

IFR-VFR Separation ???

On the Seattle Sectional (effective through Dec 17, 2009) the airports listed below are in Class G airspace with Class E beginning at 700' AGL.

This means that a VFR pilot *could* be operating at or below 700' AGL with 1 mile visibility and clear of clouds in an aircraft with no radio *and be legal*. This includes night! We don't think it likely, but it could be that a pilot is doing so at his home airport for the purpose of landing currency. While legal and safe to the unwitting VFR pilot, it could be a collision hazard because the VFR pilot is not required to know that IFR operations may be occurring in uncontrolled airspace.

The following airports have published Instrument Approach Procedures with MDA's or DA's *below* 700' AGL.

Airport	Name	Lowest MDA or DA (AGL)
S12	Albany, OR	617'
AWO	Arlington, WA	459'
UAO	Aurora State, OR	440'
BVS	Burlington/Mt Vernon, WA	295'
CVO	Corvallis, OR	200' (ILS, yet no sfc area)
DEW	Deer Park, WA	265'
ELN	Ellensburg, WA	421'
FHR	Friday Harbor, WA	392'
HRI	Hermiston, OR	536'
9S9	Lexington, OR	507'
MMV	McMinnville, OR	313'
OKH	Oak Harbor, WA	427'
PLU	Puyallup/Pierce Co, WA	662'
RLD	Richland, WA	287'
SHN	Sheldon/Sanderson, WA	510'
SPB	Scappoose, OR	405'

Be careful out there!