

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA Seattle ARTCC
3101 Auburn Way South
Auburn, WA 98092

Issued: 08/23/2019 1456 (UTC)

FAA Seattle ARTCC

Effective: 08/24/2019 1200 (UTC)

Letter to Airmen: LTA-ZSE-14

Subject: Congested Airspace

Cancellation: 08/23/2020 1200 (UTC)

RDM Area LTA,

The Central Oregon airspace and the airports of Redmond Roberts Field (RDM) and the Bend Municipal Airport (BDN) have experienced tremendous growth in traffic over the past few years. The flying community is a diverse mix of flight schools (helicopter and light aircraft), high performance turboprops, firefighting aircraft and a variety of commercial aircraft. Partly in response to this growth in traffic, Seattle ARTCC opened a new sector (40 NM radius of DSD VORTAC from the SFC to 140) focused on enhancing safety in the Redmond area.

When operating within 15NM of the DSD VORTAC, aircraft should exercise caution and use extra vigilance. Consider using landing lights, rotating beacon and/or navigation lights to be more visible. In VFR conditions, this is an added measure of safety; in marginal VFR conditions, this could be the difference between a controlled aircraft avoidance and near mid-air collision.

Consider flight following or broadcasting your ADS-B callsign and monitoring the frequency so that ATC can ask your intentions when you are maneuvering in the area.

VFR aircraft should maintain an appropriate VFR altitude for direction of flight.

Use caution changing altitudes and use clearing turns prior to maneuvering your aircraft.

Remain aware of the runway in use at the Redmond Airport.

- Aircraft loitering in the vicinity of the final approach courses have led to numerous aircraft having to execute a missed approach.
- When Runway 5 is in use, refrain from holding West or Southwest of the RDM airport below 9,000 MSL.
- When Runway 29 is in use, the East Practice Area conflicts with the final approach course, practicing aircraft should remain south of Goering Ranch.
- Opposite direction, practice approaches are likely to be interrupted or not approved.

Aircraft inbound to RDM or conducting a visual approach maneuvering to the south, should use caution in the vicinity of the BDN Airport. The pattern at BDN is typically very busy on the west side of the airport, extending up to 5000 MSL.

Donald J Hill

Air Traffic Manager, FAA Seattle ARTCC

