

# Mid-Air Collision Avoidance



## Joint Base Elmendorf-Richardson

3 WG Flight Safety  
2026





**DEPARTMENT OF THE AIR FORCE  
THIRD WG (PACAF)  
JOINT BASE ELMENDORF-RICHARDSON, ALASKA**

1 March 2026

**MEMORANDUM FOR ALL ALASKAN AVIATORS**

**FROM:** 3rd Wing Safety Office (3 WG/SE)

**SUBJECT:** Midair Collision Avoidance (MACA)

1. The remote environment and unique topography of Alaska drives a huge demand for aviation in all realms—recreational, commercial, transport, emergency services, and military. For any aviator, Alaska offers some of the most rewarding flying experiences of nearly anywhere on earth. It also presents a wide range of challenges—extreme climate, unforgiving terrain, wildlife hazards, and sparse infrastructure to name a few. Despite Alaska’s vast size, airspace congestion is also a persistent challenge, particularly in the “Anchorage Bowl.” In many areas around the U.S., military and civilian flight operations enjoy a certain degree of natural separation—not so in Alaska. Our goal is to improve airspace usage awareness among all pilots by openly sharing information between the military and civil aviation communities. By equipping pilots with relevant and current information, we can minimize the risk of mid-air collisions and safely share the Alaskan skies!
2. The attached pamphlet includes information on routine military operations flown in and around Joint-Base Elmendorf-Richardson (JBER)/Elmendorf Air Force Base (PAED). Though not an all-inclusive list, the pamphlet describes high-traffic areas and areas of prior close calls. Operations and training at JBER are conducted 24/7 and while we make every effort to avoid or deconflict popular established GA/VFR areas, we ask all pilots to be particularly mindful when operating around Big Lake, Goose Bay, Point MacKenzie, and Merrill Field.
3. Close cooperation and effective communication with the local general aviation community regarding the unique challenges of flying in the Anchorage Bowl has resulted in an outstanding aviation safety record. We always welcome your feedback! If you have any questions, suggestions, or concerns about flight safety in Alaska or would like to speak to our Flight Safety Officers, please contact the 3rd Wing Flight Safety Office at (907) 552-6858. We appreciate the opportunity to fly with you. Blue Skies!



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**GREG C. OSWALD, Lt Col, USAF**  
Chief of Safety

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***THIS IS NOT A SOURCE DOCUMENT FOR FLIGHT OPERATIONS. ALL AIRCREWS ARE RESPONSIBLE FOR CHECKING CURRENT FLIGHT INFORMATION, PUBLICATIONS, DIRECTIVES, AND NOTAMS FOR CURRENT INFORMATION. CHARTS ARE NOT FOR NAVIGATION PURPOSES.***

# Mid-Air Collision Avoidance (MACA)

## Why MACA?

Between 2013-2025 Elmendorf Flight Safety recorded 51 instances of Near Mid-Air Collisions, some between military aircraft and others between military and civilian traffic. Across the US, between 2011-2020, there were 1241 Near Mid-Air Collisions in the Critical or Potential Categories, with most aircraft closing to within 500 ft. The FAA was able to collect information on these NMAC's through pilot reports which, in the past, have led to CTAF deconfliction and airspace adjustments. In the local area we can work together to highlight potential hot spots and avoid midair collisions and NMAC's in the future.

## Profile of a midair collision (NTSB)

- Most of the aircraft involved in collisions are engaged in recreational flying / not on any type of filed flight plan.
- 90% of midair collisions occur in VFR weather conditions with visibility greater than 3 miles
- Most accidents occurred at or near uncontrolled airports and at altitudes below 3,000' AGL.
- Pilots of all experience levels were involved in midair collisions; from pilots on first solo ride, to 20,000+ hours.
- Flight instructors were on board the aircraft during 37% of the accidents in the study.
- The majority were a result of a faster aircraft overtaking and hitting a slower aircraft.

## Our Role in Collision Avoidance

1. **Plan Ahead.** Review your intended route of flight prior to departure. Is there anything that can be done on the ground to reduce your workload in the air?
2. **Task management.** What needs to happen now? What can wait? How long will this keep your eyes inside the cockpit and heads down?
3. **See and Avoid.** Practice the see and avoid concept at all times regardless if flying VFR or in IMC using eyes/TCAS/call-outs.
4. **Clear.** Execute appropriate clearing techniques before climbs, descents, and other maneuvering. Consider the blind spots created by the design of your aircraft that may inhibit your line of sight during execution.
5. **Be Seen.** Have your lights on when practical and appropriate, fly as high as practical. Consider the contrast of your aircraft against its surroundings.
6. **Communicate.** Broadcast intentions frequently and when appropriate on CTAF.
7. **Squawk.** If you're equipped to, turn on and adjust your Mode 3/A and Mode C to enable TCAS indications, and ADS-B functions, if equipped.
8. **Flight Following/IFR Flight Plans.** Ask for flight following when available but don't forget that controllers can make mistakes, too!
9. **Understand the limitations of your eyes.** Studies show that on average, it takes up to 15 seconds to focus when clearing. Having a dirty windscreen is not going to improve those numbers.
10. **AVOID COMPLACENCY.** No one is immune to a midair collision, by working together we can avoid it.

# Near Mid-Air Collisions (NMAC)

A **Near Mid-Air Collision** is defined in the Aeronautical Information Manual (AIM): 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 feet to another aircraft, or a report is received from a pilot or a flight crew member stating that a collision hazard existed between two or more aircraft.

U.S. Air Force, AFMAN 91-223 defines a Near Mid-Air Collision: Aircrew took abrupt evasive action or would have taken such action if circumstance allowed, or another aircraft was within 500' or inside "well clear" and presented a hazard to flight safety.

## How to Report It

If you have a NMAC, make an airborne report to the nearest air traffic control facility or flight service station as soon as possible and provide them with the following information:

- Your identification and call sign.
- Time and place (name of NAVAID, radial and distance) of the incident.
- Altitude or flight level.
- Description of the other aircraft.
- Advise the agency if you intend to file a written Near Mid-Air Collision Report and request that the controllers save all available data.

Anyone aware of a NMAC incident can report the incident on an Air Force Form 651, *Hazardous Air Traffic Report (HATR)* or AF Form 457, *USAF Hazard Report*. File the HATR within 24 hours if you are at the Air Force base where the incident occurred. If the incident occurred in flight, send the report to the nearest USAF safety office after landing. Normally, such a report should be filed with the local base operation's office at home base or as prescribed by MAJCOM. In any case, turn in a completed copy of the AF Form 651 to the wing safety office. If times and conditions are not permitting to submit a hard copy, email a digital report to the Joint Base Elmendorf-Richardson, 3rd Wing Flight Safety Office at [3wg.sef@us.af.mil](mailto:3wg.sef@us.af.mil).

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# See and Avoid Techniques

## Vision in Flight

The most advanced piece of flight equipment in any aircraft is the human eye, and since the number one cause of midair collisions is the failure to adhere to the see-and-avoid concept, efficient use of visual techniques and knowledge of the eye's limitations will help pilots avoid collisions. Your vision's clarity is influenced by some characteristics of the objects you are viewing, including:

- Your **distance** from the object
- The **size, shape, and movement** of the object
- The amount of **light** reflected by the object
- The object's **contrast** with the surrounding environment

You cannot see all objects in your field of vision with equal clarity. Visual acuity is best in a central area of about 10 to 15 degrees and decreases steadily toward the periphery of the visual field. A similar limitation of the eyes is binocular vision. For the brain to believe what is being seen, visual cues must be received from both eyes. The mind seldom believes that the object is really there if it is visible to one eye but obstructed from the other by a strut or windshield frame.

A visual limitation that few pilots are aware of is the time the eyes require to focus on an object. Focusing is an automatic reaction, but to change focus from a nearby object, such as an instrument panel, to an aircraft one mile away, may take two or more seconds.

## Clearing/Scanning Techniques

An efficient scan pattern is paramount to visual collision avoidance procedures. In developing a proper scan technique, remember that when your head is in motion, vision is blurred and the brain will not be able to identify conflicting traffic. Therefore a constant motion scan across the windscreen is practically useless.

A proper scan technique is to divide your field of vision into blocks approximately 10 to 15 degrees wide. Examine each block individually using a system that you find comfortable, perhaps from left to right or starting from the left and moving to the right, then back to the left again. This method enables you to detect any movement in a single block. It takes only a few seconds to focus on a single block and detect conflicting traffic.

Remember to refocus your eyes on an object far from your aircraft (> 5 miles) after each check of your instruments... otherwise, your eyes will still be focused for close vision, making your visual lookout virtually useless.

A moving target attracts attention and is relatively easy to see. A stationary target or one that is not moving in your windscreen is very difficult to detect and is the one that can result in a **MIDAIR COLLISION**.

The time to perceive and recognize an aircraft, become aware of a collision potential and decide on appropriate action, may vary from as little as 2 seconds to as much as 15 seconds or more depending on the pilot, type of aircraft and geometry of the closing situation. Aircraft reaction time must also be added. Any evasive maneuver contemplated should include maintaining visual contact with the other aircraft, if practical.

# See and Avoid Techniques

## Blossom Effect (FAA Safety)

This limitation is compounded by the fact that at a distance, an aircraft on a collision course with you will appear to be motionless. It will remain in a seemingly stationary position, without appearing either to move or to grow in size for a relatively long time, and then suddenly bloom into a huge mass filling one of your windows. This is known as "blossom effect." Since we need motion or contrast to attract our eyes' attention, this effect becomes a frightening factor when you realize that a large bug smear or dirty spot on the windshield can hide a converging plane until it is too close to be avoided.

**Based on the combined airspeed of the two aircraft, will you have enough time to react once you have seen the aircraft?**

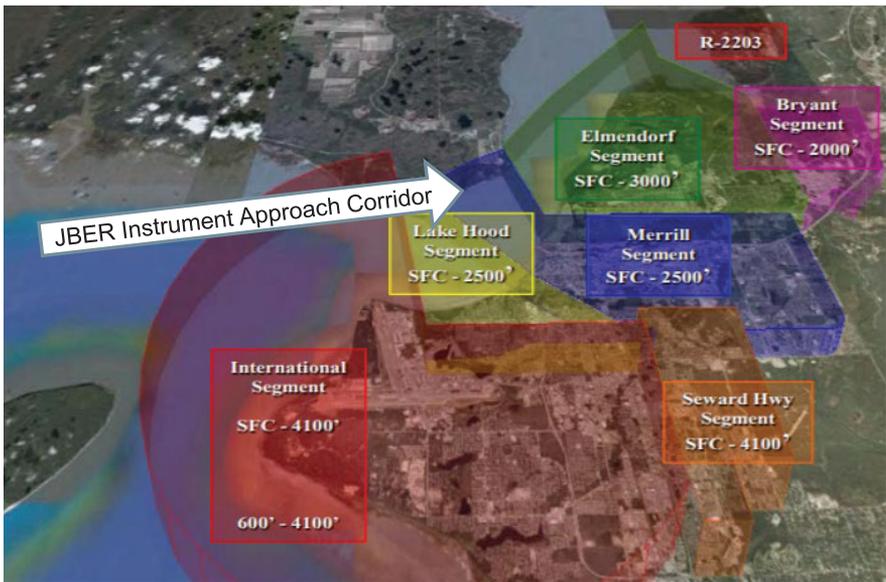
Distance-Speed-Time			
MPH →	600	360	
10 MILES	60s	100s	
5 MILES	30s	50s	
3 MILES	18s	30s	
2 MILES	12s	20s	
1 MILES	6s	10s	
½ MILES	3s	5s	
0 MILES	0	0	

# 14 CFR Part 93 Airspace

## Anchorage Terminal Area

All aircraft operating in the Anchorage terminal area are required to adhere to Title 14 CFR 93 Subpart D restrictions. VFR procedures have been established for each field and must be reviewed prior to operation. These procedures are now available in the NOTICES section of the Alaska Chart Supplement.

A graphical depiction of the Anchorage Terminal Area Segments is below, but for a full description visit: <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-93>



*See opposite page for vertical representation of the Instrument Approach corridor through Lake hood and Merrill Segment*

## DID YOU KNOW???

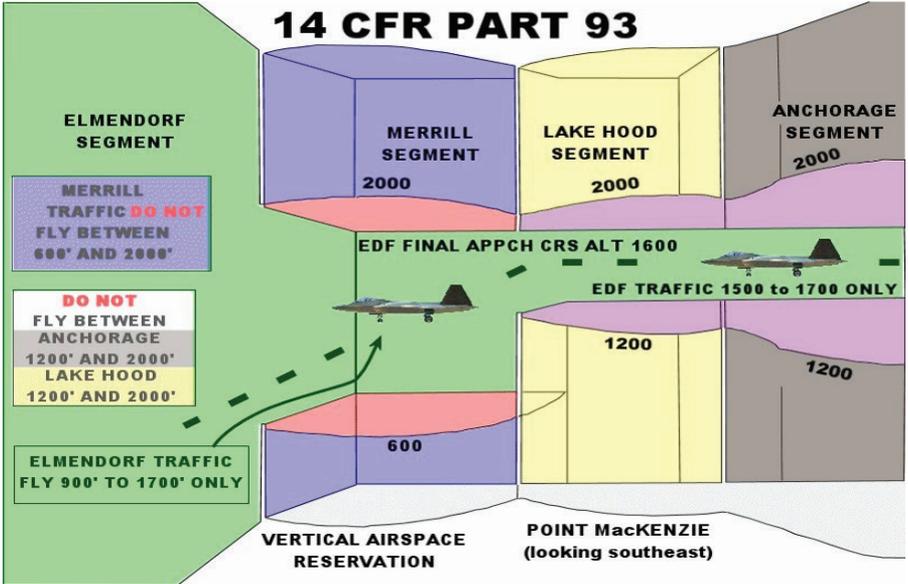
Ted Stevens International Airport Statistics:

- >103,000 passenger & cargo aircraft arrivals in 2025—approximately 282 per day
- Largest airport in the US for landed weight of cargo aircraft (2025)
- 4<sup>th</sup> largest airport in the world by cargo throughput (2025)
- Within 9.5 hours of 90% of the industrialized world

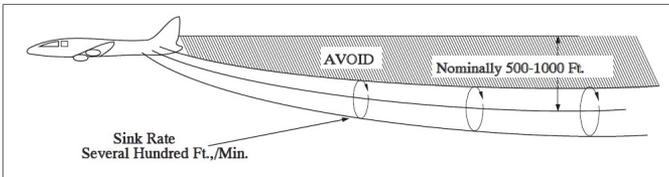
**WITHIN 12 MILES OF 3 CLASS D AIRSPACES!!!!!!**

# 14 CFR Part 93 Airspace

## Elmendorf Instrument Approach Corridor Breakout



Elmendorf (EDF) traffic and Merrill/Lake Hood traffic are **at times separated by only 300'**. Wake turbulence from heavy aircraft has been experienced and a collision potential exists between VFR traffic and aircraft in the final approach corridor to JBER. It is vital that all pilots fly at their assigned altitudes for midair collision avoidance.



Prior to entering or departing the Terminal Airspace surrounding Anchorage is an excellent time to ensure your TCAS and ADS-B (as equipped) are functioning. These are great tools for helping spot other aircraft operating in the vicinity (looking down at white aircraft against snow or up at gray aircraft against a cloud deck for example) but are no replacement for See and Avoid.

# JBER Procedures and Airspace

## General Operations

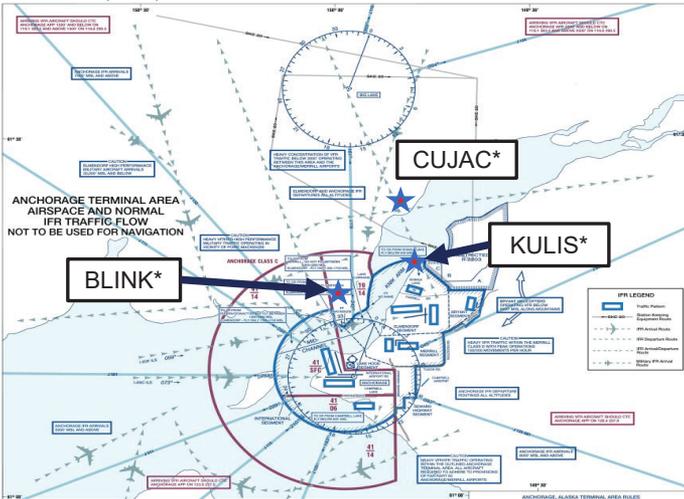
The primary Runway is 06/24 due to the length and available recovery options including multiple precision approaches. Runway 16/34 is closed due to the runway extension project and is projected to open in 2026. Rectangular pattern altitudes are 1700' MSL for fighter aircraft and 1200' MSL for heavy aircraft. During IMC, Runway 16/34 may be used for instrument recovery using circling procedures to Runway 06. This year, in particular the Cartee Airspace has been less utilized due to the 16/34 runway closure, but it does not eliminate the amount of air traffic that JBER sees daily. That means for all Alaska aviators, there will be more inbound traffic for 06/24, especially come exercise season this spring and summer.

## Cartee Airspace

The Cartee airspace begins at the surface and extends to 2,500' MSL. The Cartee Airspace is defined in the Alaska Chart Supplement by nearby landmarks and off the EDF TACAN (depiction on next page). Anchorage Approach (IFR) or Elmendorf Tower (VFR) coordinates with Merrill Tower to clear the airspace when required.

## Restricted Areas

R-2203 is a three-part restricted area established on the Fort Richardson complex. It's used for weapons and live artillery training; pattern and landing work; and HC-130J, C-17 and HH-60 personnel and equipment airdrops. Run-ins to the Drop Zone are normally flown from the north, starting west of the Wasilla airport southbound into R-2203. Occasionally, a westerly run-in into R2203 is flown. Aircraft operating on the Landing Zone and Drop Zones within R-2203 will normally exit the area to the west toward Goose Bay, setting up for landings at either Elmendorf AFB or Anchorage International. C-17s may spend an hour or more conducting multiple drops via oval "racetrack" patterns. R-2203 is very active, do not overfly when status is "HOT." Status can also be obtained from Anchorage Approach (118.6/119.1), Elmendorf Tower (127.2), or EDF ATIS (124.3).



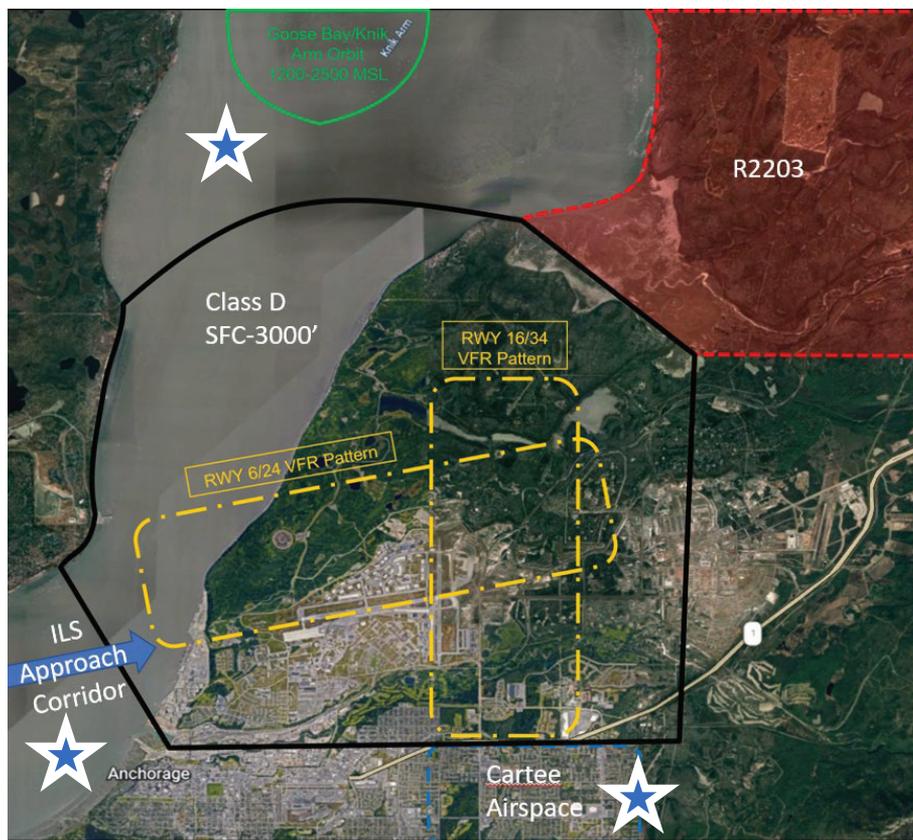
## Where to look for military aircraft returning VFR to EDF

Normally fighter (F-22/F-16 type) and cargo aircraft (C-17/C-130 types) recovering VFR will fly to point CUJAC and from there due south to KULIS or southwest to BLINK. In both cases you can expect aircraft to cross the Knik Arm south of Goose Bay.

\*Approximate locations:

- CUJAC : EDF335009
- KULIS : EDF321004
- BLINK : EDF267006

# JBER Procedures and Airspace



★ Hotspots with high potential of NMACs

**Visual Pattern:** The visual pattern is busy with numerous aircraft from sunrise to early evening hours, Monday through Friday. Primary pattern altitudes are 1,200' MSL and 1,700' MSL (800' MSL for light planes and helicopters), but local aircraft can be anywhere from surface to 4,500' MSL.

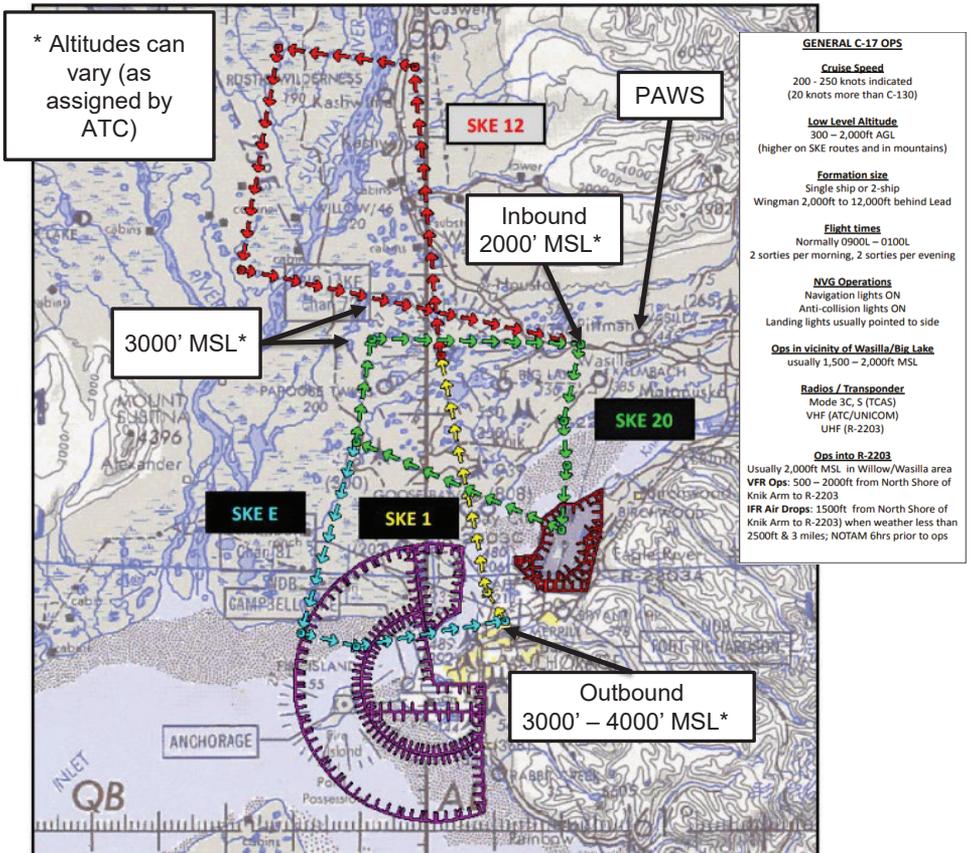
**Knik Arm:** Used by Elmendorf aircraft for VFR holding and traffic sequencing. C-130s, C-17s, and E-3s may be seen holding between 1,200' MSL and 2,500' MSL over the Knik Arm and will remain over water. This may be only 100' above the Goose Bay airport traffic pattern of 1100 MSL! Elmendorf Aero Club aircraft normally cross the Knik Arm at 2500' MSL.

# SKE Routes (C-17/C-130)

Station Keeping Equipment (SKE) routes are primarily used by JBER's cargo aircraft. SKE allow the operating aircrews to train as formations in airdrop, ingress, and egress operations. The route of flight for some of the SKE routes transition through the generally accepted practice area for General Aviation (GA) aircraft conducting practice operations.

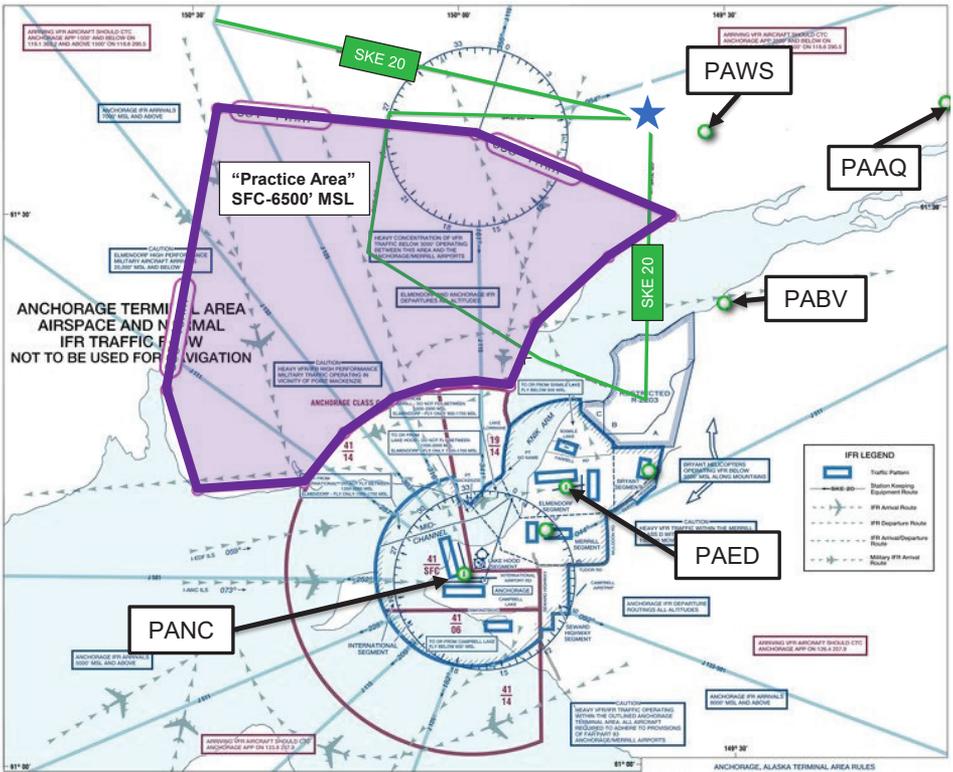
It is imperative that pilots and aircrew are on high alert for inbound and outbound traffic. To increase awareness, when an aircraft is planned to fly a SKE route it will be published in PAED NOTAMs. Additionally, Kenai Flight Service Station (FSS) will publish the NOTAM with PAZA (Anchorage Center). Through a letter of agreement (LOA), Kenai FSS will also publish a "pointer" NOTAM at Wasilla, Palmer, Birchwood and Big Lake airfields directing aviators to view the PAZA NOTAM.

**SKE ROUTES ARE NOT PUBLISHED ON VFR CHARTS**  
**Please see the JBER Airspace Page for additional details**



# Generally Accepted G.A. Practice Area

3 WG Safety with the help of Eleventh Air Force gathered with leaders in the General Aviation community to discuss airspace that could use more focus. The Generally Accepted Practice Area was brought to table as a high interest area. Military pilots are generally unaware that this is an area with a high density of aircraft operating from the surface up to 6500' MSL. The 3 WG Safety office is changing this narrative to provide heightened awareness to our pilots and bolster a safe operating airspace. Below is a visual depiction of the "Practice Area" overlaid on the Anchorage Terminal Area map showing one of the SKE routes that pass through the area.



★ SKE 20 Initial Point – High potential for traffic, look for aircraft at 2000' MSL starting an airdrop run into R-2203

# Military Training Routes (MTRs)

MTRs are utilized by JBER fighter, cargo, and rotary aircraft for low-level flight operations. MTRs are regularly surveyed routes, with a defined corridor area, and a set series of altitudes that can be operated within. The surveys include threats to safety of flight (towers, obstacles, etc.), known airfields and specific operating instructions around those fields, no-fly zones, mandatory radio calls and frequencies, etc. It is the responsibility of the military aircrew to plan for all these restrictions and follow them. These MTRs allow for high-speed operation exemption from standard FAA speed restrictions but only within the surveyed corridor and altitude block of the MTR.

MTR route centerlines are depicted on all VFR Sectionals with the MTR number and traffic flow. However, these are only the centerline of the surveyed MTR points. **Military aircraft may be operating anywhere within the surveyed corridor of the MTR (normally five nautical miles on either side of centerline), which is not depicted on the Sectional.** General Aviation Aircraft should utilize extreme caution anywhere within five nautical miles of an MTR centerline due to the high speed and low-level tactical training being conducted when the route is active.



Chart showing the most common MTRs utilized by JBER aircraft in Alaska.

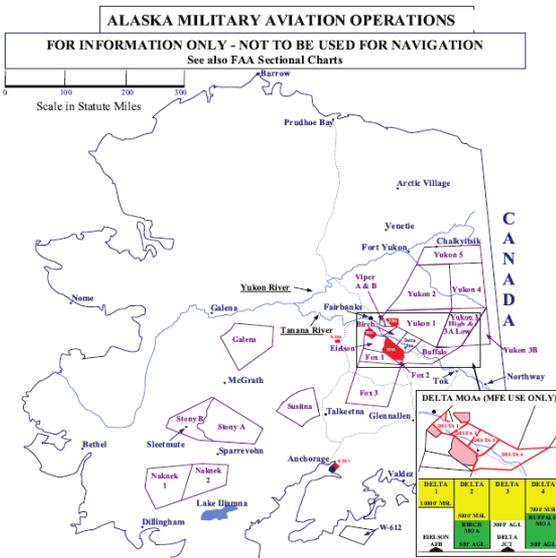
See the contacts page at the end for details on how to determine an MTR is scheduled for use.

# Military Operating Areas (MOAs)

Military Operations Areas (MOAs) are used by military aircraft for air-to-air and air-to-ground training. According to the Aeronautical Information Manual, "Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOA's may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation."

If you choose to fly through a MOA, we highly recommend you consult Anchorage Center to determine if the MOA is active and the general location of the military aircraft. If possible, de-conflict laterally or vertically from the military aircraft in the MOA. Be aware that fighter aircraft can transit from one end of the MOA to the other in a matter of minutes and regularly change altitudes in excess of tens-of-thousands of feet.

When flying in and near the central Alaskan MOAs (near Fairbanks and Delta Junction) you can receive Special Use Airspace Information Service (SUAIS) from Eielson Range Control on VHF 125.3 or 126.3. When calling 1-800-WX-BRIEF, you must ASK the briefer for NOTAM information on each MOA you plan to transit.



SPECIAL USE AIRSPACE LIMITS	
<b>MILITARY OPERATIONS AREAS (MOA):</b>	
BERCH	300' AGL - 4,999' MSL
BUFFALO	300' AGL - 6,999' MSL
EIELSON	100' AGL - 17,999' MSL
YUKON 1	100' AGL - 17,999' MSL
YUKON 2	100' AGL - 17,999' MSL
YUKON 3 HIGH	10,000' MSL - 17,999' MSL
YUKON 3A LOW	100' AGL - 8,999' MSL
YUKON 3B	2,000' AGL - 17,999' MSL
YUKON 4	100' AGL - 17,999' MSL
YUKON 5	5,000' AGL - 17,999' MSL
VIPER A	500' AGL - 10,000' MSL
VIPER B	10,000' MSL - 17,999' MSL
FOX 1	5,000' AGL - 17,999' MSL
FOX 2	7,000' MSL - 17,999' MSL
FOX 3	5,000' AGL - 17,999' MSL
GALENA	1,000' AGL - 17,999' MSL
NAKNEK 1	3,000' AGL - 17,999' MSL
NAKNEK 2	3,000' AGL - 17,999' MSL
STONY A	100' AGL - 17,999' MSL
STONY B	2,000' AGL - 17,999' MSL
SUSTINA	** - 17,999' MSL
** FOR SUSTINA FLOOR OF 5,000' AGL OR 10,000' MSL, WHICHEVER IS HIGHER	
DELTA 1-4	See Circuit
<b>RESTRICTED AREAS:</b>	
R-2202AB	SURF - 9,999' MSL
R-2202C	10,000' MSL - FL 310
R-2202D	FL 310 - UNLIMITED
R-2203AB	SURF - 11,000' MSL
R-2203C	SURF - 5,000' MSL
R-2205	SURF - 20,000' MSL
R-2206	SURF - 8,000' MSL
R-2211	SURF - FL 310
<b>WARNING AREA:</b>	
W-612	SURF - FL 250

## Lights Out Operations

The FAA has approved military aircraft to operate with no external lighting in Alaska's MOAs and Air Traffic Control Assigned Airspace. These operations are necessary for realistic training at night using Night Vision Devices (NVDs). It is imperative that all users of Alaskan airspace be familiar with the areas where this training occurs. There are two types of reduced-light training:

## Reduced Lighting

Aircraft anti-collision lights (strobes) off, but position lights on. This may occur in any special-use airspace (such as MOAs) without a NOTAM, or in the case of the HH-60G helicopter, in any airspace.

## Lights-out

Anti-collision and position lights off. These operations will be announced at least 48 hours in advance via Anchorage Center (PAZA) NOTAM, are authorized in MOAs ATCAAs and restricted areas, and will be carried out with public safety in mind.

# JBER Air Force Aircraft



## C-12F Huron (C-12J and C-12 U Army Variants)

**Primary Function:** passenger and cargo lift

**Wingspan:** 54 feet, 6 inch

**Length:** 57 feet, 10 inches

**Height:** 14 feet, 11 inches

**Speed:** cruise 200 knots



## C-17 Globemaster III

**Primary Function:** cargo and troop transport

**Wingspan:** 169 feet 10 inches (to winglet tips)

**Length:** 174 feet

**Height:** 55 feet 1 inch

**Speed:** cruise 310 knots/(Mach .74)

**Formation:** 2-Ship throughout mission profile



## HC-130J Combat King II

**Primary Function:** fixed-wing Personnel Recovery Platform

**Wingspan:** 132 feet, 7 inches

**Length:** 97 feet, 9 inches

**Height:** 38 feet, 9 inches

**Speed:** 316 KIAS at sea level

**Formations:** Air to air refueling capable with HH-60G



## E-3G AWACS

**Primary function:** airborne battle management, command and control

**Wingspan:** 145 feet, 9 inches

**Length:** 152 feet, 11 inches

**Height:** 41 feet, 9 inches

**Rotodome:** 30 feet in diameter, 6 feet thick, mounted 11 feet above fuselage

**Speed:** cruise 310 knots/(Mach 0.72)

# JBER Air Force Aircraft



## F-22 Raptor

**Primary Function:** air dominance, multi-role fighter

**Wingspan:** 44 feet, 6 inches

**Length:** 62 feet, 1 inch

**Height:** 16 feet, 8 inches

**Speed:** Mach two class with super cruise capability

**Formations:** 2-4 ship in transit to working airspace



## HH-60G Pave Hawk

**Primary Function:** Personnel recovery in hostile conditions and military operations other than war in day, night or marginal weather

**Thrust:** 1,560-1,940 shaft horsepower, each engine

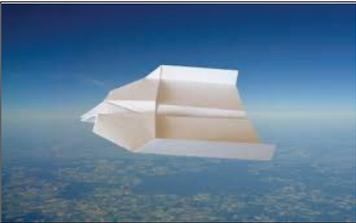
**Rotor Diameter:** 53 feet, 7 inches

**Length:** 64 feet, 8 inches

**Height:** 16 feet, 8 inches

**Speed:** 159 knots

**Formations:** Normally 2 ship, can refuel from HC-130J



## X-165B Loose Leaf

**Primary Function:** Air Superiority w/in office environment, antics and shenanigans.

**Wingspan:** 5.6 inches

**Length:** 6.8 inches

**Height:** .75 inches

**Speed:** 2.3 knots

# JBER Army National Guard

## 207<sup>th</sup> Army Aviation Facilities



### Emergency Support Functions

- CASEVAC and Emergency Movement of Medical Personnel
- Search and Rescue
- Disaster relief and support
- Firefighting
- Movement of personnel, supplies and equipment
- Law enforcement training/support (AST/APD)
- Damage Assessment Flights

### Multi-Compo, Joint, and Interagency Support

- SOCNORTH, Air Force, USARPAC, 11<sup>th</sup> Airborne, USTRANSCOM, US Marine Corps, Air Force Mortuary Affairs, 716th EOD, PAO, 212th/211th Rescue Squadron, Rescue Coordination Center, 673rd fire department, 103rd Civil Support Team
- Alaska State Troopers, U.S Marshals, Department of Corrections, FBI, US Postal Service Inspector
- Coast Guard, Civil Air Patrol
- MATSU SAR, Alaska Mountain Rescue Group, Denali National Park Service, Bethel SAR, North Slope SAR
- National Park Service
- Alaska Division of Forestry, US Forest Service
- Sikorsky, Boeing, Air Rescue Systems

# Bryant Army Airfield Aircraft



## UH-60L Black Hawk

**Primary Function:** SAR (search and rescue) and troop movement

**Wingspan:** 53 feet, 8 inches

**Length:** 64 feet 11 inches

**Height:** 16 feet, 11 inches

**Max Speed:** 193 knots/155 knots with skis



## HH-60M Black Hawk

**Primary Function:** SAR (search and rescue) and MEDEVAC Platform

**Wingspan:** 53 feet, 8 inches

**Length:** 64 feet, 11 inches

**Height:** 16 feet, 11 inches

**Max Speed:** 193 knots/155 knots with skis



## CH-47F Chinook

**Primary Function:** Mission and Equipment

**Wingspan:** 51 feet, 11.4 inches

**Length:** 98 feet, 10.7 inches

**Height:** 18 feet, 11 inches

**Max Speed:** 170 knots/130 knots with skis



## UH-72 Lakota

**Primary function:** S&S (security and support) Mission Equipment Package

**Wingspan:** 35 feet, 1.2 inches

**Length:** 42 feet, 9 inches

**Height:** 11 feet, 3.6 inches

**Max Speed:** 145 knots

# Major Flying Exercises

Major Flying Exercises (MFEs) such as RED FLAG Alaska and NORTHERN EDGE are two/three-week, large flying exercises that are primarily based out of Elmendorf Airfield and Eielson AFB. They consist of joint military flying operations by units from around the world. MFEs significantly increase the volume and intensity of military air traffic in the Elmendorf and Anchorage areas. During MFE operations, as many as 30 aircraft can be departing simultaneously from Elmendorf for the Fox and Yukon Military Operating Areas (MOA) and Air Traffic Control Assigned Airspaces (ATCAAs) and the Restricted Areas near the Fox and Yukon airspaces depicted on the previous page.

These exercises bring an enormous number of aircraft and pilots unfamiliar with the challenges of Alaska aviation. This includes pilots, aircraft, and personnel from foreign militaries. During these times, military and GA traffic should exercise increased vigilance in all areas of Alaskan Airspace. Local Safety Agencies conduct briefings and training to incoming pilots and aircrew to increase awareness of local flying operations. This understanding helps mitigate the possibility of midair collisions between GA and military aircraft conducting operations in the densely populated airspace. The Friday prior to a MFE is normally an area familiarization day, you can expect increased air traffic those days in addition to the dates below.

## Upcoming Major Flying Exercises:

RED FLAG-AK 26-1: April 16 - May 1

RED FLAG-AK 26-2: May 28 - June 12

RED FLAG-AK 26-3: August 13- August 28

Arctic Thunder Open House: August 5 through August 19th, 2026



## Runway closure dates(subject to change, reference NOTAMS)

May 26- May 28: Elmendorf Runways fully closed

May 29 - July 7: Runway 06/24 shortened to approx' 7,500 ft

July 8 - July 10: Elmendorf runways fully closed



F-16



F-35



F-18



KC-46



KC-135

# Contact Information

One of our goals with this pamphlet is to open lines of communication between General Aviation and military operators in the local area. Is there a hot spot you've noticed, or do you have other recommendations on how we can deconflict? Please let us know! If you have questions, comments, or concerns regarding safety of flight and/or military flight operations you can reach us at:

**3 Wing Flight Safety**  
**3wg.sef@us.af.mil**  
**907-552-6858**

Additional reading regarding Mid-Air Collision Avoidance and flight safety:

## AOPA

<https://www.aopa.org/training-and-safety/students/presolo/skills/avoiding-midair-collisions>

## FAA Advisory Circular

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_90-48E.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-48E.pdf)

## FAA Safety Team

<https://www.faasafety.gov/default.aspx>

## FAA Outreach Program

<https://www.faa.gov/about/initiatives/gasafetyoutreach>



***THIS IS NOT A SOURCE DOCUMENT FOR FLIGHT OPERATIONS. ALL AIRCREWS ARE RESPONSIBLE FOR CHECKING CURRENT FLIGHT INFORMATION, PUBLICATIONS, DIRECTIVES, AND NOTAMS FOR CURRENT INFORMATION. CHARTS ARE NOT FOR NAVIGATION PURPOSES.***

# Aviation Safety Reporting System (ASRS)

An aviation safety program funded by the FAA and administered by NASA that allows for hazard or incident reporting. The program is voluntary, confidential and non-punitive. The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents. Recently the ASRS expanded to include Unmanned Aircraft Systems (UAS) built on the same concepts of increasing awareness through reporting.

Civilian or military aviators, air traffic controllers, flight attendants, mechanics, ground personnel, and others involved in aviation operations may submit reports to the ASRS when they are involved in, or observe, an incident or situation in which aviation safety was compromised. Additional categories for UAS include Lost Link, airspace incursions, and Equipment Issue (hardware/software/automation).

## HOW DO I REPORT a hazard or incident?

1. Go to the ASRS website
  - a) Manned: <https://asrs.arc.nasa.gov/>
  - b) UAS: <https://asrs.arc.nasa.gov/uassafety.html>
2. Click on the link for the appropriate form — your browser should start the free Adobe Acrobat Reader. (If not, download the form and start Acrobat Reader manually.) You have two choices for submitting an incident report.
3. You have two choices for submitting an incident report:
  - a. Fill out the form on your computer or print it out and fill out the form by hand, then mail to the address below or
  - b. Fill and submit the form online.
4. Mail your completed form to:



NASA AVIATION SAFETY REPORTING SYSTEM  
POST OFFICE BOX 189  
MOFFETT FIELD, CALIFORNIA 94035-0189



## The IMMUNITY Concept

The filing of a report with the National Aeronautics and Space Administration (NASA) is considered by the FAA to be indicative of a constructive attitude. Such an attitude will tend to prevent future violations. Accordingly, although a finding of a violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

1. The violation was **inadvertent** and not deliberate;
2. The violation did not involve a **criminal** offense, accident, or action showing lack of competence or qualification;
3. The person has not been found in any prior FAA enforcement action for a period of 5 years prior to the date of the occurrence;
4. The person proves that, within **10** days after the violation, he or she completed and delivered or mailed a **written report** of the incident or occurrence to NASA under ASRS.

**NOTE:** For air traffic controllers the immunity rules are not the same. For exact regulation details, see FAA Advisory Circular Number 00-46E and Facility Operation and Administration Handbook, 7210.3Z.

# General Flight Planning Resources

## Alaska Military Airspace

- <https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>



Below are points of contact for the different Military Training Routes used in Alaska. Additional routes and POCs can be found in Area Planning 1B.

### **JBER Scheduling**

(907) 552-0410/2406

- IR901/IR911
- VR1901/VR1911
- IR903/IR913
- VR933/VR9934
- IR905/IR915
- VR1905/VR1915

### **Eielson Scheduling**

(907) 377-2725/2684

- IR919/IR921
- VR937/VR938
- IR922/IR923
- VR940/VR941

## Aeronautical Information Services (Digital Products)

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

## Flight Mission Planning

<https://skyvector.com/>

## Aviation Weather Center

<https://aviationweather.gov/>

## Unmanned Aerial Systems

[www.faa.gov/uas/getting\\_started/](http://www.faa.gov/uas/getting_started/)

## Aviation Safety Reporting

<https://asrs.arc.nasa.gov/>

## “WANTS” Check

- Weather
- Activated – flight plan
- NOTAMs
- Take off/landing data
- Self/Sunglasses

# Fly Safe!



## Joint Base Elmendorf - Richardson

### U.S. AIR FORCE AIRCRAFT IDENTIFICATION CHART

