

# On-Station Aircraft

## C-21A / Gates Learjet Lear 35

Wingspan: 40ft    Rate of Climb: 3,500 ft/min  
 Length: 49 ft    Approach Speed: 115-130 KIAS  
 Height: 13 ft  
 Color: White



## C-40C / Boeing 737

Wingspan: 118ft    Rate of Climb: 3,000 ft/min  
 Length: 111 ft    Approach Speed: 125-140 KIAS  
 Height: 42 ft  
 Color: Blue/white



## KC-135R / Boeing 707

Wingspan: 130ft    Rate of Climb: 2,000 ft/min  
 Length: 136 ft    Approach Speed: 145 KIAS  
 Height: 42 ft  
 Color: Grey



# Frequent Visitors

## C-20B/C/H / Gulfstream IV

Wingspan: 78 ft    Rate of Climb: 4,000 ft/min  
 Length: 88 ft    Approach Speed: 125 KIAS  
 Height: 25 ft  
 Color: White



## Lockheed C-130

Wingspan: 132ft    Rate of Climb: 1,500 ft/min  
 Length: 97 ft    Approach Speed: 140 KIAS  
 Height: 38 ft  
 Color: Grey



## C-17A Globemaster III

Wingspan: 170ft    Rate of Climb: 2,500 ft/min  
 Length: 174 ft    Approach Speed: 130 KIAS  
 Height: 55 ft  
 Color: Grey



## C-12 Beechcraft Super King Air

Wingspan: 55ft    Rate of Climb: 2,500 ft/min  
 Length: 44 ft    Approach Speed: 115-130 KIAS  
 Height: 15 ft  
 Color: White



## C-37A / Gulfstream V

Wingspan: 94ft    Rate of Climb: 4,000 ft/min  
 Length: 96 ft    Approach Speed: 125 KIAS  
 Height: 26 ft  
 Color: White



## Scott AFB Airfield Information

(NOT FOR FLIGHT PLANNING)

**Elevation:** 459 feet

**Runway 14L / 32R:** 10,000 X 150 feet

**Runway 14R/32L:** 8,011 X 150 feet

**Airfield Lighting:** Rotating Beacon (1 green, 1 white flash)

**Runway Lighting:** High Intensity Runway Lights

**Approach Lighting:**

Sequenced Flashing Lights, 14R, 32R, 32L

Precision Approach Path Indicator (PAPI), all runways

**Nav aids:** Runway 14L ILS, RNAV (GPS), 111.15

Runway 14R ILS, TACAN, RNAV (GPS), 109.9

Runway 32L ILS, TACAN, RNAV (GPS), 109.9

Runway 32R ILS, RNAV (GPS), 111.15

**Frequencies:** Tower 128.25 / 253.5

ATIS 128.7 / 256.7

## NEAR MID-AIR COLLISION REPORTING

**Purpose and Data uses:** The primary purpose of the Near Mid-Air Collision (NMAC) Reporting Program is to provide information for use in enhancing the safety and efficiency of the National Aerospace System. The data from these records is investigated, compiled, and analyzed by the FAA or military safety office which makes safety program recommendations.

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

**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, 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. AF personnel report details on AF Form 651 (HATR) within 24 hours to the nearest AF Base safety office.

# Scott Air Force Base



# MIDAIR COLLISION AVOIDANCE

Scott Air Force Base (SAFB) / Mid America Airport is home to the 375th Air Mobility Wing, 932nd Airlift Wing, and 126th Air Refueling Wing. These wings support a diverse collection of operational military aircraft consisting of C-40C, and C-21A aircraft. In addition to transporting key military and government officials, SAFB aircraft provide aerial refueling to military aircraft for missions around the globe utilizing KC-135R aerial refueling tankers.

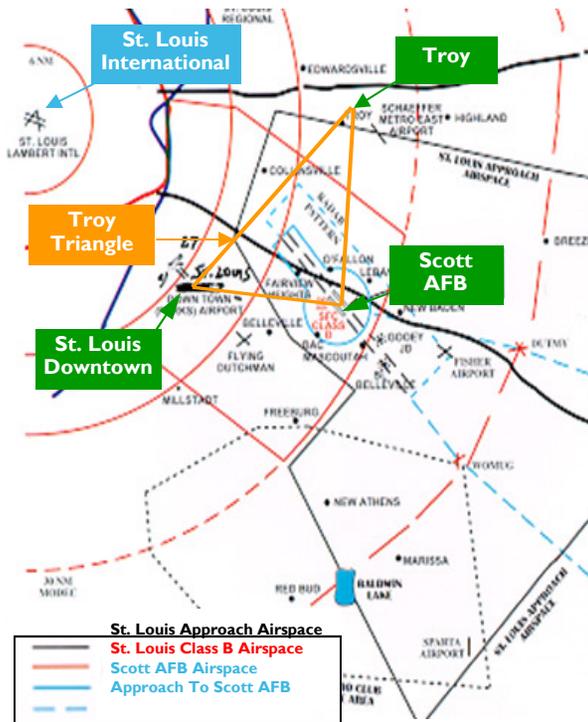
Other military aircraft that frequently transit SAFB are the C-130, C-17, C-12, C-20 and C-37. Occasionally, T-6, T-38, C-5, F-18, F-16, and F-22 aircraft can be seen in the area. The unusual mix of small and large aircraft contribute to the midair collision potential in the St. Louis area. The goal of this guide is to provide useful information to help minimize potential conflicts. The SAFB Safety Office solicits your help in making the skies over this region a safer place to fly. Please feel free to contact us at (618) 256-6311.



The material enclosed is only for reference in avoiding a midair collision. **It is not for flight planning.** All information, descriptions, or procedures are subject to change.

## Scott AFB at a Glance

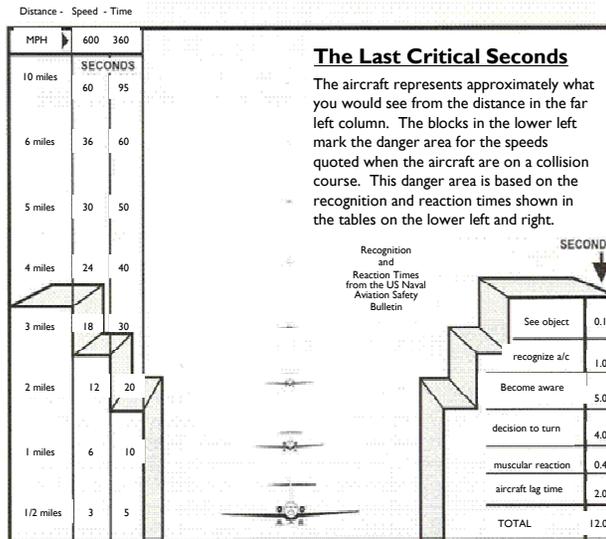
Scott AFB is located 20 miles east of St. Louis, MO along Interstate 64. As depicted, in the below illustration, Scott Class D airspace is located beneath St. Louis Class B airspace. Within this Class B area, VFR is prohibited above 4,400 MSL without approval from St. Louis Approach. The Class D airspace encompassing SAFB is locally defined as airspace within 5 statute mile radius from the center of the airfield with airspace extensions beyond the approach and departure ends on all runways. Before transiting Scott AFB Class D airspace below 3,000 MSL, all pilots are required to contact St. Louis



St. Louis Approach can provide VFR traffic advisories within their area of primary control. However, remember that traffic advisories are given on a workload permitting basis. In order to receive flight following service, simply establish communication with St. Louis App. on 125.2 and wait for a reply. After the controller acknowledges you by call sign, give your position with respect to a NAVAID or airport, altitude, and destination. The controller will identify your aircraft through use of the transponder, use of turns, or position relative to a fix or NAVAID. Once identified, the controller will direct you around heavy traffic areas if able.

## See and Avoid

Research indicates that nearly all midair collisions occur within 5 miles of airports. The most critical times for midair collisions are the first 3 minutes after takeoff and the last eight minutes prior to landing. The “Troy” triangle, formed by the Troy VORTAC, Metro East airport and St. Louis Downtown Parks airport is very congested airspace and requires pilot to be vigilance to operate safely in this area. This area includes arrival and departure corridors for St. Louis-Lambert Int'l airfield and encompasses the airspace above parts of Interstate 64. **See and Avoid** are the watchwords throughout this area as I-64 crosses within 1 mile of SAFB's final approach course



The primary cause of midair collisions is the failure to **See and Avoid**. The final critical seconds begin **AFTER** recognition of a possible collision course. Pilots/aircrews must incorporate an efficient external scan to ensure visual accommodation. Your life just may depend on it someday!

The SeeAndAvoid.org portal offers a centralized website that provides pilots with information and education on airspace, visual identification, aircraft performance, and hazards to safe flight with the ultimate goal of eliminating midair collisions and reducing close calls. The interface is simple to use with point-and-click interaction, predominately using Google maps and graphics for ease of use.



[www.SeeAndAvoid.org](http://www.SeeAndAvoid.org)

## YOUR ROLE IN COLLISION AVOIDANCE

Recent studies of midair collisions by the National Transportation Safety Board (NTSB) determined:

- Pilots of all experience levels were involved in midair collisions, from first solo ride to 15,000 hour veterans.
- Most midair collisions occur during VFR during weekend daylight hours
- The vast majority of accidents occurred at or near uncontrolled airports and at altitudes below 1,000 feet
- The occupants of most midairs were on a pleasure flight with no flight plan filed.
- A flight instructor was on board in 37 percent of the accidents.

### A few tips to avoid midair collisions:

1. Know the airspace and comply with the rules.
2. Whether flying VFR or IFR, practice “see and avoid.”
3. Execute appropriate clearing procedures before all climbs, descents, turns, training maneuvers, or aerobatics.
4. Request flight following or traffic advisories to assist in visual scanning.
5. Always monitor the appropriate frequency for the area you are transiting and include position reports when able.
6. Fly the correct VFR hemispheric altitudes.
7. Be familiar with the limitations of your eyes and use proper scan techniques. Movement will get your attention. If an aircraft is not moving in the windscreen, but is increasing in size, you are on a collision course.
8. Under IFR control, do not assume ATC will keep you away from other traffic. IFR separation only exists between you and other IFR traffic. There may be VFR traffic that ATC is unaware of in your flying area.
9. When flying at night, do not use white exterior lights. It may take your eyes up to 30 minutes to readjust to the darkness outside.
10. Make your aircraft as visible as possible by turning on exterior lights below 10,000 MSL and turn on your landing lights within 10 miles of any airport or in conditions of reduced visibility.