

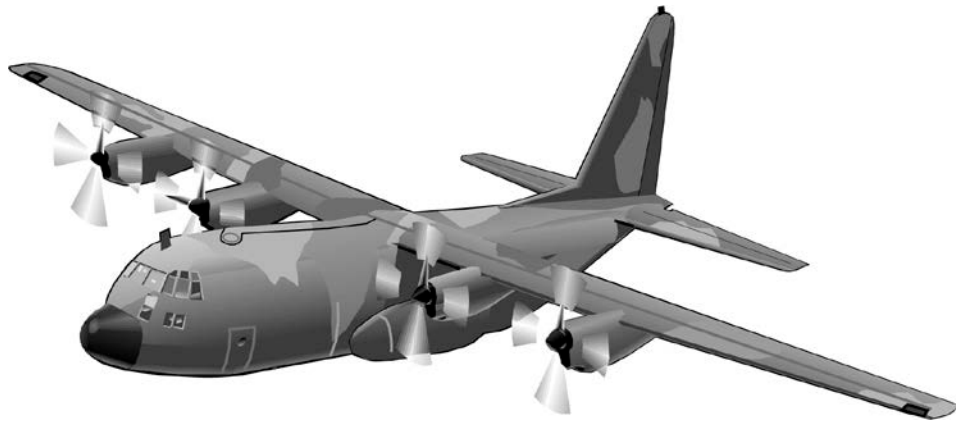


# BRAGG-POPE



## Pope Army Airfield, NC

### MID-AIR COLLISION AVOIDANCE



## *43<sup>rd</sup> Air Mobility Operations Group Flight Safety, Pope Army Airfield, NC*

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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 Army Airfield, Ft. Bragg and Fayetteville, NC.

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

The 43rd Air Mobility Operations Group Flight Safety Office publishes this MACA pamphlet. If you have any questions about the information in this pamphlet, please call us.



43 AMOG/SEF: (910) 394-8383/ 8380  
Airspace Manager: (910) 394-7650

### **The bottom line up front.....if you have time to read nothing else:**

1. Use your transponder – 1200 and Mode C will help ATC and military aircraft find you, even when you are not talking to anybody.
2. Talk to somebody. Use ATC flight following to the max extent possible. They can call out other traffic, both military and general aviation for you.
3. Avoid military operating areas (MOAs). If you must fly through an active MOA, talk to the controlling agency first. Although this may negatively impact military training, at least we will not hit each other.
4. Fly above 3,000 AGL when crossing low level routes and monitor 255.4 (UHF flight service) if able.
5. Many military aircraft use UHF radio frequencies. We may not hear your radio calls and you will most likely not hear ours.
6. Note and understand the aeronautical legend and chart symbols related to airspace information depicted on aeronautical charts relative to your operating area. Then develop a working knowledge of the various airspace segments, including the vertical and horizontal boundaries that are located along your route. (I.E.: Military Operating Areas, Restricted Areas, and Victor Routes)

### **POPE ARMY AIRFIELD - HISTORY, MISSION, AIRCRAFT**

Established on March 27, 1919 by the War Department, Pope Army Airfield is one of the oldest military installations in the United States. Pope currently is home to the 43<sup>rd</sup> Air Mobility Operations Group which supports airlift operations not only locally but launches and recovers missions from around the world.

Multiple US Air Force and Army units regularly operate from Pope Army Airfield in support of the 18<sup>th</sup> Airborne Corps and other Fort Bragg units. Additionally, many humanitarian relief and peacekeeping missions throughout the world originate from Pope Army Airfield. Other aircraft that routinely fly at Pope Army Airfield 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 Army Airfield 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 (MTR):** 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 status is retrievable from the nearest Flight Service Station or Approach Control. Local C-130/C-17 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. The primary restricted area utilized by aircraft from Pope Army Airfield is:

- 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 Approach Control.

## **Pope Army Airfield Local Flying Areas**

- Pope Army Airfield local flying area: is bounded by an imaginary line beginning at SBV; to VXV; 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.

**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

Aircraft flying from Pope Army Airfield generally fly within the LATN to designated initial points for airdrops at five primary drop zones. Tactical routes flown by aircraft to the drop zones are flown between 300 feet AGL and 6000 feet MSL. The “Big Four” (Sicily, Normandy, Salerno and Holland) drop zones are located within R-5311. They have initial points located north of the restricted area with northeast to southwest run-ins. The fifth drop zone, Luzon, is located on the western edge and just outside of R-5311, three miles east of Mackall Army Airfield. Luzon’s initial point is 10 miles west of the drop zone with a west to east run-in.

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 Army Airfield 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. This may include lateral separation referred to as line abreast. Scan ahead, behind and to the sides of the aircraft you see.**
- **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 Army Airfield, 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 ARMY AIRFIELD 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 6000 ft MSL. They will maneuver via pre-planned routes to drop zones in or near R-5311. Military aircraft from Pope Army Airfield may fly outside the airways boundary at times.

**Diagram 4: Local Arrival Routes**

Arrivals will normally proceed to Pope Army Airfield 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 Army Airfield Local Traffic Pattern**

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



# Pope Army Airfield Local Flying Area

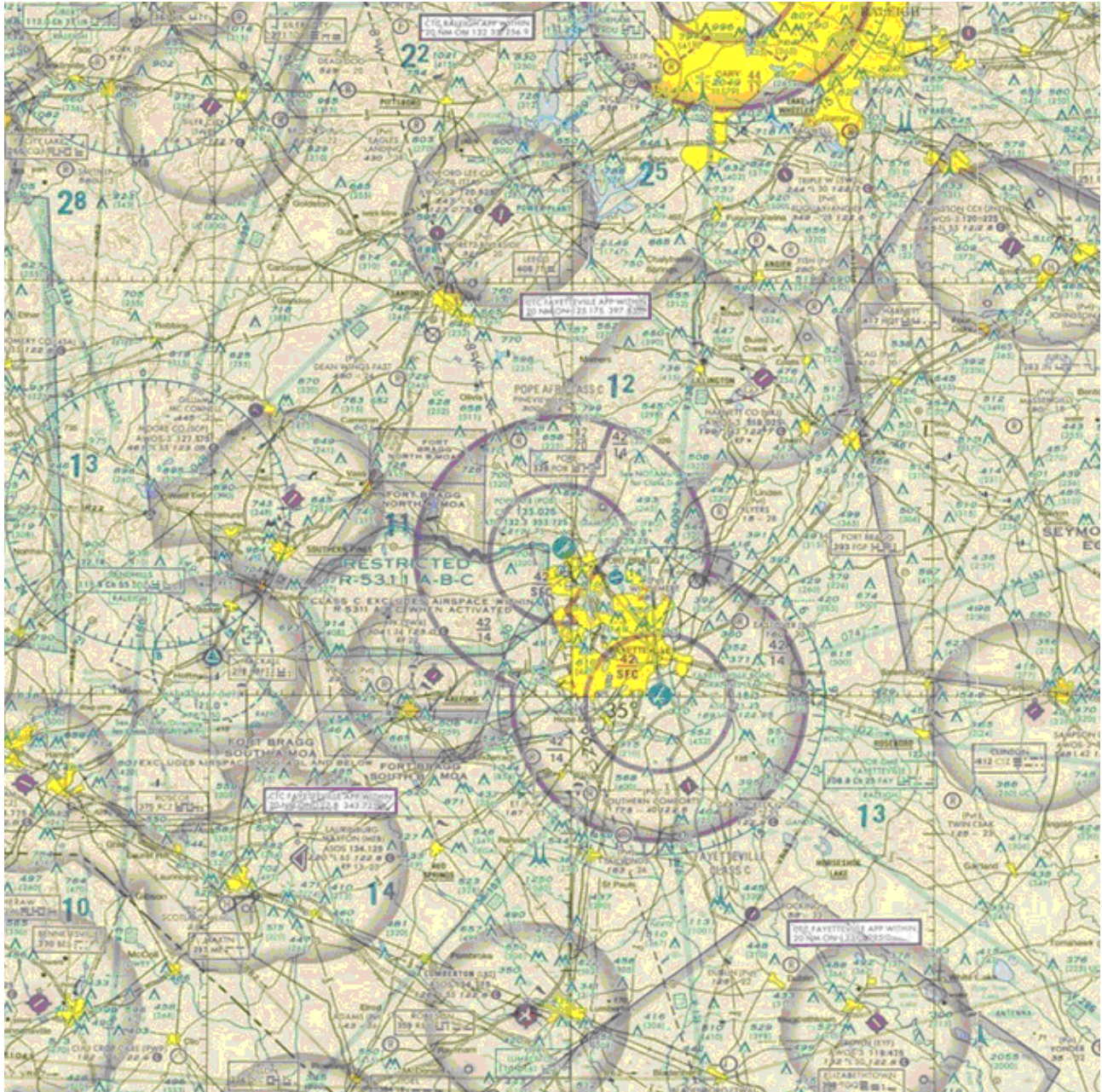


Diagram 1.



# Pope Army Airfield Local Flying Area

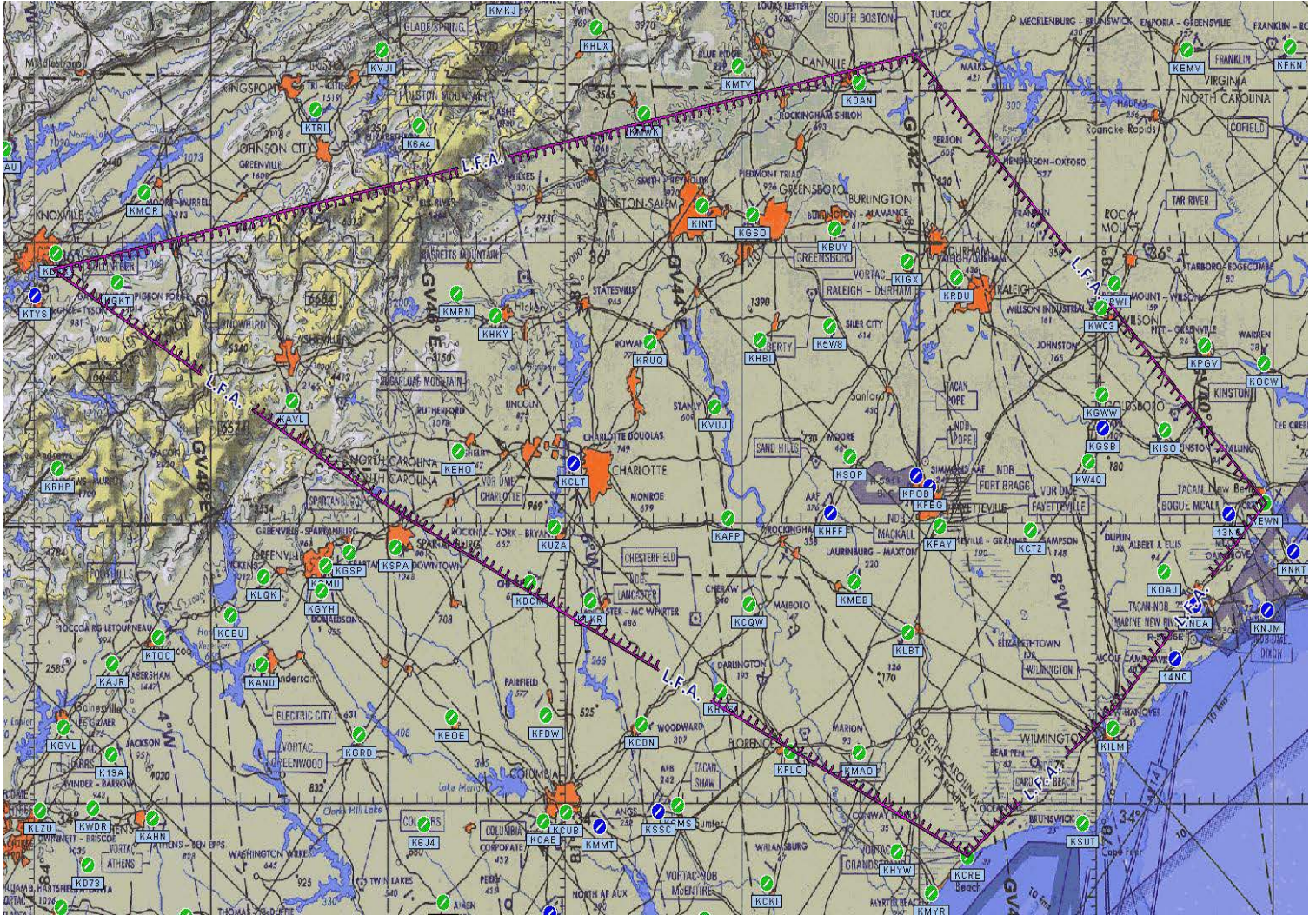


Diagram 2.



# Local Departure Routes



Diagram 3.



# Local Arrival Routes

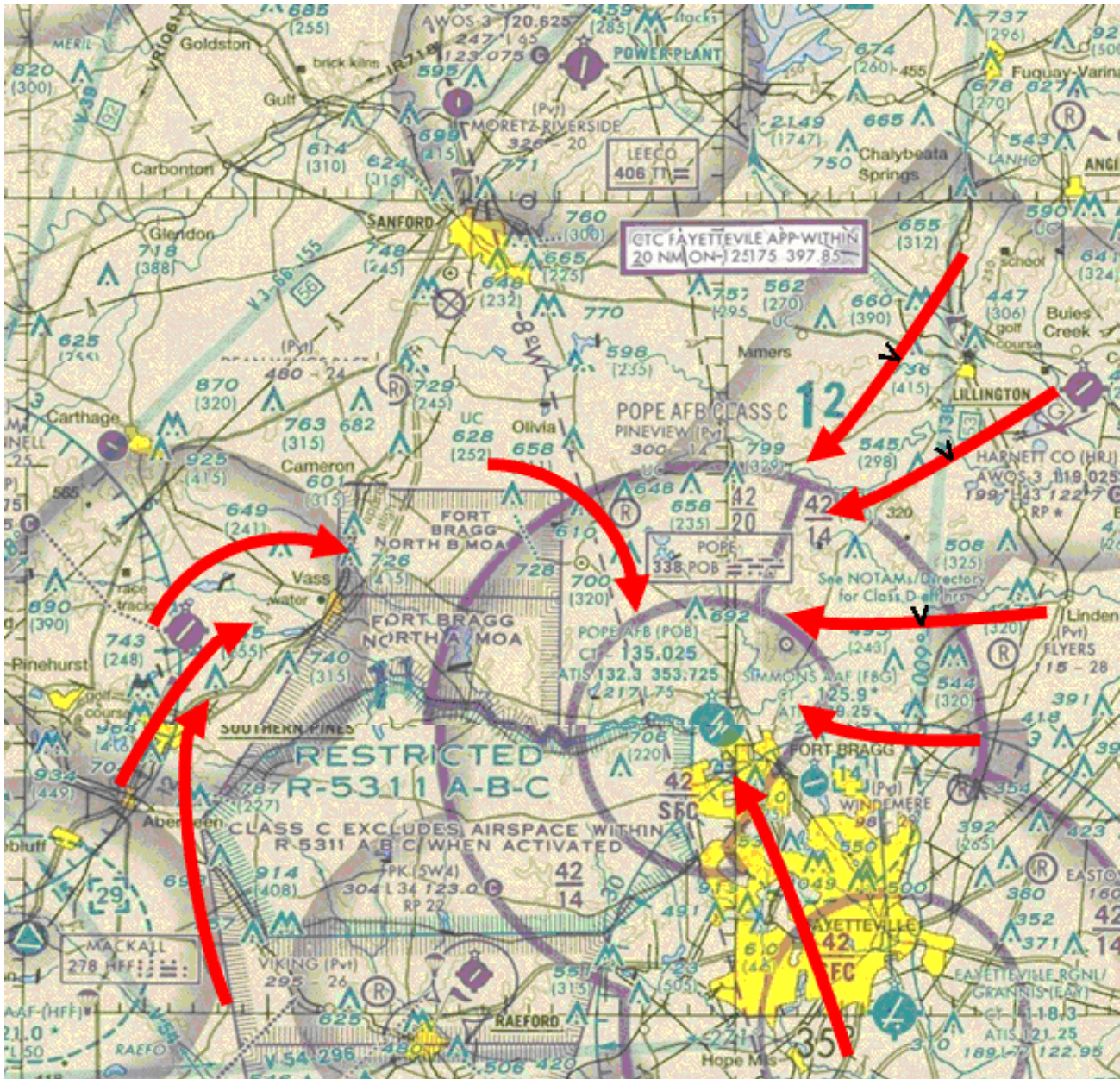


Diagram 4.

FAYETTEVILLE APPROACH CONTROL AIRSPACE  
10,000 MSL AND BELOW

FREQUENCIES: North - 119.55 South - 133.0

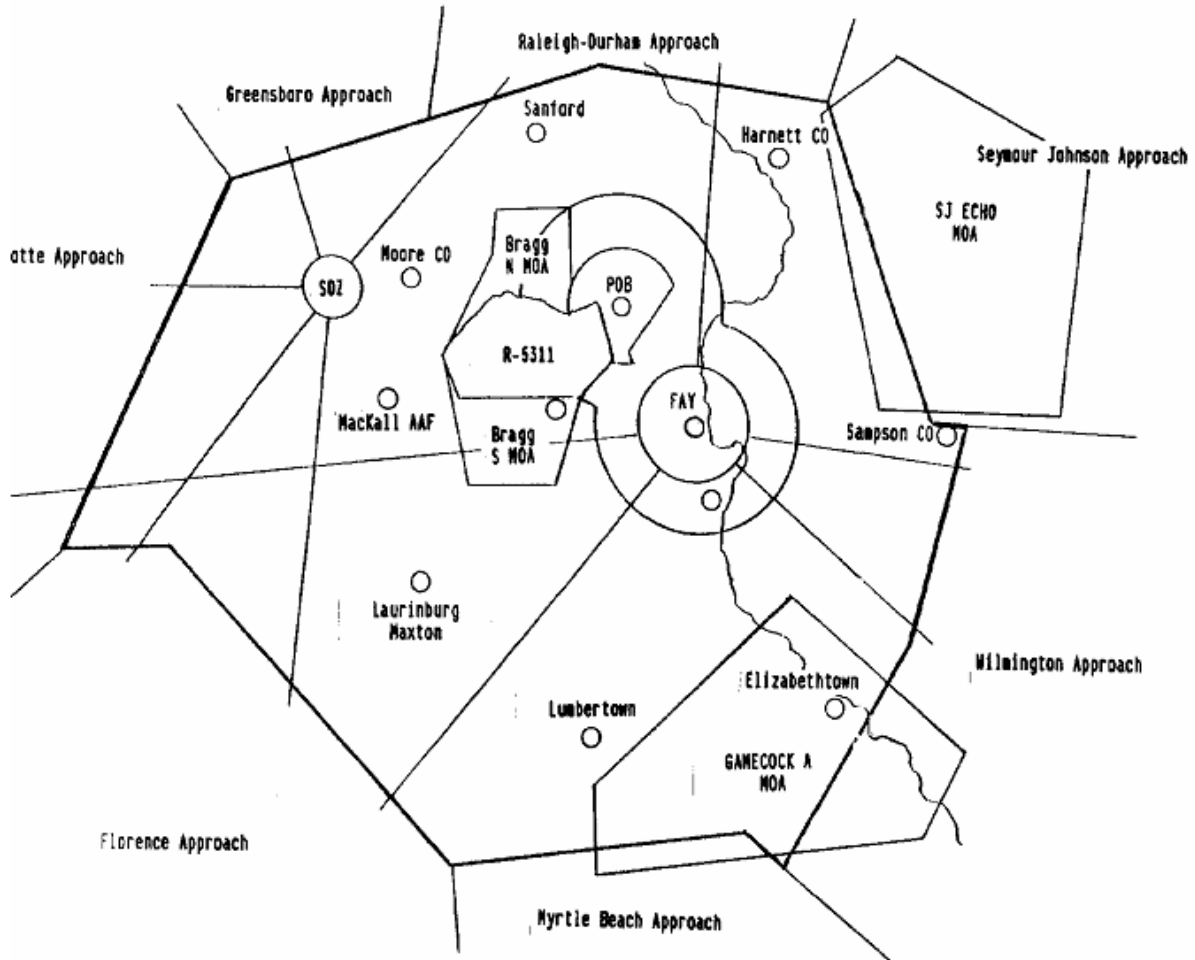


Diagram 5.



## Local Aircraft

### 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**

## UV-18C Twin Otter



### SPEEDS

**Departure: 150 KIAS**

**Local Area: 150 KIAS**

### DIMENSIONS

**Length: 51 Feet**

**Wingspan: 65 Feet**

**Height: 19 Feet**



# C-27 Spartan



## SPEEDS

**Departure: 200 KIAS**

**Local Area: 200 KIAS**

## DIMENSIONS

**Length: 74 Feet**

**Wingspan: 94 Feet**

**Height: 31 Feet**

## MQ-1C Gray Eagle (UAS)



### SPEEDS

**Max Air Speed: 167 KTAS**

### DIMENSIONS

**Length: 28 Feet**

**Wingspan: 56 Feet**

## Other Frequently Seen Aircraft



CV-22 Osprey



Boeing 757



UC-35A



C-5 Galaxy



BE-20 King Air



UH-60 Blackhawk