



MIDAIR COLLISION AVOIDANCE



TRAVIS AFB CA

March 2011

Contact Information

60th Air Mobility Wing

Flight Safety Office (707) 424-1115

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Airfield Management (707) 424-0028

Tower Chief (707) 424-3229

Airfield Operations Flight Commander (707) 424-0144

FAA Sacramento Flight Standards District Office

http://www.faa.gov/about/office_org/field_offices/fsdo/sac/

7:30am to 4:00pm (Monday-Friday) / visit by appointment only

1102 Corporate Way, Suite 200

Sacramento, CA 95831

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 60TH AIR MOBILITY WING (AMC)

30 MAR 2011

MEMORANDUM FOR ALL PILOTS

FROM: 60 AMW/CC

SUBJECT: Midair Collision Avoidance Program

1. The Midair Collision Avoidance Program (MACA) was developed in the interest of promoting flight safety. Its primary purpose is to inform pilots of the midair collision potential between military and civilian aircraft in the vicinity of Travis AFB. This pamphlet details the types of aircraft stationed at Travis, contains a brief synopsis of their characteristics, and depicts frequently utilized arrival and departure routes that should assist you in avoiding congested areas where increased potential for midair collisions exists.
2. Travis AFB is Air Mobility Command's largest and only wing to operate and maintain C-5, C-17 and KC-10 aircraft. In addition to these aircraft, Travis AFB is also home to Navy E-6 (Boeing 707 type) aircraft. As the west coast hub for Air Mobility Command, KC-135s, C-130s, and commercial 747s also frequently use the base. Occasionally, fighter type aircraft such as the F-15, F-16, F-18 and T-38 also fly in the Travis patterns.
3. Travis RADAR Approach Control and Tower handled 126,000 operations in 2010 and is an important part of the Northern California Air Traffic System. In addition to our military mission, we provide approach control service to Buchanan Field (Concord), Nut Tree (Vacaville), Watts/Woodland, Davis, and Yolo County airports and RADAR flight following to VFR flights transiting our airspace. Eighty percent of Travis Approach Control's annual traffic count is civilian general aviation.
4. If you have any questions or comments about this booklet, please contact the 60th Air Mobility Wing Flight Safety Office at (707) 424-1115/5437.

JAMES C. VECHERY, Colonel, USAF
Commander

Travis Airspace Description

The airspace serviced by Travis Approach Control is used by military aircraft operating in this area, along with IFR and numerous VFR aircraft transiting Buchanan Field (Concord), Napa County, Nut Tree, Yolo and four other local airports. This traffic leads to an increased potential for midair collisions in the Travis AFB area of operations.

Travis AFB's mission is to provide total global mobility via airlift support and refueling capabilities worldwide. However, there are frequent training flights in the local area by C-5s, KC-10s, E-6s, and C-17s. In addition to these locally based aircraft, transiting aircraft such as the C-130, KC-135 and T-38 fly approaches at Travis from a variety of directions, airspeeds and altitudes ranging from the surface to 10,000' MSL. Commercial "heavy" airframes, including the Boeing 747 and 757, routinely fly into and out of Travis AFB, further increasing the potential threat to midair collisions.

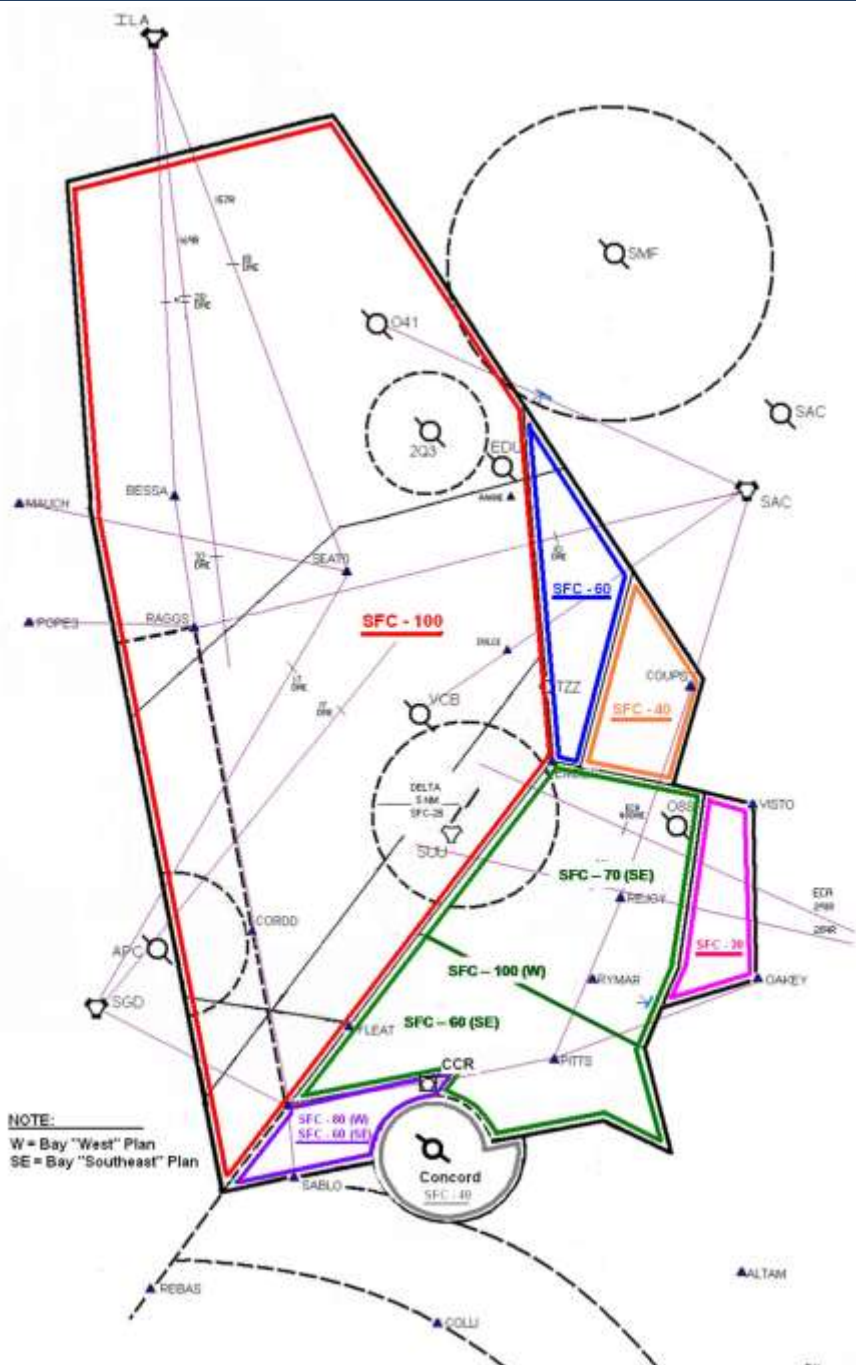
Travis Approach and the Travis Control Tower operate 24 hours a day, 365 days a year. RADAR flight following and traffic advisories are available to aircraft operating north of V-150 below 5000' MSL on 128.4 MHz (UHF 294.7) and above 5000' MSL on 126.6 MHz (UHF 291.0). Operating south of V-150 on 119.9 MHz (UHF 322.325). The tower can provide service to aircraft flying in class D airspace on 120.75 MHz (UHF 254.4). Automatic Terminal Information Service (ATIS), is available on 135.55 MHz (UHF 292.125).

The majority of military traffic in the alert area (A-682) are in the "Heavy" category. Extreme caution should be exercised when flying in this area due to the wake turbulence these aircraft generate. A-682 lateral boundaries are depicted in yellow on the maps on the following pages. The vertical limits extend up to 6000' MSL north of Travis' extended runway centerline and 3000' MSL to the south. The radar and overhead patterns are contained within its limits.

If you have any questions about flying in the Travis area contact the 60th Air Mobility Wing Flight Safety Office at (707) 424-1115 / 5437.

For more information regarding Midair Collision Avoidance (MACA) visit <http://www.seeandavoid.org>.

RAPCON Designated Airspace



Travis Tactical Reporting Points

GOLF (SUU/355/5)

TZZ (SUU/031/8.7)

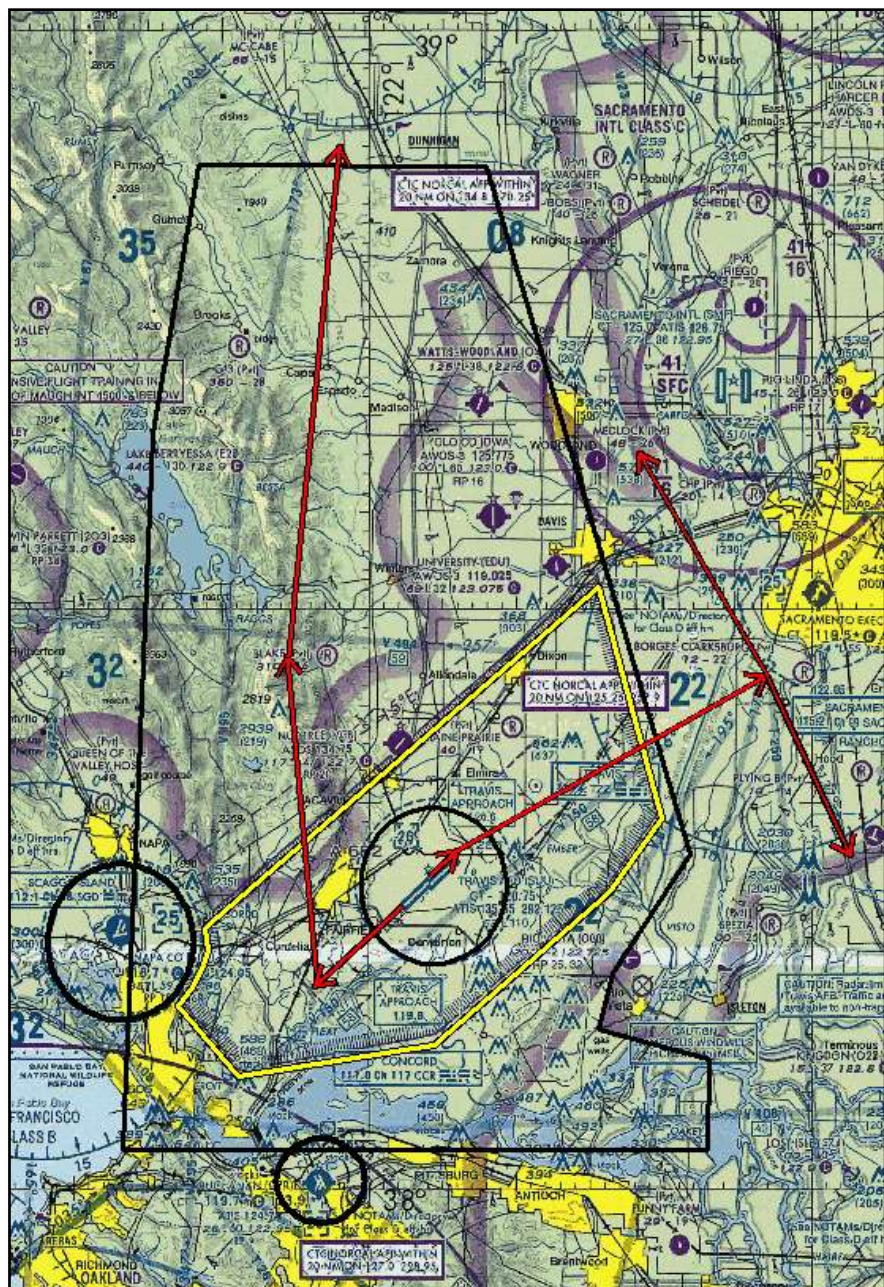


TEALL (SUU/212/7)

KREED (SUU/110/4)

- Expect random maneuvering over the top of and in the vicinity of all tactical reporting points by large aircraft from 1600' MSL up to 10,000' MSL
- High rate descents of up to 10,000 fpm are possible in the vicinity of all tactical points and Travis AFB.

Runway 03/21 Departures



Travis AFB RADAR Limitation



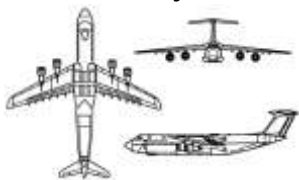
The wind farms southeast of Travis AFB interfere with the Travis ATC radar. In the area shown above, **you cannot be seen on radar if you are not squawking!** Please squawk VFR or contact Travis Approach Control on 119.9 for flight following.

Bottom line: Squawking, even if it is 1200, will make you visible on the Travis Approach Control radar when you are over the wind farms.

BE SEEN!

Travis AFB Military Aircraft

**Lockheed C-5
'Galaxy'**



Final Approach Speed: 125 Kts.
Radar Pattern Speed: 210 Kts.
Gross Wt: 769,000
Caution Wake Turbulence
Call Signs: **FRED, HEFTY, REACH**

**McDonald-
Douglas KC-10
'Extender'**



Final Approach Speed: 140 Kts.
Radar Pattern Speed: 210 Kts.
Gross Wt: 590,000
Caution Wake Turbulence
Call Signs: **EXTENDER, GUCCI, QUEST, ORCA, TOGA, REACH**

**Boeing C-17
'Globemaster III'**



Final Approach Speed: 125 Kts.
Radar Pattern Speed: 210 Kts.
Gross Wt: 585,000
Caution Wake Turbulence
Call Signs: **BEE-LINER, COVERT, REACH**

**Boeing E-6
'Mercury'**



Final Approach Speed: 125 Kts.
Radar Pattern Speed: 210 Kts.
Gross Wt: 342,000
Caution Wake Turbulence
Call Signs: **(Varies Daily)**

In-Flight Guidance

BE CONSERVATIVE: Tactical maneuvers should remain within 12 NM of Travis AFB

BE AWARE: Tactical maneuvers can begin from the surface or from altitudes exceeding 10,000' MSL. Climb/Descent rates can be as high as 5,000 - 10,000 feet per minute!

BE VISIBLE: Turn on all available exterior lights

BE VIGILANT: Scan outside for maneuvering heavy aircraft

BE KNOWLEDGEABLE: The Travis IFR radar pattern and VFR overhead pattern are contained within Alert Area A-682

BE SAFE: The best way to fly in/near Travis airspace: **Avoid it**

BE SMART: If you have to fly through Travis airspace:

SQUAWK (Mode 3A & Mode C if able)

TALK (It may be optional, but it helps!)

LISTEN (Note potential for conflicts)

CLEAR (Look up and down and all around)



THANK YOU for your cooperation and help in keeping

Travis AFB Airfield Information

ICAO KSUU

Location N38°15.76' W121°55.65'

Elevation 62 feet MSL

Runway 21R/03L 11,001 by 150

(Runway 21L/03R Currently Closed – Estimated Open Feb 2012)

NAVAIDS

SUU TACAN 113

~~Runway 21L ILS (Currently OTS) 110.10~~

Runway 21R / 03L ILS 108.35

Frequencies

ATIS 135.55 / 292.125

Tower 120.75 / 254.4

Approach

North of V150 126.60 / 291.0

South of V150 119.90

This information is current as of March 2011. Please check flight publications for any changes.

10098

AIRPORT DIAGRAM

[USAF] AFD-488

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

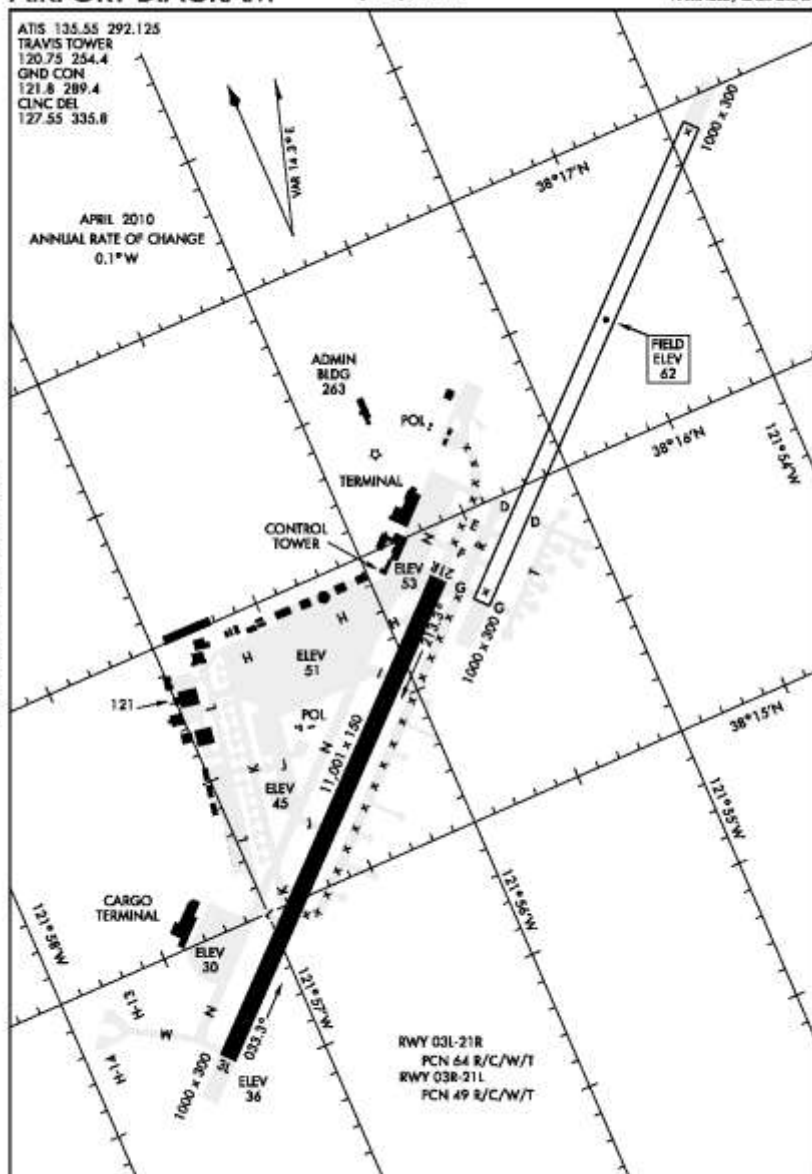
ATIS 135.55 292.125
 TRAVIS TOWER
 120.75 254.4
 GND CON
 121.8 289.4
 CLNC DEL
 127.55 335.8

APRIL 2010
 ANNUAL RATE OF CHANGE
 0.1°W

VAR 14.3°E

SW-2, 10 MAR 2011 to 07 APR 2011

SW-2, 10 MAR 2011 to 07 APR 2011



AIRPORT DIAGRAM

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

Not to be used for navigation.