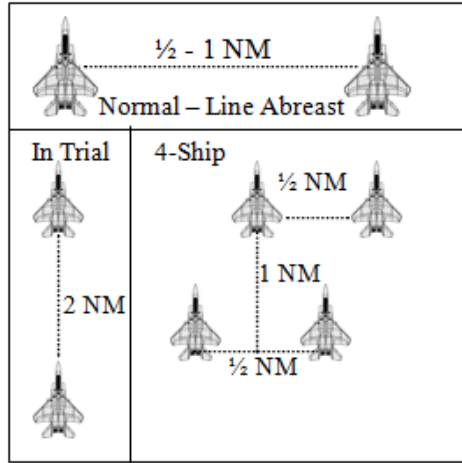


COMMON FORMATIONS



DEPARTURES

All departures are under IFR

Military Aircraft follow published noise abatement departure procedures which track runway heading to 6000 feet, then Radar Vectors to training areas

RECOVERIES

TACAN or ILS Approach:

- ✓ Wx or Training Requirements

VFR Patterns

- ✓ Vectors to Visual Straight-in
- ✓ Vectors to Initial and Overhead (Rwy 28L only)
- ✓ Columbia or Mill Visual Arrival (see map)

WHAT YOU CAN DO

Contact Portland TRACON when operating within 40nm of PDX

Portland TRACON (N) - 124.35

Portland TRACON (S) - 126.0

Military use of UHF frequencies will prevent YOU from hearing F-15 transmissions ... F-15's cannot hear your transmissions on VHF.

Departure and Arrival Characteristics

Under IFR Control to and from the Training Areas

Below 10,000ft = 220-300kts

Above 10,000ft = 350kts

Training Area Characteristics

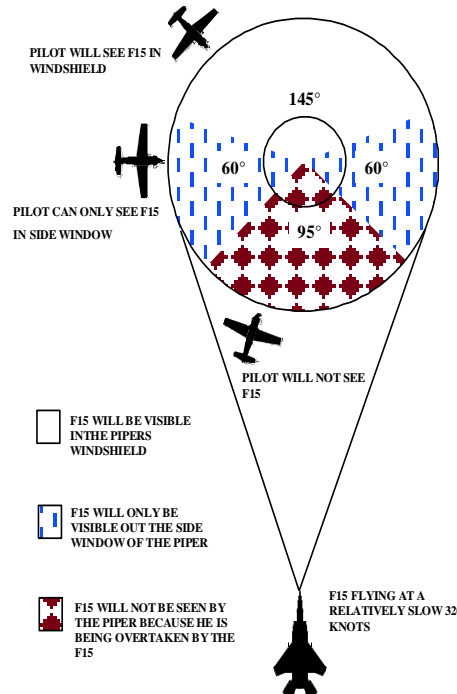
Speeds = 100kts to Mach 1.5

Altitudes = 500ft to 50,000ft

Expect climbs and descents on the order of 20,000ft/min

GEOMETRY OF A COLLISION COURSE

CIRCLE REPRESENTS 360 DEGREES OF POSSIBLE COLLISION COURSE BETWEEN A PIPER FLYING AT 80 KNOTS AND A F15 FLYING AT 320 KNOTS



MILITARY AIRCRAFT AND PORTLAND INTERNATIONAL AIRPORT

BASIC INFORMATION TO INCREASE YOUR SAFETY AWARENESS!

TYPES OF AIRCRAFT

F-15 Eagle

Transient Aircraft: All Types CONTACT INFORMATION:

142d Fighter Wing Safety

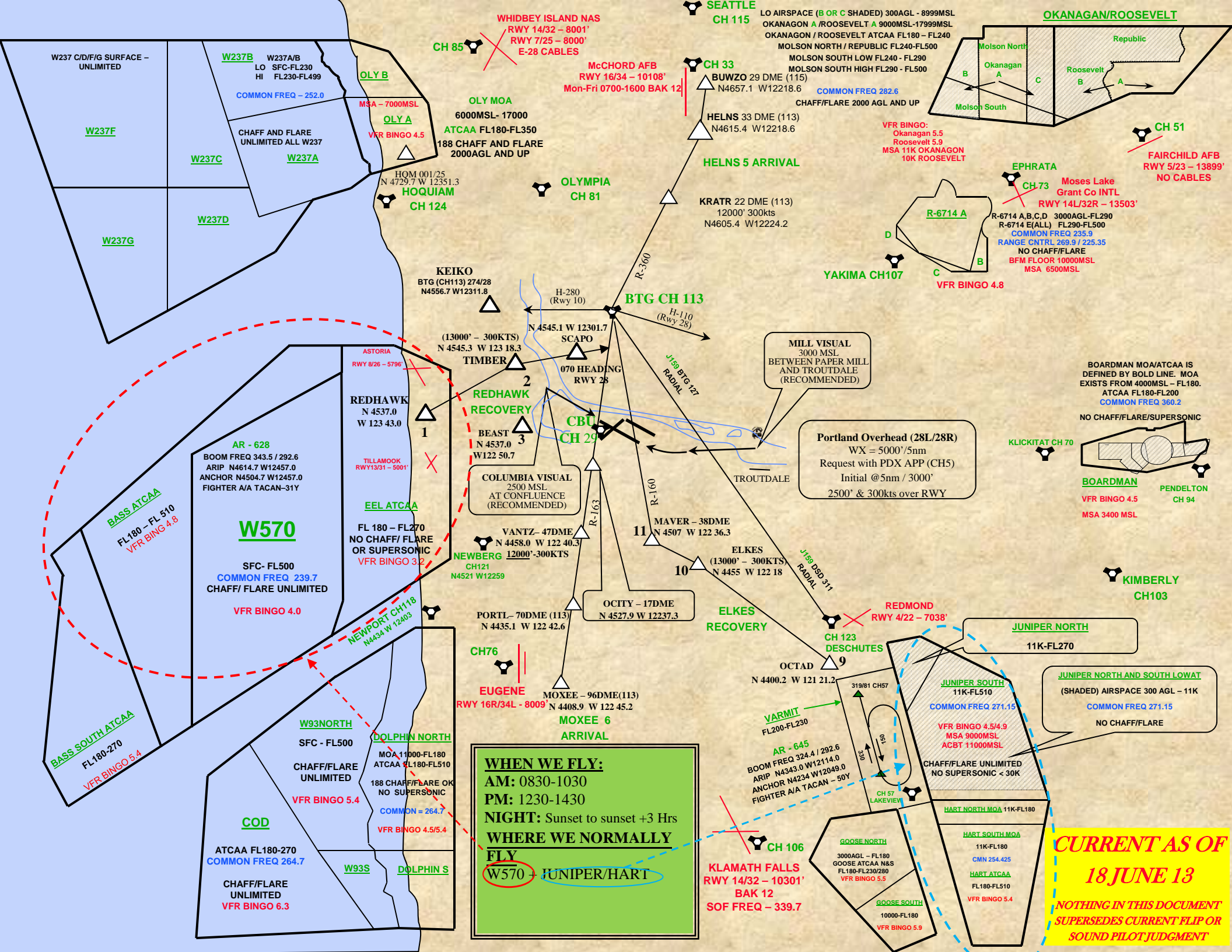
(503) 335-4024

142 FW Command Post (503) 335-4421

Some Valuable Resources:

<http://www.142fw.ang.af.mil/resources/safety/>

www.seeandavoid.org



WHEN WE FLY:
 AM: 0830-1030
 PM: 1230-1430
NIGHT: Sunset to sunset +3 Hrs
WHERE WE NORMALLY FLY
 W570 JUNIPER/HART

CURRENT AS OF
18 JUNE 13
 NOTHING IN THIS DOCUMENT
 SUPERSEDES CURRENT FLIP OR
 SOUND PILOT JUDGMENT

W237 C/D/F/G SURFACE - UNLIMITED
 W237F
 W237G
 W237C
 W237D
 W237A
 W237B
 W237A/B
 LO SFC-FL230
 HI FL230-FL499
 COMMON FREQ - 252.0
 CHAFF AND FLARE UNLIMITED ALL W237
 MSA - 7000MSL
 VFR BINGO 4.5
 HOQUIAM CH 124
 HOQUIAM
 N 4729.7 W 12351.3
 HQM 001/25

ASTORIA
 RWY 8/26 - 5796
 REDHAWK
 N 4537.0
 W 123 43.0
 AR - 628
 BOOM FREQ 343.5 / 292.6
 ARIP N4614.7 W12457.0
 ANCHOR N4504.7 W12457.0
 FIGHTER A/A TACAN-31Y
 EEL ATCAA
 FL 180 - FL270
 NO CHAFF/ FLARE
 OR SUPERSONIC
 VFR BINGO 3.2
 W570
 SFC - FL500
 COMMON FREQ 239.7
 CHAFF/ FLARE UNLIMITED
 VFR BINGO 4.0
 BASS ATCAA
 FL180 - FL 510
 VFR BING 4.8
 BASS SOUTH ATCAA
 FL180-270
 VFR BINGO 5.4
 NEWPORT CH 118
 N4434 W 12403
 W93NORTH
 SFC - FL500
 CHAFF/FLARE UNLIMITED
 VFR BINGO 5.4
 COD
 ATCAA FL180-270
 COMMON FREQ 264.7
 CHAFF/FLARE UNLIMITED
 VFR BINGO 6.3
 W93S
 DOLPHIN S
 DOLPHIN NORTH
 MOA 11000-FL180
 ATCAA FL180-FL510
 188 CHAFF/FLARE OK
 NO SUPERSONIC
 COMMON = 264.7
 VFR BINGO 4.5/5.4

WHIDDEY ISLAND NAS
 RWY 14/32 - 8001'
 RWY 7/25 - 8000'
 E-28 CABLES
 CH 85
 McCHORD AFB
 RWY 16/34 - 10108'
 Mon-Fri 0700-1600 BAK 12
 OLYMPIA CH 81
 OLY MOA
 6000MSL - 17000
 ATCAA FL180-FL350
 188 CHAFF AND FLARE
 2000AGL AND UP
 SEATTLE CH 115
 LO AIRSPACE (B OR C SHADED) 300AGL - 8999MSL
 OKANAGON A / ROOSEVELT A 9000MSL-17999MSL
 OKANAGON / ROOSEVELT ATCAA FL180 - FL240
 MOLSON NORTH / REPUBLIC FL240-FL500
 MOLSON SOUTH LOW FL240 - FL290
 MOLSON SOUTH HIGH FL290 - FL500
 COMMON FREQ 282.6
 CHAFF/FLARE 2000 AGL AND UP
 HELNS 5 ARRIVAL
 HELNS 33 DME (113)
 N4615.4 W12218.6
 BUWZO 29 DME (115)
 N4657.1 W12218.6
 KRATR 22 DME (113)
 12000' 300kts
 N4605.4 W12224.2
 BTG CH 113
 H-280 (Rwy 10)
 H-110 (Rwy 28)
 SCAPO
 N 4545.1 W 12301.7
 N 4545.3 W 123 18.3
 (13000' - 300KTS)
 TIMBER
 REDHAWK RECOVERY
 REDHAWK
 N 4537.0
 W 123 43.0
 BEAST
 N 4537.0
 W122 50.7
 COLUMBIA VISUAL
 2500 MSL
 AT CONFLUENCE
 (RECOMMENDED)
 VANTZ - 47DME
 N 4458.0 W 122 40.3
 NEWBERG
 12000' - 300KTS
 CH121
 N4521 W12259
 PORTL - 70DME (113)
 N 4435.1 W 122 42.6
 CH76
 EUGENE
 RWY 16R/34L - 8009'
 MOXEE - 96DME(113)
 N 4408.9 W 122 45.2
 MOXEE 6
 ARRIVAL
 OCITY - 17DME
 N 4527.9 W 12237.3
 MAVER - 38DME
 N 4507 W 122 36.3
 ELKES
 (13000' - 300KTS)
 N 4455 W 122 18
 ELKES RECOVERY
 CH 123
 DESCHUTES
 RWY 4/22 - 7038'

OKANAGON / ROOSEVELT
 Molson North
 Okanagan A
 C
 Republic
 Molson South
 Okanagan B
 Roosevelt
 B
 A
 CH 51
 FAIRCHILD AFB
 RWY 5/23 - 13899
 NO CABLES
 VFR BINGO:
 Okanagan 5.5
 Roosevelt 5.9
 MSA 11K OKANAGON
 10K ROOSEVELT
 EPHRATA
 CH 73
 Moses Lake
 Grant Co INTL
 RWY 14L/32R - 13503'
 R-6714 A
 R-6714 A,B,C,D 3000AGL-FL290
 R-6714 E(ALL) FL290-FL500
 COMMON FREQ 235.9
 RANGE CNTRL 269.9 / 225.35
 NO CHAFF/FLARE
 BFM FLOOR 1000MSL
 MSA 6500MSL
 VFR BINGO 4.8
 YAKIMA CH107
 BOARDMAN MOA/ATCAA IS
 DEFINED BY BOLD LINE. MOA
 EXISTS FROM 4000MSL - FL180.
 ATCAA FL180-FL200
 COMMON FREQ 360.2
 NO CHAFF/FLARE/SUPERSONIC
 KLUICKITAT CH 70
 BOARDMAN
 VFR BINGO 4.5
 MSA 3400 MSL
 PENDELTON
 CH 94
 KIMBERLY
 CH103
 JUNIPER NORTH
 11K-FL270
 JUNIPER SOUTH
 11K-FL510
 COMMON FREQ 271.15
 VFR BINGO 4.5/4.9
 MSA 9000MSL
 ACBT 11000MSL
 CHAFF/FLARE UNLIMITED
 NO SUPERSONIC < 30K
 JUNIPER NORTH AND SOUTH LOWAT
 (SHADED) AIRSPACE 300 AGL - 11K
 COMMON FREQ 271.15
 NO CHAFF/FLARE
 HART NORTH MOA 11K-FL180
 HART SOUTH MOA
 11K-FL180
 CMN 254.425
 HART ATCAA
 FL180-FL510
 VFR BINGO 5.4
 GOOSE NORTH
 3000AGL - FL180
 GOOSE ATCAA N&S
 FL180-FL230/280
 VFR BINGO 5.5
 GOOSE SOUTH
 10000-FL180
 VFR BINGO 5.9

MILL VISUAL
 3000 MSL
 BETWEEN PAPER MILL
 AND TROUTDALE
 (RECOMMENDED)
 Portland Overhead (28L/28R)
 WX = 5000' / 5nm
 Request with PDX APP (CH5)
 Initial @ 5nm / 3000'
 2500' & 300kts over RWY