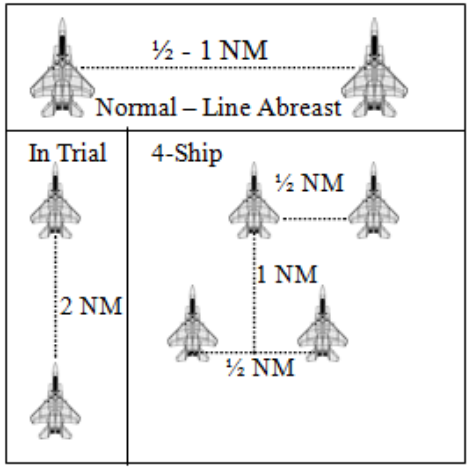
COMMON FORMATIONS



DEPARTURES

All departures are under IFR

Military Aircraft follow published noise abatement departure procedures which track runway heading out over the Columbia River to 6000ft, 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

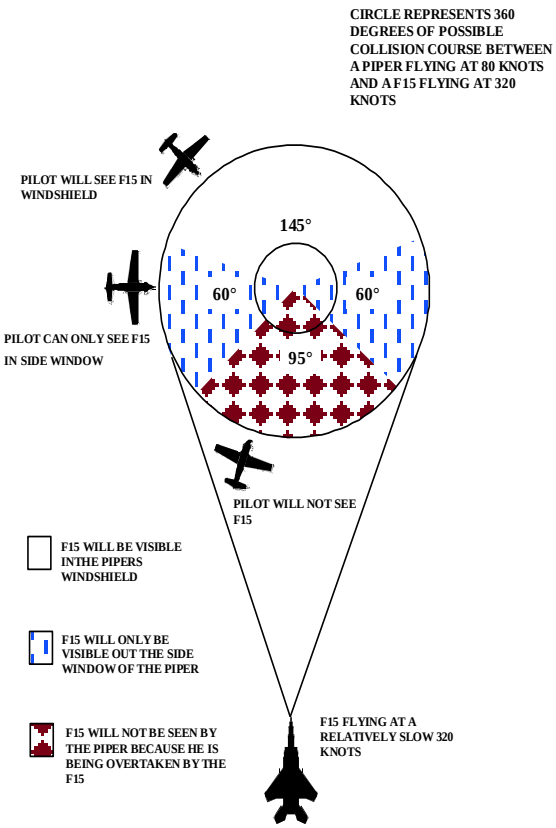
Under IFR Control to and from the Training Areas
Below 10,000ft = 220-300kts
Above 10,000ft = 350kts

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



MILITARY AIRCRAFT AND PORTLAND INTERNATIONAL AIRPORT

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BASIC INFORMATION TO INCREASE YOUR SAFETY AWARENESS!

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TYPES OF AIRCRAFT

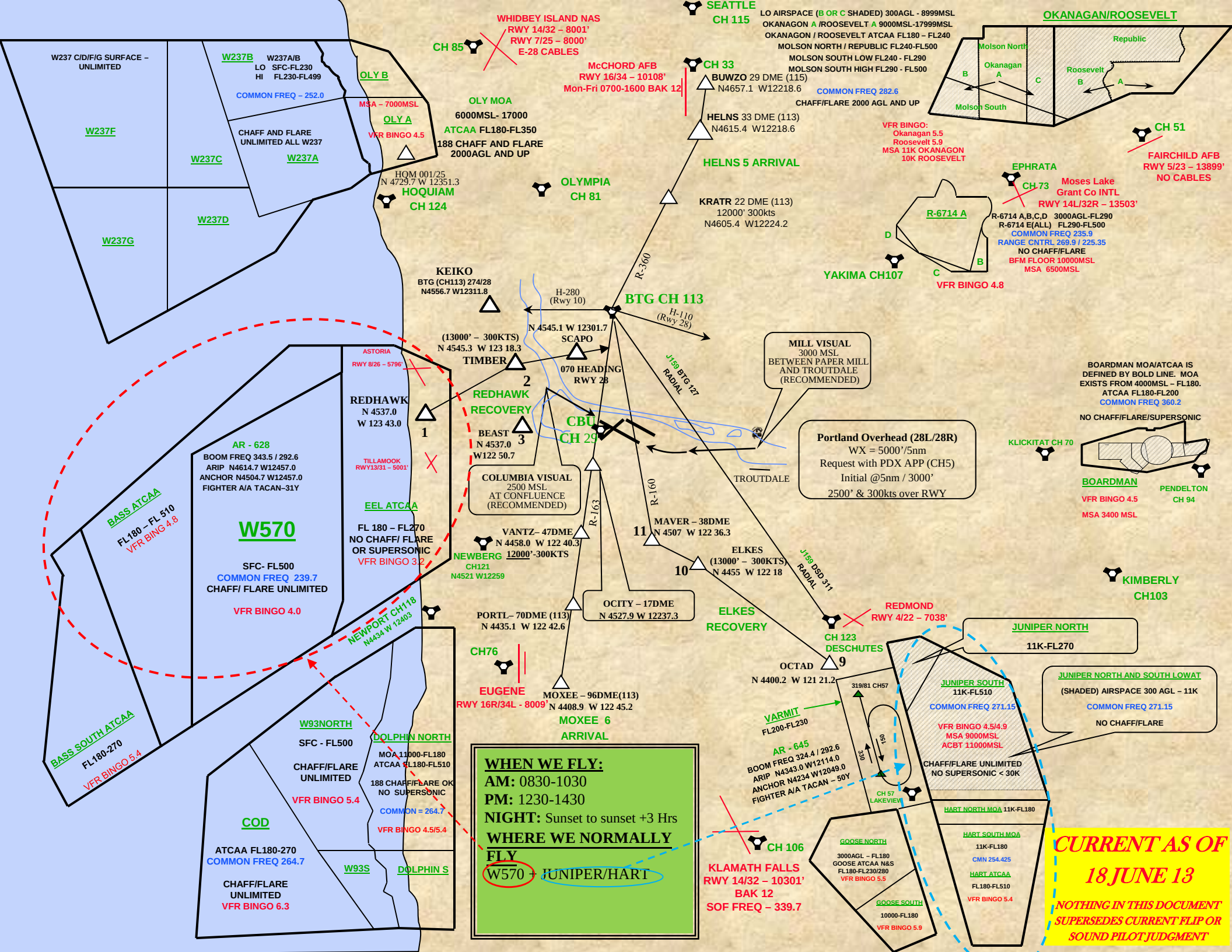
F-15 Eagle
C-23 SHERPA
Transient Aircraft: All Types

CONTACT INFORMATION:

142d Fighter Wing Safety
(503) 335-4024
142 FW Command Post (503) 335-4421

CW4 Paul Zenchenko (C-23)
Aviation Safety Officer
A Company-641 Av. Regiment
(503) 584-3264

www.142FW.ang.af.mil
www.seeandavoid.org


W237 C/D/F/G SURFACE – UNLIMITED
W237B
W237A/B
LO SFC-FL230
HI FL230-FL499
COMMON FREQ – 252.0
W237F
W237C
W237A
CHAFF AND FLARE UNLIMITED ALL W237
W237D
W237G
OLY B
MSA – 7000MSL
OLY A
VFR BINGO 4.5
HQM 001/25
N 4729.7 W 12351.3
HOQUIAM
CH 124
CH 85
WHIDBEY ISLAND NAS
RWY 14/32 – 8001'
RWY 7/25 – 8000'
E-28 CABLES
OLY MOA
6000MSL- 17000
ATCAA FL180-FL350
188 CHAFF AND FLARE
2000AGL AND UP
OLYMPIA
CH 81
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
McCHORD AFB
RWY 16/34 – 10108'
Mon-Fri 0700-1600 BAK 12
CH 33
BUWZO 29 DME (115)
N4657.1 W12218.6
COMMON FREQ 282.6
CHAFF/FLARE 2000 AGL AND UP
HELNS 33 DME (113)
N4615.4 W12218.6
HELNS 5 ARRIVAL
KRATR 22 DME (113)
12000' 300kts
N4605.4 W12224.2
OKANAGAN/ROOSEVELT
Molson North
Okanagan
Roosevelt
Republic
Molson South
VFR BINGO:
Okanagan 5.5
Roosevelt 5.9
MSA 11K OKANAGON
10K ROOSEVELT
CH 51
FAIRCHILD AFB
RWY 5/23 – 13899'
NO CABLES
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 10000MSL
MSA 6500MSL
YAKIMA CH107
VFR BINGO 4.8
R-360
KEIKO
BTG (CH113) 274/28
N4556.7 W12311.8
H-280
(Rwy 10)
BTG CH 113
H-110
(Rwy 28)
N 4545.1 W 12301.7
SCAPO
(13000' – 300KTS)
N 4545.3 W 123 18.3
TIMBER
070 HEADING
RWY 28
J159 BTG 127 RADIAL
MILL VISUAL
3000 MSL
BETWEEN PAPER MILL AND TROUTDALE
(RECOMMENDED)
ASTORIA
RWY 8/26 – 5796'
REDHAWK
N 4537.0
W 123 43.0
REDHAWK RECOVERY
BEAST
N 4537.0
W122 50.7
CBU
CH 29
Portland Overhead (28L/28R)
WX = 5000'/5nm
Request with PDX APP (CH5)
Initial @5nm / 3000'
2500' & 300kts over RWY
TROUTDALE
COLUMBIA VISUAL
2500 MSL
AT CONFLUENCE
(RECOMMENDED)
TILLAMOOK
RWY13/31 – 5001'
AR - 628
BOOM FREQ 343.5 / 292.6
ARIP N4614.7 W12457.0
ANCHOR N4504.7 W12457.0
FIGHTER A/A TACAN–31Y
W570
SFC- FL500
COMMON FREQ 239.7
CHAFF/ FLARE UNLIMITED
VFR BINGO 4.0
BASS ATCAA
FL180 – FL 510
VFR BING 4.8
EEL ATCAA
FL 180 – FL270
NO CHAFF/ FLARE
OR SUPERSONIC
VFR BINGO 3.2
R-163
R-160
VANTZ– 47DME
N 4458.0 W 122 40.3
12000'-300KTS
NEWBERG
CH121
N4521 W12259
MAVER – 38DME
N 4507 W 122 36.3
ELKES
(13000' – 300KTS)
N 4455 W 122 18
J159 DSD 311 RADIAL
OCITY – 17DME
N 4527.9 W 12237.3
PORTL– 70DME (113)
N 4435.1 W 122 42.6
ELKES RECOVERY
NEWPORT CH118
N4434 W 12403
CH76
EUGENE
RWY 16R/34L - 8009'
MOXEE – 96DME(113)
N 4408.9 W 122 45.2
MOXEE 6 ARRIVAL
REDMOND
RWY 4/22 – 7038'
CH 123
DESCHUTES
OCTAD
N 4400.2 W 121 21.2
BOARDMAN MOA/ATCAA IS DEFINED BY BOLD LINE. MOA EXISTS FROM 4000MSL – FL180.
ATCAA FL180-FL200
COMMON FREQ 360.2
NO CHAFF/FLARE/SUPERSONIC
KLICKITAT CH 70
BOARDMAN
VFR BINGO 4.5
MSA 3400 MSL
PENDELTON
CH 94
KIMBERLY
CH103
JUNIPER NORTH
11K-FL270
JUNIPER NORTH AND SOUTH LOWAT
(SHADED) AIRSPACE 300 AGL – 11K
COMMON FREQ 271.15
NO CHAFF/FLARE
JUNIPER SOUTH
11K-FL510
COMMON FREQ 271.15
VFR BINGO 4.5/4.9
MSA 9000MSL
ACBT 11000MSL
CHAFF/FLARE UNLIMITED
NO SUPERSONIC < 30K
319/81 CH57
VARMIT
FL200-FL230
AR - 645
BOOM FREQ 324.4 / 292.6
ARIP N4343.0 W12114.0
ANCHOR N4234 W12049.0
FIGHTER A/A TACAN – 50Y
CH 57
LAKEVIEW
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
CH 106
KLAMATH FALLS
RWY 14/32 – 10301'
BAK 12
SOF FREQ – 339.7
W93NORTH
SFC - FL500
CHAFF/FLARE UNLIMITED
VFR BINGO 5.4
DOLPHIN NORTH
MOA 11000-FL180
ATCAA FL180-FL510
188 CHAFF/FLARE OK
NO SUPERSONIC
COMMON = 264.7
VFR BINGO 4.5/5.4
BASS SOUTH ATCAA
FL180-270
VFR BINGO 5.4
COD
ATCAA FL180-270
COMMON FREQ 264.7
CHAFF/FLARE UNLIMITED
VFR BINGO 6.3
W93S
DOLPHIN S
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