

Frequently Seen Aircraft



Rate of Climb: 3,500 ft/min
Approach Speed: 115-130 KIAS
Color: White



Rate of Climb: 3,000 ft/min
Approach Speed: 125-140 KIAS
Color: Blue/white



Rate of Climb: 2,000 ft/min
Approach Speed: 145 KIAS
Color: Gray



Rate of Climb: 6,000+ ft/min
Approach Speed: 130-150 KIAS
Color: Gray



Rate of Climb: 3,000-4,000 ft/min
Approach Speed: 130-180 KIAS
Color: Gray



Rate of Climb: 6,000+ ft/min
Approach Speed: 150-300 KIAS
Color: Varied, Typically gray



Rate of Climb: 6,000+ ft/min
Approach Speed: 130-300 KIAS
Color: Gray



Rate of Climb: 2,000 ft/min
Approach Speed: 11-130 KIAS
Color: Mostly Gray

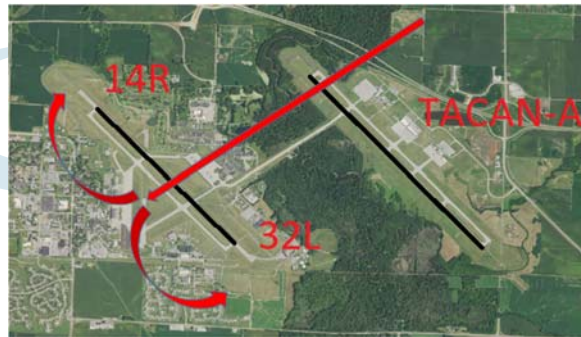


Rate of Climb: 6,000+ ft/min
Approach Speed: 150-300 KIAS
Color: Varied, Red, White and Gray

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
NAVAIDS: 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



TACAN-A Approach at KBLV

-Scott AFB Military pilots (mostly C-21) frequently utilize the TACAN-A approach to RWY 14R/32L (See above diagram).

-The TACAN-A approach starts about 10 miles to the north-east. Aircraft overfly both runways, roughly midfield and then circle to the left base, RWY 32L or right base RWY 14R.

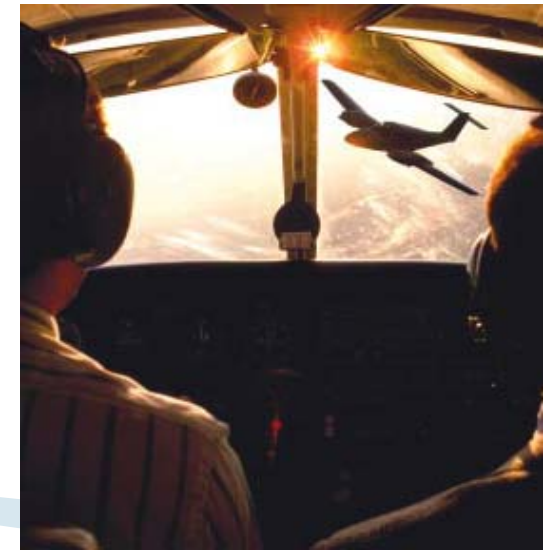
-Depending on traffic conditions, tower may have the aircraft enter the right base to RWY 32L or left base RWY 14R, in which case the aircraft will not overfly the military RWY.

-Be vigilant and listen for the intentions of other aircraft!

Scott Air Force Base



MIDAIR COLLISION AVOIDANCE



Scott AFB Flight Safety Office

(618) 256-6311

375AMW.SEF.FS@us.af.mil



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 Air Force Base/Mid-America Airport boasts a 24/7/365 operational tower. We gladly accept both military and civilian operations, no matter the time. Being a joint-use airport creates unique threats to safety, such as:

- Tactical operations (i.e. spiral up departures/spiral down arrivals)
- Varying aircraft speeds
- Drop zone (i.e. parachute) operations

The majority of military traffic seen at Scott AFB/MidAmerica Airport are C-21s, C-40s and KC-135s, as these are the locally based aircraft. We also commonly see transient F-18s, T-38s and, on occasion, other fighter jets.



The "Troy" triangle, formed by the Troy VORTAC, St. Louis Downtown/Parks Airport and Scott/MidAmerica Airport can be very congested airspace and requires pilots to be vigilant at all times to operate safely in this area.

Allegiant Air

- Allegiant operates multiple flights per day out of Mid America Airport.
- Most departures will be East bound (East Coast destinations), with a few West bound departures.



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 three minutes after takeoff and the last eight minutes prior to landing. The area west and north west of KBLV can be very busy due to St. Louis International and St. Louis Downtown Airport traffic. 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.

Be Vigilant!

Approximate distance	View	Approximate time to impact
1 nm		14 sec.
1/2 nm		7 sec.
1/4 nm		4 sec.
1/8 nm		2 sec.
1/16 nm		1 sec.

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. Remember that if an aircraft in your field of view appears to be getting larger without moving, you are on a collision course! Pilots/aircrews must incorporate an efficient external scan to ensure visual acquisition. Your life may just depend on it someday!



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 VMC conditions and during weekend daylight hours
- The vast majority of accidents occurred at or near uncontrolled airports at altitudes below 1,000 feet
- The occupants of most midair collisions were on a pleasure flight with no flight plan filed.
- A flight instructor was on board in 37% 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 scanning 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 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 nautical miles of any airport or in conditions of reduced visibility.