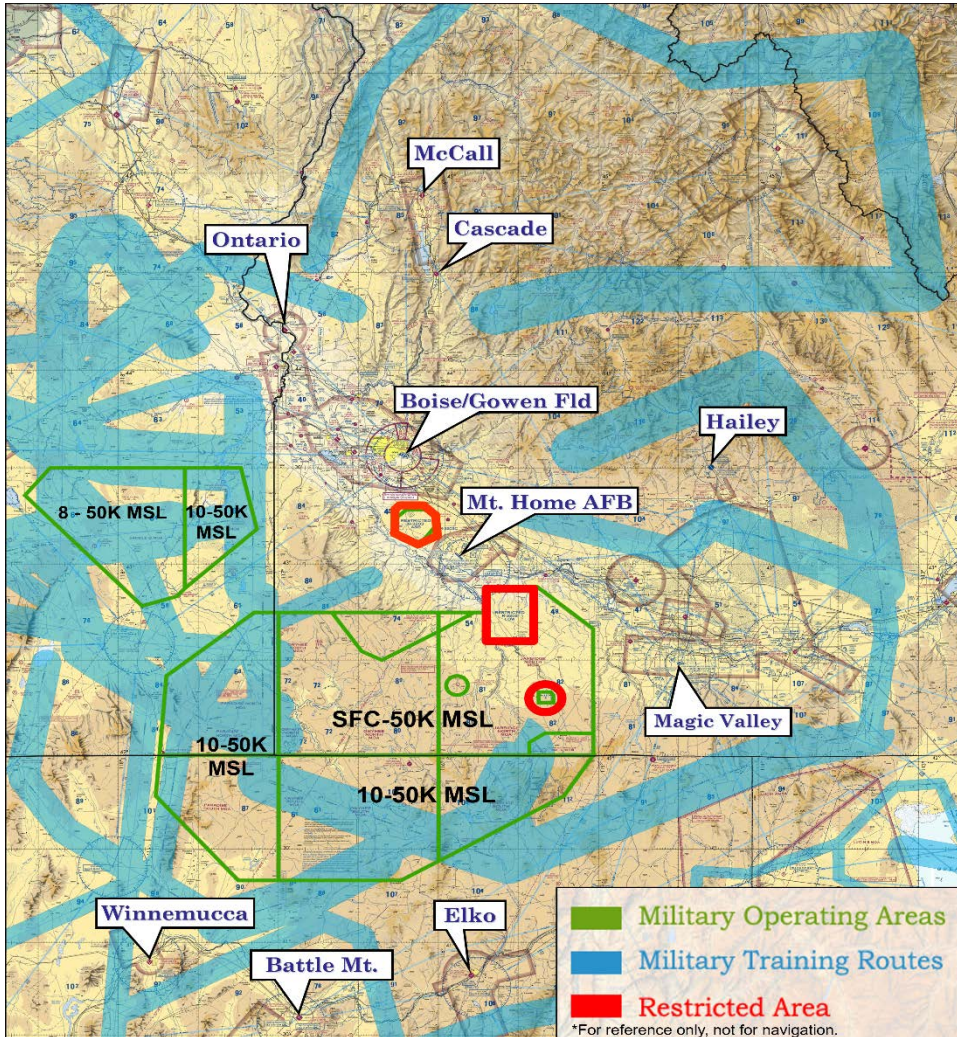


MOUNTAIN HOME AFB / GOWEN FIELD MIDAIR COLLISION AVOIDANCE (MACA)



Mountain Home Air Force Base Contact Information

366 Fighter Wing Command Post	(208-828-5800)		
366 Fighter Wing Flight Safety Office	(208-828-1573)	MUO Tower	133.85
366 Fighter Wing Public Affairs	(208-828-6800)	MUO Approach	124.8
Cowboy Control (MOA control)	(208-828-4804)	Cowboy (MOA) Control	134.1
MOA Airspace Scheduling	(208-828-2172)		

Gowen Field Contact Information

Gowen Field Air Force Flight Safety	(208-422-5600)
Gowen Field Army Flight Safety	(208-422-3970)

The U. S. Air Force is committed to working with the civilian aviation community to make our skies safe. As part of a continuing public information program, the 366 FW Flight Safety Office would like to educate our civilian counterparts about the intensive military air operations at Mountain Home AFB and adjoining Military Operating Areas (MOA). By discussing these issues, we hope to heighten awareness and reduce the potential for midair collisions.

In combat, aircraft will operate across a wide range of altitudes and airspeeds to avoid sophisticated surface-to-air missiles, anti-aircraft artillery, and enemy fighters. Pilots must be able to train in the same manner that they would be expected to fight. The military frequently flies at speeds greater than 500 knots. High speed operations include aircraft intercepts, low altitude navigation, surface attack, air-to-air combat, and close-air support. When typically slower-moving civilian aircraft are added to the mix, the potential for deadly midair collisions rises considerably.

The fighters operating out of Mountain Home AFB may have air-to-air radars but **are not** equipped with Traffic Alert and Collision Avoidance Systems (TCAS) or Automatic Dependent Surveillance-Broadcast (ADS-B). The fighters operating out of Gowen Field are not equipped with radars, TCAS, or ADS-B and may fly down to **100ft AGL off of Military Training Routes (MTR)**. Collision avoidance is accomplished primarily through deconfliction by mission planning, radio communication, adherence to mandatory and recommended FAA procedures, maximum use of IFR and flight following services, and the see-and-avoid concept.

CIVILIAN PILOT RESPONSIBILITIES

A. Entering Mountain Home Radar Control Area: Prior to entering the MUO Class E airspace, contact Mountain Home Approach (124.8) and state the intended flight path and cruising altitude. The controller will acknowledge your intentions.

B. Aircraft in Class E Airspace: Once a participating aircraft has entered Class E airspace, VFR aircraft should not change altitudes without advising the controller. Whenever compliance with an assigned route or heading is likely to compromise pilot responsibility for terrain or obstruction clearance or weather, advise approach control of intended action.

C. Aircraft Departing MUO Control Area: Aircraft departing Mountain Home Air Force Base or Mountain Home Muni after practice approaches should advise departure control of proposed direction of flight and altitude. The controller will assign a beacon code.

D. Aircraft Traversing The MOA : Aircraft traversing through the mountain home range complex at any altitude should contact Mountain Home Approach (124.8) and Cowboy Control (134.1) for real time traffic advisories and MOA hours of operation. **BEGINNING 2012, THE MOA BOUNDARIES AND ALTITUDES HAVE CHANGED.** Please review current publications for new MOA restrictions.

Military Operations Areas are defined as airspace designated for non-hazardous military activity such as acrobatics, air combat tactics, and formation training. The designation informs and segregates non-participating IFR aircraft from the activity. VFR aircraft are not restricted from operating in military operations areas but should exercise extreme caution while flying within a MOA. MOA status changes frequently and can be in use anytime from sunrise to 1200 o'clock midnight from surface to 50,000 feet MSL. FAA flight service stations can tell you whether the MOA is active and altitudes in use. Cowboy Control at Mountain Home AFB or approach control can also issue real time updates for the local MOAs special use airspace. **Contact Cowboy Control for MOA status and the local Flight Service Station (FSS) for MTR status.**

MOUNTAIN HOME AFB LIGHTS-OUT AND REDUCED LIGHTING NIGHT OPERATIONS

Mountain Home AFB Fighter aircraft (F-15E, F-15SG) and Gowen Field aircraft (A-10) periodically conduct lights-out and reduced lighting training at night in conjunction with Night Vision Goggle (NVG) training within the Mountain Home Range Complex (Jarbridge, Owyhee, and Paradise MOAs). A class "D" NOTAM is issued 48 hours prior to inform non-participating aircraft of the increased potential hazards within the MOA.

When conducting lights-out training, fighter aircraft will turn **all of their exterior lights off**. During reduced lighting operations, they will turn their anti-collision and strobe lights off and will adjust position lights to minimum brightness. In either case, the lack of external lighting, combined with fighter aircraft speed and maneuverability, dramatically increases the hazards for non-participating aircraft traversing the MOA using see and avoid rules.