Travis Air Force Base, CA
Mid-Air Collision Avoidance (MACA) Pamphlet

Current as of May 2026

Notes

Notes

TAFB Airfield Information

ICAO	KSUU
Location	N38º15.87' W121º55.45'
Elevation	63' MSL
Runway 21R/03L	11,001' by 300'
Runway 21L/03R	10,995' by 150'
Assault Landing Zone *(DO NOT USE)*	3,500' by 90'

TAFB NAVAIDS & Frequencies

SUU TACAN	113X
Runway 21L ILS (CAT II)	110.10
Runway 03L ILS	108.35
ATIS	135.55 / 292.125
Tower	120.75 / 254.4
Approach	
North of V150	126.60 / 281.45
South of V150	119.90 / 322.325

TAFB Airspace

Class E: Surface to 10,000' MSL *(**VFR Flight Following available and highly encouraged**)*

Class D: Surface to 2,600' MSL within 4.3 NM *(**Remain outside unless approved by Travis Tower**)*

Radar Pattern: 4,000-5,000' MSL, 200-220 KIAS, 5-10 NM offset from rwy centerline (10-15 NM from rwy for base)

VFR Pattern: 1,100-2,100' MSL, 150-250 KIAS

Tactical Approaches: Go from surface to 10,000' MSL

Fellow Aviators,

*The 60th and 349th Air Mobility Wing (AMW) Safety Team—with the skilled air traffic controllers of Travis Air Force Base (TAFB)—crafted this pamphlet to enhance the safety of our skies and to address the **high potential for mid-air collision in the local area** with over 100 airports across the North Bay Area.*

*Within these brief pages, you'll find critical information on our airspace, flight patterns, and military aircraft. Also included are tips and techniques to assist in your becoming a more observant and alert pilot because **the threat of mid-air collision is very real**. And operations in crowded airspace require extra vigilance from both military and civilian pilots... together.*

*Vigilance starts by communicating with available air traffic control agencies, scanning aggressively while flying, and knowing the local airspace structure. **The airspace near TAFB is some of the busiest in the U.S.**, including aircraft ranging in size from huge cargo jets to small fighters and turboprops and high commercial aviation traffic from San Francisco, Oakland, and San Jose. With **30 public use airports within a 50-mile radius of TAFB**, the volume of general aviation traffic is and will remain high as well.*

*So… please read and heed this pamphlet while passing along its recommendations to your fellow aviators. And if you identify, encounter, or have any problems, please do not hesitate to call us. Because **together, we'll make sure safety is no accident!***

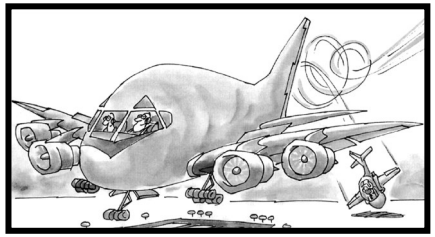
~ 60th/349th AMW Safety Team
(707) 424-1115; 60AMW.SEF.FlightSafety@us.af.mil

Mitigation Techniques

- ***PLAN AHEAD*** **-** Thoroughly review your intended route of flight before walking out to your airplane. Plan to avoid alert areas, restricted areas, Military Training Routes, and Military Operations Areas. Check NOTAMs and identify possible conflict areas.
    - **TAFB military tactical maneuvers *normally* remain within 12 NM of the base**
    - **TAFB IFR radar pattern and VFR overhead pattern are contained within Alert Area A-682**
- ***SEE AND AVOID*** **-** Vigilantly scan the airspace ahead of you and to the side using proper scan techniques. Periodically check behind you since the majority of midairs occur with one aircraft overtaking another.
    - **Turn on all available exterior lights**
    - **The safest way to fly in/near TAFB airspace is to *AVOID IT***
- ***BE SMART*** **-** If you have to fly through TAFB airspace:

SQUAWK (Mode 3A & Mode C)
TALK (Optional… but helpful!)
LISTEN (Note potential conflicts)
CLEAR (Constantly scan for traffic)

- **AVOID** the departure/arrival corridors (do not loiter without flight following)



The E-6B "Mercury" - COMMAND/CONTROL

Role: Air command post/relay
Thrust: 96,000+ lbs
Wingspan: 148' 4"
Length: 150' 4"
Height: 42' 5"
Max T/O: 342,000 lbs
Max Speed: 522 kts

The T-38 "Talon" - TRAINING

Role: Advanced trainer
Normal Thrust: 2,000+ lbs
Afterburner: 2,900+ lbs
Wingspan: 25' 3"
Length: 46' 4"
Height: 12' 10"
Max Speed: 721 kts

Atlas Air (Boeing 747)

Kalitta Air (Boeing 777)

TAFB Airspace Users

The radar and VFR patterns at TAFB are typically utilized most heavily by three Air Force aircraft assigned to the base: the C-5, C-17 and KC-46. However, you will also see other aircraft in the TAFB pattern (i.e., E-6B, T-38) and transiting commercial cargo aircraft. The most common aircraft you'll see are described on the following pages.

The C-5M "Super Galaxy" - AIRLIFT

Role: Outsize cargo
Thrust: 210,000+ lbs
Wingspan: 222' 9"
Length: 247' 1"
Height: 65' 1"
Max T/O: 840,000 lbs
Max Speed: 551 kts

The C-17A "Globemaster III" - AIRLIFT

Role: Cargo/troops transport
Thrust: 160,000+ lbs
Wingspan: 169' 10"
Length: 174'
Height: 55' 1"
Max T/O: 585,000 lbs
Max Speed: 493 kts

The KC-46A "Pegasus" - AIR REFUELING

Role: Aerial tanker/cargo
Thrust: 120,000+ lbs
Wingspan: 156' 1"
Length: 159' 2"
Height: 51' 9"
Max T/O: 415,000 lbs
Max Speed: 573 kts

MACA Hazard ID & Avoidance

During a three-year study on mid-air collisions involving civilian aircraft, the National Transportation Safety Board (NTSB) determined:

- Occupants of most mid-air collision aircraft were on a pleasure flight with ***no flight plan filed***
- Nearly all mid-air collisions occurred in ***VFR conditions*** during weekend daylight hours
- The majority of mid-airs resulted from ***a faster aircraft overtaking and hitting a slower aircraft***
- ***No pilot is immune***; experience levels ranged from initial solo to 15,000+ flight hours and 37% of mid-airs had Flight Instructors onboard
- The vast majority of mid-airs happened near ***uncontrolled airports*** below 3,000' AGL
- Enroute mid-airs occurred below 8,000' AGL and ***within 25 miles of an airport***

TAFB & You

TAFB sits under Alert Area A-682, which "may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas… and pilots of participating aircraft as well as pilots transiting the area must be equally responsible for collision avoidance." (AIM, Feb '25, sec. 3-4-6). Also, wind farms southeast of TAFB interfere with ATC radar, causing false "hits" and masking returns. ***Squawking*** (even 1200) ***will make you visible to TAFB Approach Controllers over wind farms (and please contact Travis Approach Control for flight following***)

Additional Contact Information

TAFB Airfield Management: (707) 424-0028
Public Affairs, 60th AMW (Active Duty): (707) 424-2011
Public Affairs, 349th AMW (Reserve): (707) 424-3497

Sacramento Flight Standards District Office

https://www.faa.gov/about/office_org/field_offices/fsdo/sac/

1102 Corporate Way (916) 422-0272
Suite 200 7-AWP-SAC-FSDO@faa.gov
Sacramento, CA 95831 Fax: (916) 422-0462

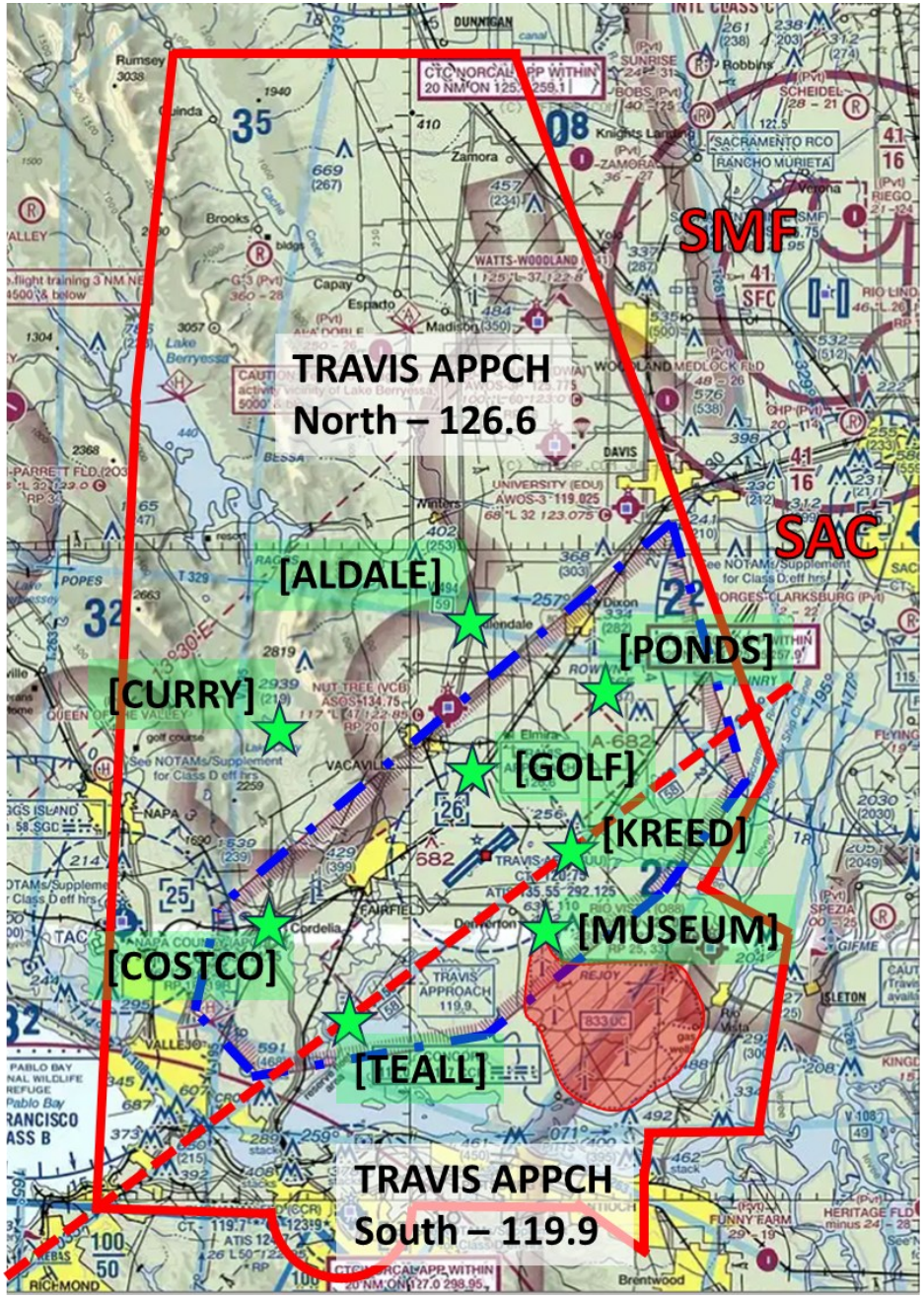
Rancho Murieta Flight Service Station

122.2 MHz "Rancho Murieta Radio"

7443 Murieta Drive (800) WX-BRIEF (992-7433)
Rancho Murieta, CA 95683

Please check flight publications for any changes.

All charts & contact information are for reference use only.



Alert Area A-682
Travis Approach
V150 Travis Appch North/South Split
Windmill Area
Tactical Waypoint