

On-Station Aircraft

C-17A Globemaster III



Wingspan: 170 ft Max Takeoff Weight: 585,000lbs
 Length: 174 ft Max Cruise Speed: 350kts/.825M
 Height: 55 ft Approach Speed: 110-140 kts
 Color: Grey

Frequent Visitors



C-130

P-3



KC-135

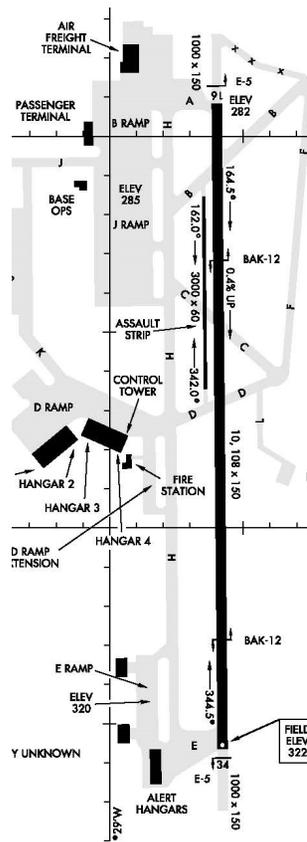


CH-47



HH-60

McChord Airfield Information



RUNWAYS

- 16 / 34: 10,108'x150'

APPROACHES

- ILS/LOC 16: 109.9 (I-MAR)
- ILS/LOC 34: 108.5 (I-TCM)
- ILS 34 (CATII): 108.5
- TAC 16/34: CH33X
- RNAV (GPS) 16/34

NAVAIDS

- TACAN: CH33X

PATTERN ALTITUDES

- VFR: 1800' MSL
 - Overhead: 2300' MSL
- Patterns typically East, but West patterns used occasionally

COMMUNICATIONS

- ATIS: 135.825 / 270.1
- TOWER: 124.8 / 259.3
- GND: 118.175 / 279.65

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.

McChord Field, WA

MIDAIR COLLISION AVOIDANCE

With a scenic view of Mount Rainier in the backdrop, Joint Base Lewis-McChord, McChord Field, WA, displays the beauty of the Pacific Northwest. McChord Field is part of the Air Mobility Command; a worldwide network of bases transporting people and equipment at a moment's notice in support of peacetime and wartime taskings. The base is located 10 miles south of Tacoma, Washington.

McChord Field is home to the 62d Airlift Wing (AW) and the 446th Airlift Wing (USAF Reserve). These are strategic airlift units with 48 assigned C-17A Globemaster III aircraft.

McChord's Class D airspace lies beneath Seattle Tacoma International Airport's Class B airspace veil. Additionally, there are multiple civilian airfields in the immediate area. Commercial air carriers, executive aircraft, and general aviation aircraft extensively use the airspace around McChord. The aircraft found in the local airspace range from ultra-light aircraft to supersonic fighters to heavy airlifters. The McChord Flight Safety Office solicits your help in making the skies over this region a safer place to fly! Please contact us at (253) 982-3105.

The potential for a mid-air collision is high!



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.

McChord Field (KTCM) at a Glance

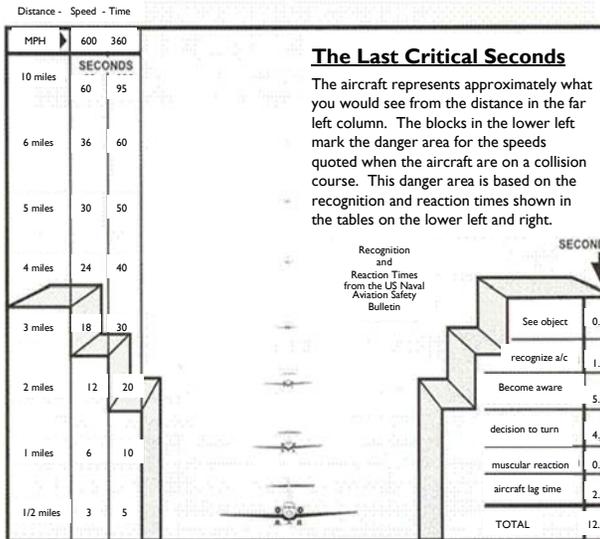
McChord Field is located 25 miles South of Seattle, WA along Interstate 5. As depicted in the below illustration, McChord Class D airspace is located beneath Seattle's Class B airspace. Within this Class B area, VFR is prohibited above 3,000 MSL without approval from Seattle Approach. The Class D airspace encompassing KTCM is locally defined as airspace within a 5.4 nautical mile radius from the center of the airfield with a 1 mile airspace extension on the approach end of runway 34. Before transiting McChord Field Class D airspace below 2,800' MSL, all pilots are required to contact McChord Tower on 124.8.



Seattle 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 Seattle Approach 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 **as 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 I-5 corridor from Olympia to north of Seattle contains well over 20 airfields and is very congested airspace, requiring pilots to be vigilant to operate safely in this area. This area includes arrival and departure corridors for Seattle-Tacoma Int'l and Boeing Field, as well as smaller airfields such as Tacoma Narrows, Olympia Regional, Pierce County Airport, Gray Army Airfield, and of course - McChord Field.



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!

62d Air Wing Flight Safety Office
253-982-3105 // 62.AW.SEF@US.AF.MIL

Flight Standards District Office, Seattle, WA –
(425) 287-2813

<https://www.mcchord.af.mil/About-US/Mid-Air-Collision-Avoidance>

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 mid-air 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, avoid exposure to 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.