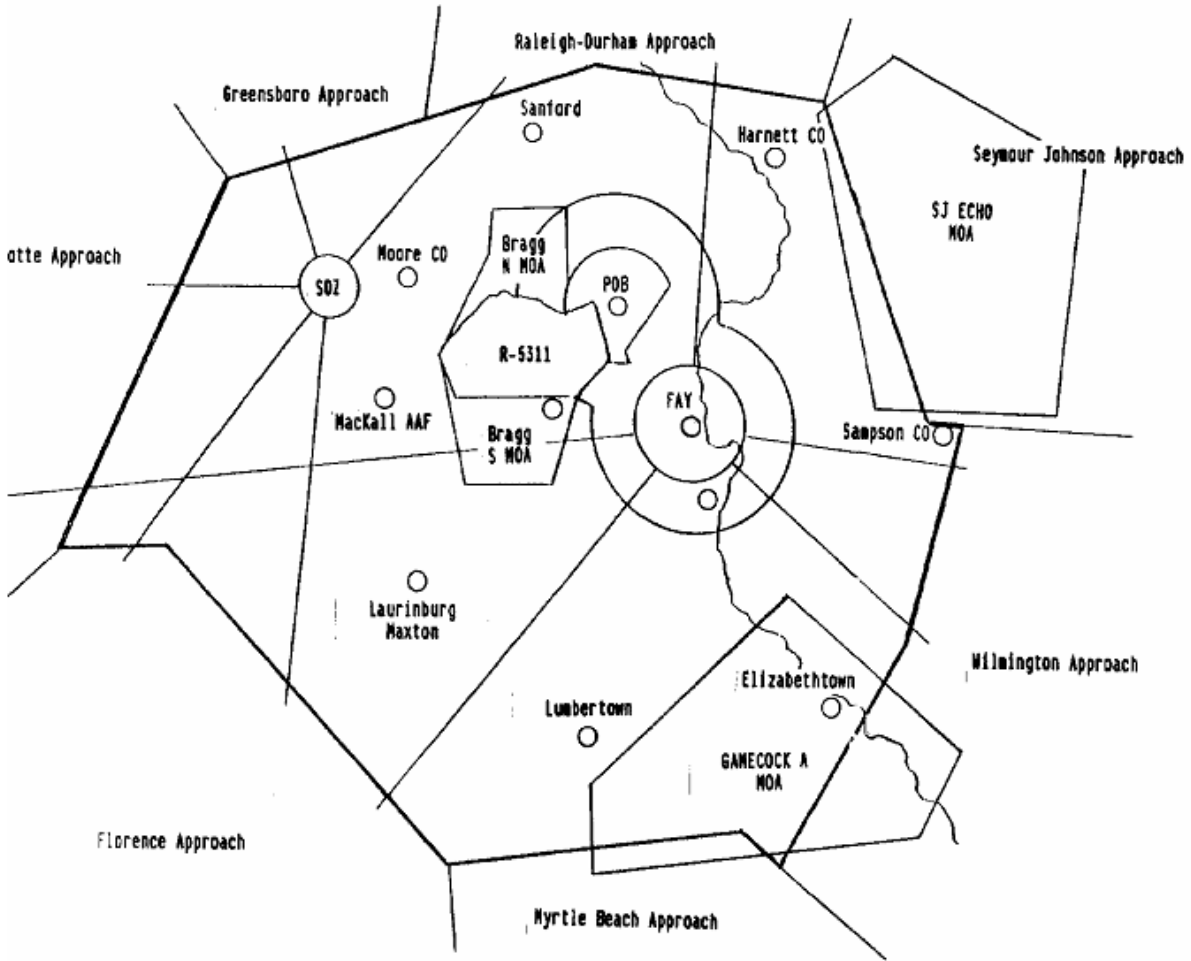


Diagram 5.

Pope Field Local Traffic Pattern

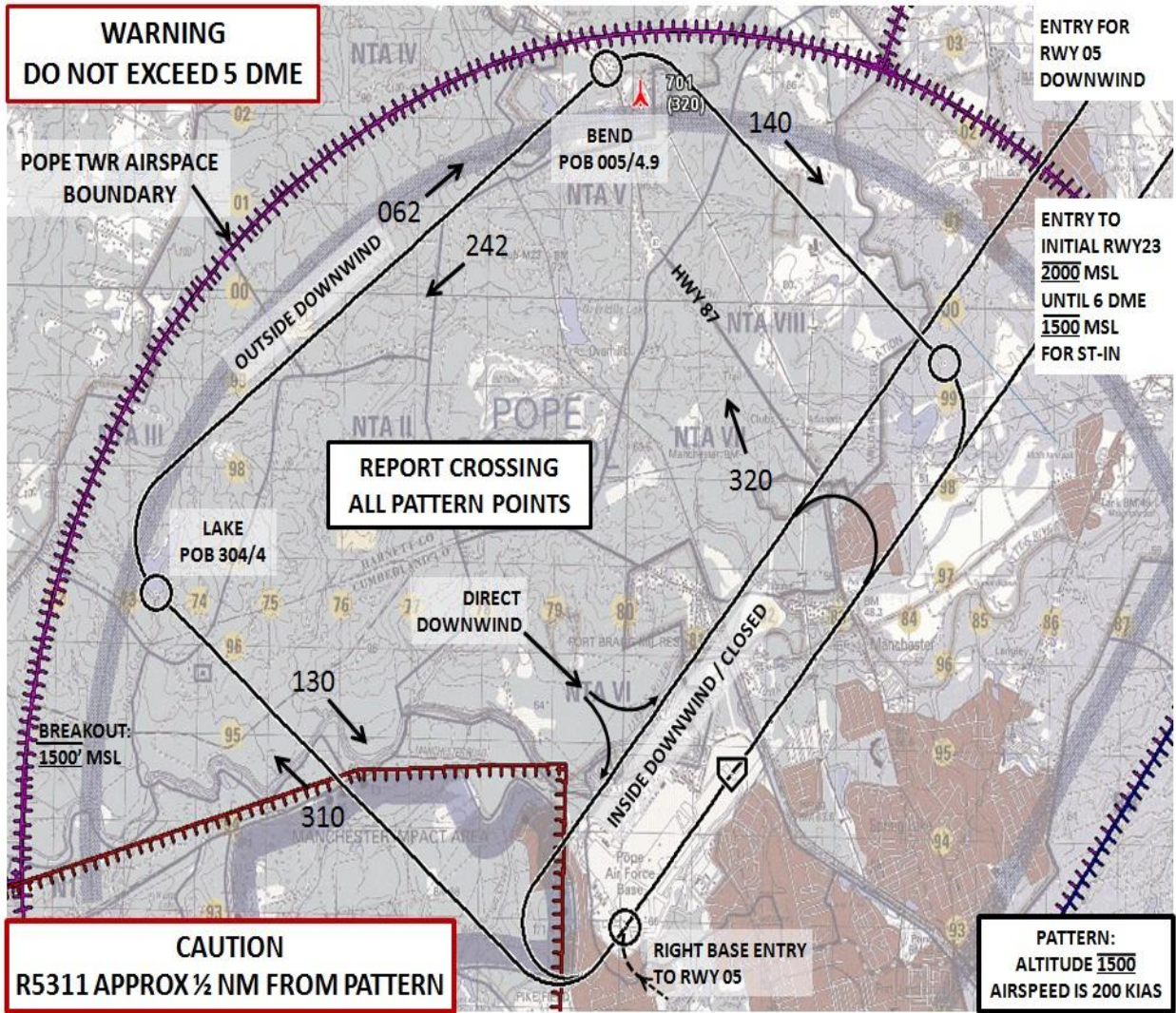


Diagram 6.

C-130 HERCULES



SPEEDS

Departure: 200 KIAS

Local Area: 200 KIAS

Low Alt: 220 KIAS

DIMENSIONS

Length: 100 Feet

Wingspan: 133 Feet

Height: 39 Feet

C-17 GLOBEMASTER III



SPEEDS

Departure: 200 KIAS

Local Area: 250 KIAS

Low Alt: 250 – 300 KIAS

DIMENSIONS

Length: 174 Feet

Wingspan: 170 Feet

Height: 55 Feet

C-5 GALAXY



SPEEDS

Departure: 200 KIAS

Local Area: 250 KIAS

DIMENSIONS

Length: 248 Feet

Wingspan: 223 Feet

Height: 65 Feet

RQ-7 Shadow



RQ-7 Shadow/AAI/Army

Weight	Length	Wingspan	Ceiling	Radius	Endurance
327 lbs	11.2 ft	12.8 ft	15,000 ft	68 nm	4 hrs
Payload Weight: 50 lbs					

Frequently Seen Transient Aircraft



RQ-11 Raven



KC-135 Stratotanker



KC-10 Extender



C-21 Lear Jet



F/A-18 Hornet



UH-60 Blackhawk