

NMAC

in humanitarian operations

NMAC

- Fixed wing
- Helicopter
- Air-drop
- UAV
- Evacuation

Airports radar non-radar

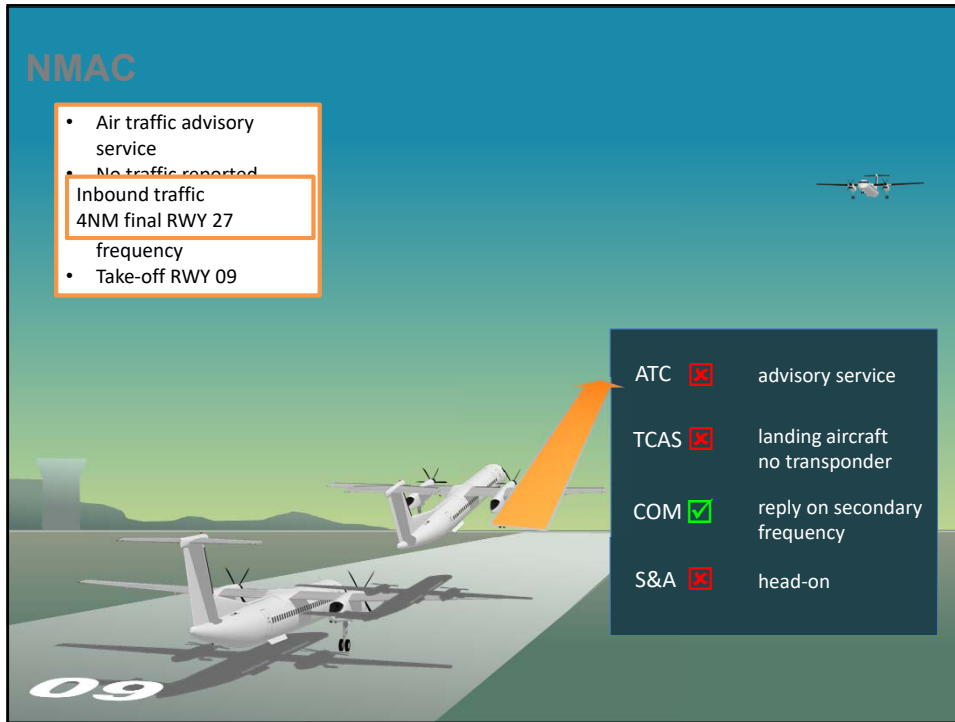
Airfields advisory service

Unmanned airfields

Helicopter landing zones

Drop-zones

Military airspace



NMAC

TCAS levels of protection

Threat aircraft equipment	Own aircraft (TCAS II)
No transponder	Not detected
Mode A transponder only	Not detected
Mode A/C transponder with no altitude reports	TA, intruder shown on TCAS traffic display without altitude
Mode C or Mode S transponder	TA and RA
TCAS I	TA and RA
TCAS II	TA and coordinated RA

NMAC

ICAO Annex 11 ATS Airspace Classes

Class	Controlled	IFR	SVFR	VFR	ATC Clearance	Separation	Traffic information
A	Controlled	Yes	No	No	Required	Provided for all flights	N/A
B	Controlled	Yes	Yes	Yes	Required	Provided for all flights	N/A
C	Controlled	Yes	Yes	Yes	Required	Provided for all IFR/SVFR to IFR/SVFR/VFR	Provided for all VFR
D	Controlled	Yes	Yes	Yes	Required	Provided for IFR/SVFR to other IFR/SVFR	Provided for all IFR and VFR
E	Controlled	Yes	Yes	Yes	Required for IFR and SVFR	Provided for IFR/SVFR to other IFR/SVFR	Provided for all IFR and VFR flights where possible
F	Uncontrolled	Yes	No	Yes	Advisory only	Provided for IFR/SVFR to other IFR/SVFR where possible	Provided where possible if requested
G	Uncontrolled	Yes	No	Yes	Not provided	Not provided	Provided where possible if requested

The image displays a topographic map with a red circle highlighting a region. A helicopter icon is positioned near the bottom right of the map. To the right of the map is a traffic display showing a diamond symbol at the 12 o'clock position and a yellow diamond at the 6 o'clock position. Below the traffic display is a checklist of NMAC conditions:

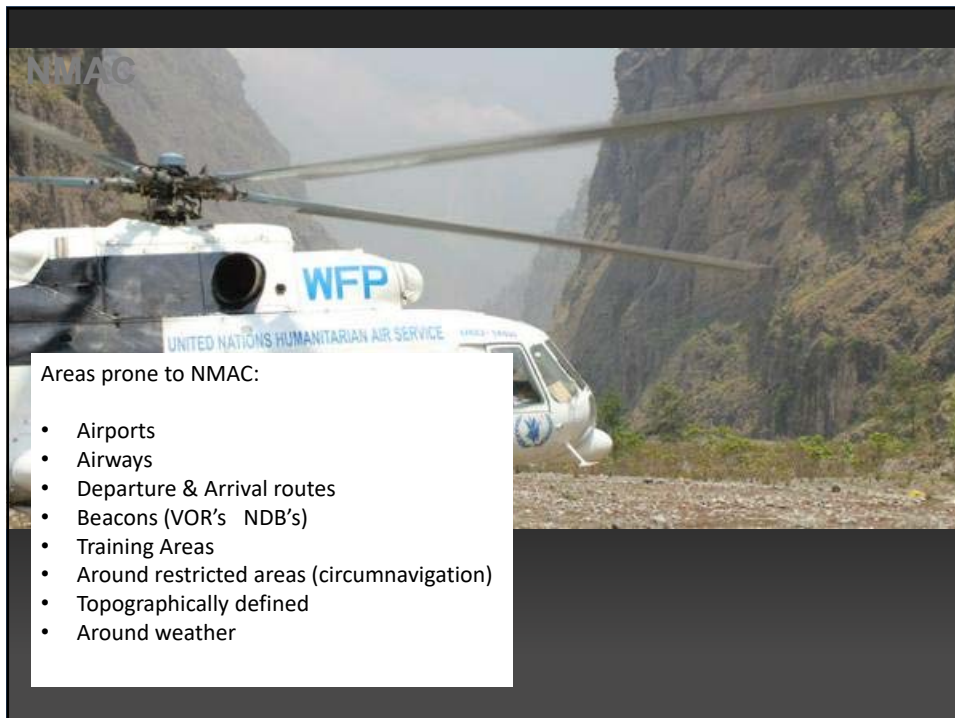
- ATC class G airspace
- TCAS intermittent transponder mode A
- COM no contact
- S&A climbing traffic from below

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For Maximum safety benefit from TCAS II, traffic must squawk altitude



Areas prone to NMAC:

- Airports
- Airways
- Departure & Arrival routes
- Beacons (VOR's NDB's)
- Training Areas
- Around restricted areas (circumnavigation)
- Topographically defined
- Around weather

NMAC

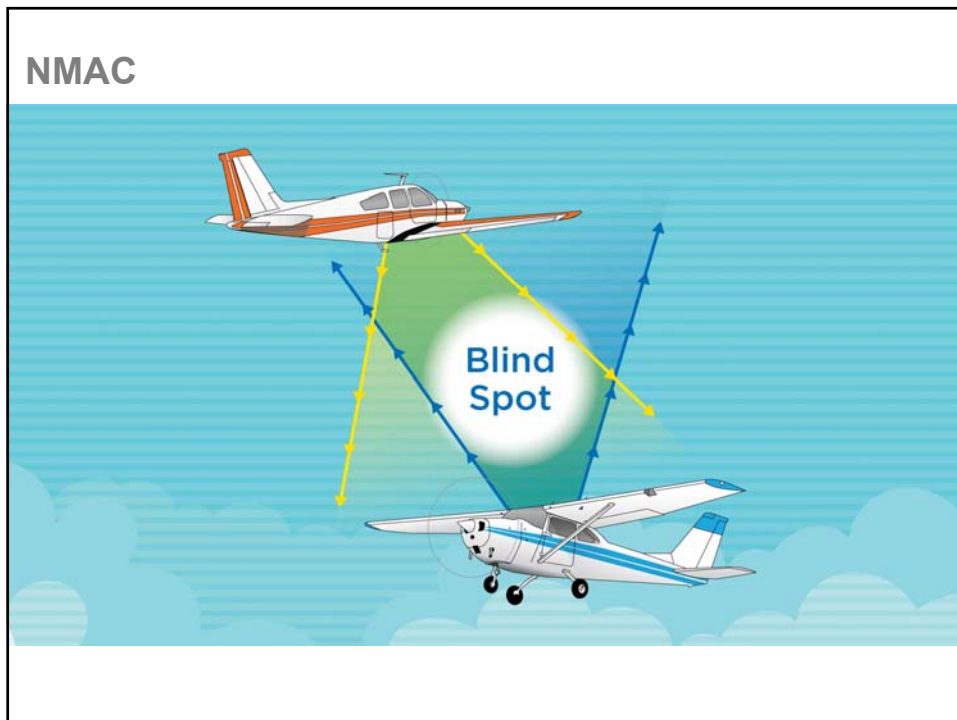
- Unmanned airstrip
- No traffic on TCAS
- No traffic on radio

ATC unmanned airfield

TCAS intruder aircraft no transponder

COM no communication

S&A blind spot



NMAC

In many mid-air collisions at least one of the aircraft involved was not where it was supposed to be.

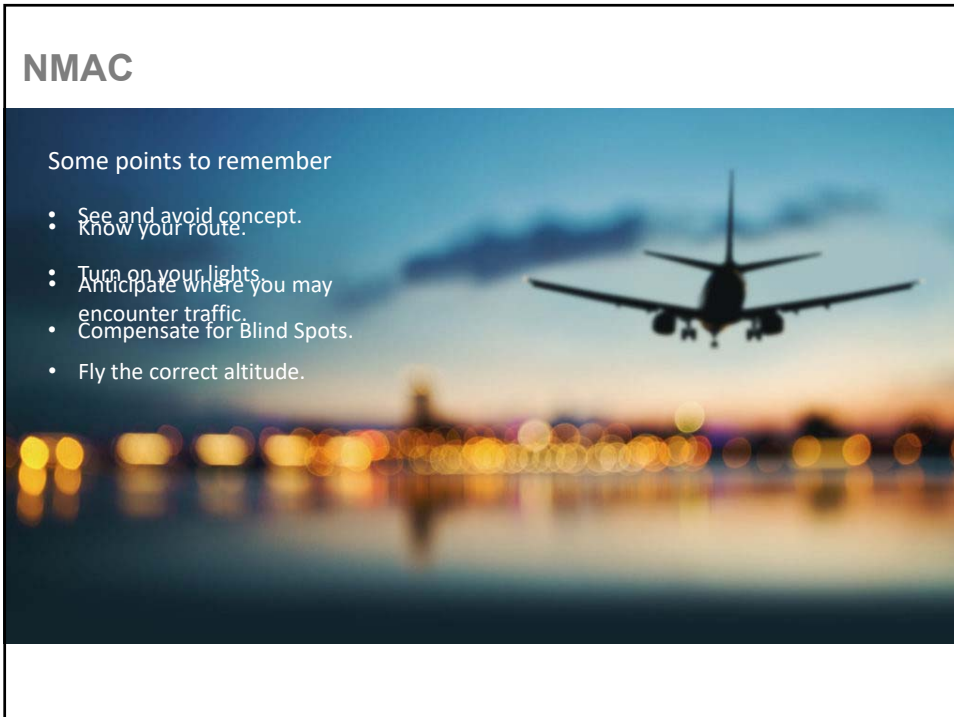
Most NMACs happen during daylight VMC conditions.



NMAC

Some points to remember

- See and avoid concept.
Know your route.
- Turn on your lights.
Anticipate where you may encounter traffic.
- Compensate for Blind Spots.
- Fly the correct altitude.



NMAC

Some points to remember

Use Extra Caution when Landing. Be particularly alert before turning to base leg, during the final approach course, and during the final approach to landing.

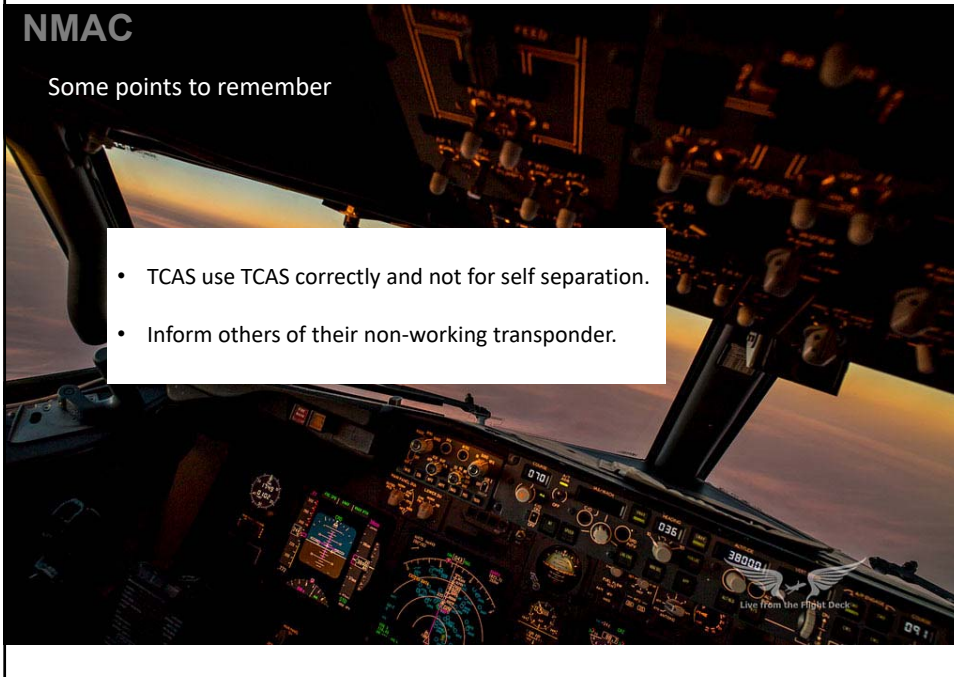
At uncontrolled airports, avoid entering the traffic pattern on the base leg or from a straight-in approach to the landing runway.



NMAC

Some points to remember

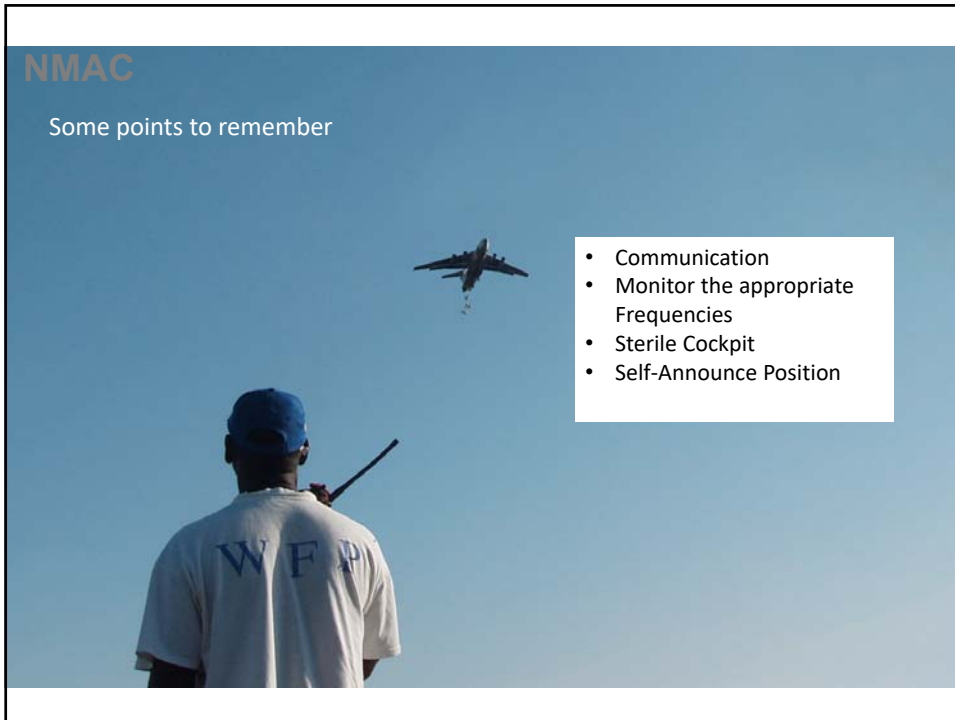
- TCAS use TCAS correctly and not for self separation.
- Inform others of their non-working transponder.



NMAC

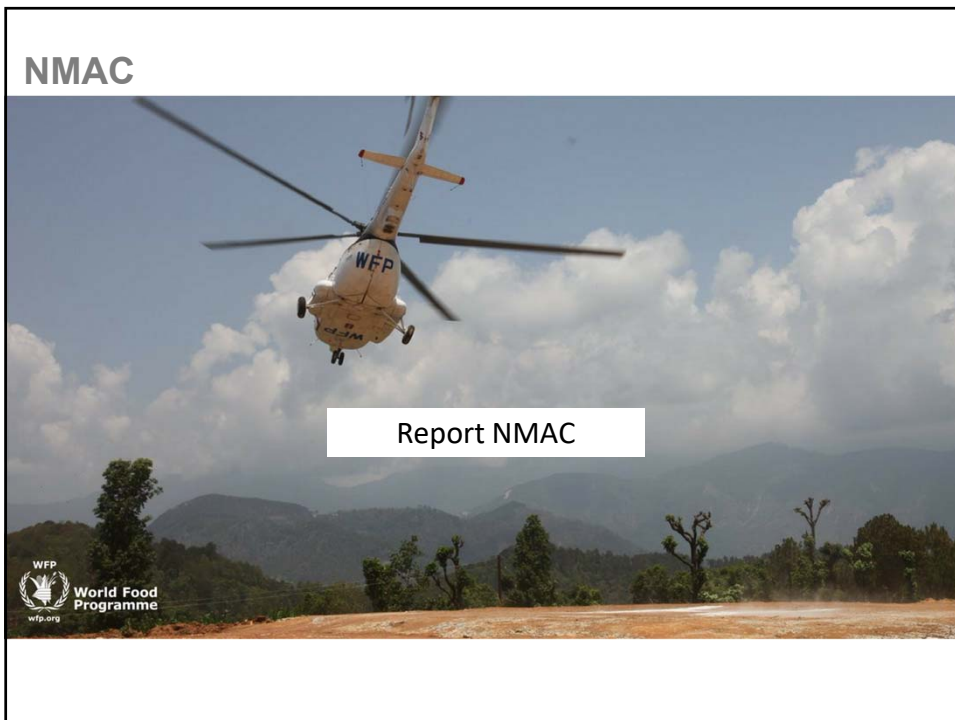
Some points to remember

- Communication
- Monitor the appropriate Frequencies
- Sterile Cockpit
- Self-Announce Position

A person wearing a white t-shirt with 'WFP' on the back and a blue cap is seen from behind, holding a radio. In the clear blue sky above, a WFP aircraft is flying. The text 'NMAC' is in the top left, and a list of points to remember is in a white box on the right.

NMAC

Report NMAC

A white WFP helicopter is flying over a landscape with green trees and mountains in the background. The text 'NMAC' is in the top left, and 'Report NMAC' is in a white box in the center. The WFP logo is in the bottom left corner.