

Good Afternoon RDM and BDN Aviators!

There are a few items we would like to follow up on and share with you, including; feedback on RWY 5 corridor procedures, **NEW** procedures for if or when you would like to transition the corridor, and a few Q&As that I received from one of the local flight schools. Please continue to reach out with any other questions, comments or concerns. I will do my best to get back to you as quickly as possible and to support you in any way I can.

Although we have still seen a fair amount of VFR activity in the corridor and other final approach course areas, we expected there to be some adjustment and familiarization with the proposed corridor before seeing any major improvements. Please continue to keep working to remain clear of the corridor when RDM runway 5 is in use if you are not in communication with ATC. We are still having TCAS events on a fairly regular basis; I have attached a short video of two TCAS events that occurred just the other day with notes in the video. In both instances, the VFR aircraft transitioned the corridor without prior communication with ATC and ATC was unable to contact with these aircraft because neither were monitoring the frequency. In both cases, the air carriers were already talking to tower which makes it more difficult to relay traffic or control instructions to the airline. I have also attached an image to depict conflicts we are seeing when runway 23 is in use.

In providing this feedback, our hope is that you will continue to educate your pilots and promote compliance with the corridor procedures so that we can provide safe and stable approaches to these airlines on a consistent basis.

Additionally, we have come up with a procedure that will allow aircraft in the area to transition the corridor when ATC is too busy to provide flight following or for aircraft that do not wish to receive flight following. Please utilize the following procedure/phraseology:

Pilot: “N1234 request corridor transition”

ATC response will be one of the following:

- 1) **“No IFR traffic in corridor”** - this implies that you may transition the corridor
- 2) **“Traffic in corridor, advise you remain clear”** Please remain clear of the corridor. This indicates that the controller believes there is a potential conflict with IFR aircraft or may be too busy to provide more detailed information about the potential traffic in the area.
- 3) Workload permitting, ATC may advise you of where the traffic is within the corridor, i.e.: **“DASH8 traffic, ZIBID, inbound RNAV Y runway 5.”** This allows you your best judgement as to whether or not you can transition the corridor without creating a conflict with the inbound aircraft. Please keep in mind that “see and avoid” is not

adequate in this situation. Please allow a generous amount of space between you and the aircraft on approach in order to ensure you do not trigger a TCAS RA and potentially cause the aircraft to deviate from the altitude and/or route on the approach procedure.

As of March 1st, we began our official trial period where we can plan to closely monitor and assess the success of the corridor and whether or not the structured and predictable IFR flight paths improve safety. I will continue to provide feedback to you all throughout this trial in order to ensure we are doing everything we can to improve participation.

The following are some great questions I received from someone at one of the local flight schools and I wanted to share them with you all in case any of you had some of the same questions:

When Runway 5 RDM is in use: How would you like us to call and notify you we are going through the corridors? Specifically, I am asking during busy times when flight following is unable.

NEW PROCEDURES EXPLAINED ABOVE -- If you are not in communication with ATC or if ATC has advised to remain clear, please fly to the west and pass under the corridor or fly to the east and cross directly over the RDM airport.

When Runway 23 at RDM is in use, our flight school tends to do the ILS 23 approach. Has there be any issues in this area?

Yes, there have been some issues when runway 23 is in use (please see attached image). You are more than welcome to execute the ILS or other practice approaches to RWY 23 when RWY 23 is advertised at RDM, but please ensure that you are receiving flight following when doing so. If you are not receiving flight following, please remain clear of the approach course to the active runway.

RNAV Z 16 KBDN: A few in instructors had a question about “transition through Redmond airspace is approved.” There have been times while on the approach they did not hear the transition has been approved. So, they asked to verify and are told if they are approved for the approach then they are approved for the transition. I would just like to clear things up. If we are approved for the practice approach is the transition approved or do, we need to hear the clearance.

Not all controllers will advise you that your Class D transition has been approved. However, If you are talking to Seattle Center while executing the RNAV Z into BDN, Seattle Center will always ensure the coordination has been accomplished for your transition.

The only time you will need to question approval is if your flight following is terminated PRIOR to entering RDM Class D.

- 1) If the controller has advised you that the transition has been approved and terminates your flight following prior to the class D, you will not need to call RDM tower.
- 2) If center does not advise you that the transition has been approved, AND terminates flight following prior to the Class D, you are required to call RDM and get approval to transition.

Thank you again for your support and efforts in complying with these procedures. We greatly appreciate your help in improving safety in the skies.

Respectfully,

Taunisha Karsh
ZSE QC Specialist