




## Results of Aviation Forum Survey – 2019

**Question** If you were in attendance at the Aviation Forum on August 28, 2019 did you find the  
**Text:** information presented beneficial?

**Question**  
**Type:** List (Choose Multiple)

**Required:** Yes

Response	Graph	Percent	Count
YES		20.3%	38
N/A		63.6%	119
NO		16%	30

**Question** Was the information presented helpful in understanding why training aircraft are utilizing  
**Text:** airspace over Eagle Crest and Redmond?

**Question**  
**Type:** List (Choose Multiple)



**Required:** Yes

Response	Graph	Percent	Count
YES		21.9%	41
N/A		74.3%	139
NO		3.7%	7

**Question** After attending the presentation do you understand the role that is filled by  
**Text:** the VORTAC located on Cline Butte and the role it plays in our national airway system? *(The VORTAC is a radio-based navigational aid for aircraft pilots consisting of a co-located VHF omnidirectional range beacon and a tactical air navigation system (TACAN) beacon.)*

**Question**  
**Type:** List (Choose Multiple)

**Required:** Yes

Response	Graph	Percent	Count
YES		28.9%	54
N/A		69.5%	130
NO		1.6%	3

**Question** Do you feel that it is important for aviation schools to provide comprehensive training for  
**Text:** future airline pilots?

**Question**  
**Type:** Yes/No

**Required:** Yes

Response	Graph	Percent	Count
No		5.9%	11
Yes		94.1%	176

**Question**  
**Text:** Are you aware of the minimum training required to become an airline pilot?

**Question**  
**Type:** Yes/No

**Required:** Yes

Response	Graph	Percent	Count
No		63.1%	118
Yes		36.9%	69

**Question** Are you aware of the minimum flight experience a person must complete to meet the  
**Text:** requirements to be hired by a scheduled air carrier?

**Question**  
**Type:** Yes/No

**Required:** Yes

Response	Graph	Percent	Count
No		64.2%	120
Yes		35.8%	67

**Question** Which of the following make the Redmond / Bend / Madras areas excellent flight training locations compared to the western side of the Cascades?

**Text:** locations compared to the western side of the Cascades?  
**Question Type:** List (Choose Multiple)

**Required:** Yes

Response	Graph	Percent	Count
All of the above		85.6%	160
Largely rural areas to practice flight maneuvers without overflying populated areas		5.9%	11
Predominately Good Weather		8%	15
Facilities to practice instrument flight techniques		0.5%	1

**Question** What, if any, of the following types of noise in the vicinity of Eagle Crest do you find to be a nuisance?

**Text:** a nuisance?  
**Question Type:** List (Choose Multiple)

**Required:** Yes

Response	Graph	Percent	Count
Landscaping equipment		12%	29
Pickle Ball play		5%	12
Construction equipment		14%	34
None of the above		33.1%	80
Aircraft		24%	58
Rec Centers		0.4%	1
Vehicle traffic		11.6%	28

**Question** Any brief questions or comments for Zachary Bass, Airport Director for the Redmond Municipal Airport?

#### Responses

3. Aircraft noise is NOT a major issue.

7. I think that Eagle Crest should come up with a group of individuals to work with the training school on noise abatement. This group should include pilots and researchers with relevant knowledge (not an angry mob of residents). It appears that there are things that could be done to decrease the noise pollution. I think compromise will need to be done on both sides so each group can be good neighbors/citizens for the other.

9. Wish I had been at the presentation. Was out of town.

15. I like that the airport is expanding it flights. My home in eagle crest is a vacation home and when I purchased it in 2005 we did so because planes weren't flying over it. I didn't attend the meeting but hope there is no flight path going over eagle crest.

17. Sorry you had to be involved in such a ridiculous exercise. There will always be a few complainers who do not understand how the real world works.

18. For most it appears the issue isn't whether training is needed for pilots or commercial airline noise. The issue is the flight school, a private business which has discretion in choosing where trainees fly, at what times, and how much. This private business should not be allowed to operate at the expense of those who live here. It is sad they did not attend the forum, it suggests they do not see themselves as part of a larger community. Thanks to Mr. Bass for his participation.

19. We don't find the small plane noise to be any bother at all.

20. I was not at the meeting so maybe my question was answered there.

Why do they have to train right over the eagle crest neighborhood?

Seems like the east side of the redmond airport would be a less populated place.

21. Thanks for the presentation.

22. Not at this time.

25. Since I did not attend due to medical reasons, I hope the person presenting asked the questions

1. Would you prefer to drive 3 to 4 hours to fly out or pick up family or guests?

2. Would you prefer to pay several hundred dollars to store your car and to spend the night to catch early flight?

3. Wouldn't you prefer to pay the \$15 dollars for the Eagle Crest Driver to pick you up going and coming at your home leaving your car safely in the garage?

26. Is anything being done to move the holding pattern at the VOR more to the west?

31. wishing they could fly over the many ranches in central oregon instead of the heavily populated Eagle Crest. Also the low flying are significantly noisy especially in the evening hours. We go to bed early and get up early.....

34. I know we can't do anything about the VOR location, but maybe the flight schools can be asked to avoid training over Eagle Crest when possible?

37. Could the materials shared at the presentation be made available on the website?

38. When considering moving into Eagle Crest, I was a little concerned about possible aircraft noise, being so close to the airport. However, I am very happy that I almost never hear a plane. I live on Murrelet Dr, close to Cline Falls Highway. The airport is extremely convenient, and I am never bothered by an noise.

47. Happy to have an airport so close. Noise doesn't bother us at all.

48. As I said at the meeting, this can be resolved by the flight school. There are multiple published approaches in the RDM area that can be used for holding pattern training. Many are within 5 - 10 minutes additional flight time which is logged time for a student and an instructor. Also, when doing simulated IFR in VMC (student under the hood, CFI safety pilot) any vector for a hold can be chosen by the instructor. He does not even need ATC permission though I would recommend he advise them of his presence and get a discreet transponder code. Pretty much anything except the pattern they are flying over DSD and West Ridge would not be a problem since the entire area is sparsely populated with the exception of West Ridge. I would be happy to meet with the flight school Chief Pilot and discuss options if they can't figure this out.

This is eminently and easily fixable.

50. Don't approve of the training programs in this area and you need to change the air traffic pattern!!!!!!!!!!!!

53. Please encourage the flight school to move their flight pattern to the west of Cline buttes.

56. This is not the survey we expected. This survey only serves the purpose of evaluating Zach's presentation. The survey appears to want to justify the aircraft noise pollution. Zach did an excellent job for the information he presented. We did not need a survey for the purpose of evaluating what we learned from him. We thought the survey was to gather information from RECOA members on ideas to

reduce, if not eliminate, the constant aircraft noise over Eagle Crest. There is considerable pilot experience at EC that could generate ideas and ask questions to the appropriate agencies who are the decision makers on air traffic patterns. Many of those people spoke up at the meeting and had intelligent questions and ideas that the survey should have inquired about for further investigation. This survey was a disappointment and did not meet the needs expressed at the meeting.

57. None

60. Zach provided a comprehensive presentation--no need for further information from him unless he can secure a better contact at the FAA But this survey is "missing the boat" --we as owners would like to present a united voice to a discussion with HAA of how their business practices are impacting our quality of life

61. I am aware that there are about 200 flight students from China currently studying to be pilots here in Redmond. I often see them at Safeway. How many non-Chinese flight students are studying in the Redmond/Bend/Madres area presently?

Does the local Cline Falls Airport come into play with the noise abatement studies at the Redmond Air facilities?

64. Zac,

Thank you for your information. I realize you have no control over or reason to be involved in this situation. You were an excellent resource for information and the airport is not the problem.

THIS IS A WORTHLESS SURVEY. THE QUESTIONS ARE BIASED AND DO NOT RELATE TO THE CURRENT PROBLEM. THE QUESTIONS ARE ONLY SLANTED TO SEE IF WE HEARD THE GENERAL INFORMATION PRESENTED.

THE VORTAC IS AN ANTIQUATED MODE OF AIRCRAFT CONTROL (I believe we were told it was activated in the 1950s) AND IS NOT UP TO THE CURRENT LEVEL OF TECHNOLOGY BEING USED MOST FREQUENTLY, ESPECIALLY FOR ANY AND ALL INTERNATIONAL PILOTS.

THE EAGLE CREST REPRESENTATIVE IS ALSO BIASED AND NOT ADDRESSING THE REAL PROBLEM SINCE HE IS A TRAINED PILOT.

HE DOES NOT APPEAR TO CARE ABOUT THE RESIDENTS HE IS SUPPOSED TO SERVE.

WILL SOMEONE CHECK TO SEE IF HE IS AN INVESTOR IN THE FLIGHT SCHOOL IN QUESTION????

IN ADDITION, THE FLIGHT SCHOOL WAS INVITED AND DECLINED TO ATTEND.

RECOA NEEDS TO APPOINT A RESIDENTS COMMITTEE TO SIT DOWN AND DISCUSS THE SITUATION WITH THE FLIGHT SCHOOL AND ATTEMPT TO REACH A REASONABLE COMPROMISE.

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66. I was a stewardess in the '50's. Keep up the good work at RDM Airport

67. No, this is not an airport management issue

68. Since I was able to attend, I don't know what resolutions were made to stop the training aircraft flying 24/7 over our homes. I live in Vista Rim close to Cline Butte & flights are constant. Certainly there is plenty of open space where training should be done, not over our homes in Eagle Crest. The charts supplied mean nothing to me, I would like to hear about what is being done with Hilsboro Flight School.

75. Good presentation. Aircraft noise does not bother us here at Eagle crest.

78. Thank you for providing us with such a great local airport and for securing flights to more hubs.

87. Mr. Bass, thank you for a very interesting presentation. I enjoyed learning about RDM and the future expansion and improvements. RDM is an excellent airport - easy to use and beautifully maintained. I was surprised to hear that there have been complaints about aircraft flying over Eagle Crest. My husband and I enjoy seeing them and there is really very little noise. Now we know many of them are flight students! Thank you again.

-Katy Pasini

94. While we couldn't attend I think it was wonderful that he came and provided information/education.

95. Zachary, I'm sorry but this survey is totally bias towards the school. The one thing I did learn from the meeting was that Hillsboro choses to fly right over the top of the West Ridge, they don't have to. I heard planes flying last night (Sunday night) at 10:30, I hear planes already this morning. This is a quality of life issue AND a Real Estate value issue. We are considering selling this house and if we do we must advise the buyer of this airplane noise. If I was the buyer I wouldn't even buy a home located under a training school flight path. I won't be tolerating this much longer.

96. Thank you for a very informative presentation.

97. Night flights are the most offensive as noise travels down the buttes and through the small draws of the resort. I don't see the value in so much night training over the buttes. Could there be an agreement to limit the time that this occurs during the night?

100. glad you are hosting so many pilots for training.

suggest having a community event celebrating their graduation and accomplishments  
our son is a pilot, so we get it.

105. As a regional air terminal I think that RDM is doing a great job in responding to growth and reaching out to the community. Commercial and private aircraft noise haven't caused a noise problem for us.

Helicopter noise is distinct however.

106. no

109. This survey is very biased. The importance of the flight schools and the weather in Central Oregon are irrelevant to the issue that home owners have with air traffic over our homes. If you don't understand that yet, then we need more meetings on the subject. We are tracking the noise nuisance flight patterns AND the flight patterns of other flight school aircraft. It is clear that HAA does NOT need to spend hours and hours and multiple planes over our homes. It is sad that this survey missed the point by so far. BTW, Sunday night Sept. 1 has been a horrible noise pollution night for us. It feels like harassment.

110. The night flights circling over Eagle Crest (10:00 pm and later)by prop a/c shooting approaches are particularly irritating.

113. Are you aware of the actual questions that need to be included to make a valid survey for this issue as the questions asked so far are actually misleading and steering the survey towards an erroneous conclusion. Sorry, but I took classes in this.

118. Could holding zone for aircraft be moved to less populated area?

119. I do not feel there is a problem.

Please continue to allow training

Thank you

Lisa

122. Redmond has an excellent airport ... well maintained, clean, and efficient. Thanks!

123. We don't have an issue with aircraft noise

133. Thanks for taking the time to come out and talk about the navigation aids and air traffic.

135. We were unable to be in attendance but we do understand the purpose and nature of training pilots. Nonetheless, the amount and duration of the Cessna planes flying around the VOR, close to where we live, is unreasonable and a disturbance. It is sometimes impossible to sit outside for any length of time without have to listen to droning overhead that can last up to 30 minutes and then not long after another aircraft begins its circling. Just now, an HAA plane (5:01 on 9/1) was circling for 20 minutes, yesterday morning another one at 8:00 had circled for 30 minutes. These are just two examples of many more. Unless you are working during the day, or inside with the TV on, this frequent traffic is impossible to tune out. For anyone who is noise sensitive this is a health issue.

142. While I was unable to attend the meeting due to illness, I find the constant drone of the small training aircraft to be significant noise intrusion to the community. When I am unable to enjoy a star filled night around 10pm due to this plane doing circles over my head - that is a problem.

There should be a solution that limits the hours and spreads training over the region instead of over cline butte because of a radio signal.

Respectfully,  
Dave Menne  
503-816-9118

144. We love having the planes fly over...we live on the Challenge. Not bothered by plane noise at all.

146. Keep doing what you are doing. As an Eaglecrest resident I have no issue with aircraft noise or flight patterns.

147. Not at this time. I think he did a very good job of orienting the group to airport functions and future development.

150. Feel that we (the citizens of Redmond and Eagle Crest) should be very grateful for the airport and its services

157. I am in complete support of RDM and their training program. There are far worse nuisance noises in Eagle Crest than aircraft flying over.

158. A good PR move to address the "issue" head on.

160. I have no questions at this time

162. We have thousands of acres of uninhabited blm land. Why fly over eagle crest?

165. Thanks for coming and talking to Eagle Crest. It was interesting to learn more about the Airport / Air Space and what is going on in Central Oregon in the Air. I personally don't have an issue with the noise from airplanes. I don't hear them when I am inside my home and when outside the noise does not bother me. I have a better understanding what is going on in the air around Redmond and Eagle Crest.  
Sean McLane EC Resident

166. The explanation was geared to the missed approach and hold over Deschutes VOR. But ONLY the VOR A missed approach uses this hold. All other approaches use intersections of URBIA, SAKKO, YONKU, and CUPRI. Why can't they train for holds on these four locations away from Eagle Crest? If they don't have equipment on board the 152's for these holds, then they should upgrade their planes.

168. The information presented was very helpful in understanding RDM's role as related to Seattle controllers. I also appreciated the information about future plans at RDM. I have not found the sounds from training aircraft to be a major noise nuisance.

171. I have no problem with the airport

172. As a former air traffic manager at two very busy international airports and a major general aviation airport I can say without reservation we do not have an aviation noise problem at Eagle Crest.

173. No one I have spoken with is terribly bothered by the flights. Some people just need to complain. Admittedly there are a fair number of the smaller flights from the training school, but we need pilots. The flights from RDM have never been a concern.

174. I'm a general aviation pilot, so I get it....but does the VOR holding pattern have to be RIGHT OVER the West Ridge? Why not south or west???

176. We have lived here on the Ridge for 14 years and have no problem with the aircraft flyovers.

177. If people are complaining about noise from aircraft, I believe they need to find something to keep them busy. We appreciate having an airport nearby and the very few times we hear aircraft is certainly not worth being upset about.

178. I want to thank you for bringing in more flight options for commercial airline flight to more destinations. The airline traffic does not bother us in the least. Thank you!

179. Were it not for the kerfuffle on nextdoor.com I would barely have noticed the flight school traffic. Our neighbor's townhouse heat pump is far more of a nuisance.

180. None

187. Thank for your presentation and reference information.

**Question** Any brief questions or comments for the local pilot training facilities? (Hillsboro Aero Academy or Leading Edge Aviation)

**Responses**

7. If the air route above Eagle Crest could be varied or moved slightly and not be constant, it wouldn't be as bad. Some planes seem to be louder than others and have a constant drone and stay right overhead - if that could be changed it would be acceptable. Some planes seem to be much lower than others and that impacts the sound greatly.

We moved here for many reasons but one of the biggest reasons was because it was so quiet. That is no longer the case unless the weather is turning bad.

8. The long term residents here at Eagle Crest were used to quiet, especially at night. If a compromise could be reached in which we are given a break from the constant noise, that would go a long way with the residents...possibly not flying on Friday and Saturday nights when we are most likely to have company and want to enjoy the cool, quiet evenings to enjoy our decks and our company. If you must circle, could you circle on the other side of the Buttes where there are no homes? I live at the base of the buttes...when the planes are on the other side, the noise is much, much better.

I also understand that there are things that can be done to the equipment. I would suggest meeting with a small group of Eagle Crest residents that are either trained pilots, or have gone through these abatement practices in prior communities they lived in (yes, we do have some of those folks here). I think both sides must help the other.

18. None

19. Where do the owners of the flight school live? Why did they choose not to participate in the forum? Does it make sense for the flight school to increase flights over one of the fastest growing areas in Oregon? Why should they profit economically while those who have made a longer-term commitment to the community through home ownership have their property values negatively affected by their activities?

20. Train them good.

23. Asking survey questions about whether meeting attendees understood the presentations made on August 28 is fine. Yes, meeting attendees now understand where the current RDM airport boundaries are, the current responsibilities of the Airport Manager, what General Aviation (GA) is, and which GA activities are the biggest problem for us (flight schools/COCC).

We understand that GA, including aviation schools, COCC, and students, infuse money into the local economy. We understand and appreciate the need for commercial and agency/military flights to/from RDM. And we understand that there is a VORTAC beacon on Cline Butte that currently serves as a pivot-and-circling point, both as directed by the RDM tower and as chosen by the schools as a training aid.

What the survey doesn't capture – and materials describing the meeting to non-attendees should point out – is that: a) the meeting was well attended, b) people are really upset about aircraft noise, and c) important information came from the meeting audience. For example, knowledgeable attendees noted that the VORTAC beacon and its use are already heading toward obsolescence and that GPS can be used instead. We also heard that, in locations elsewhere in the country, mechanical changes have been



implemented to reduce fixed-wing GA aircraft noise to a level more tolerable to the affected public. Mechanical changes can include switching from prop to turbine engines as well as upgrading/updating prop, and exhaust systems. Audience members also touched on altering operating hours, altitude, plane groupings, inflight RPM adjustments, and other methods to reduce operating noise above EC.

Attendees left the meeting expecting they would receive a survey, but not being told the survey would also go out to the full membership, and that it would ask about other than aircraft noise issues. Some members we've spoken with said they will likely NOT respond to the survey – because they “weren't able to attend the (aircraft noise) meeting, and that's who the survey is aimed at.” Bottom line: This survey has limited use, particularly in assessing the membership's concerns with other-than-aircraft noise.

What I took away from the meeting was that the key issue at stake is the EC community's quality of life. That's something that I expect many owners are passionate about -- particularly those who came here, and continue to come here, for the peace, relaxation, and outdoor activities like golf and trail-walking that the resort advertises. Noise greatly affects quality of life for many people.

Regarding the survey's two “comment boxes”: It's likely few will have further questions of Zach Bass. No other boxes were provided for receiving overall comments, including under limited-options-given ‘check-the-box’ questions. Some questions were misleading and risk being easily mischaracterized in terms of peoples' responses.

Meanwhile the last box appears intended to generate questions for the local pilot training facilities. Collectively, we may have thought this was a good idea – “a good start” – when we were at the meeting. However, post-meeting discussions revealed uncertainty about “who” would be providing our questions to the schools as well as the mechanisms by which we hoped to get those questions answered. Much was left unclear at the conclusion of the meeting.

Many of us are willing to participate in drafting questions we'd like answered, but this survey form is not the best venue. A brain-storming meeting to draft carefully thought out questions would seem appropriate at a minimum.

In the meantime, how do we go about viewing the “overall” and “for-the-schools” comments that were submitted, and forming the committee(s) that can move us forward? Publishing the comments you received, and providing a means for interested residents to sign up for sharing emails seems reasonable.

The Way Forward: What's needed is an action committee or subcommittee that could draft/submit/finalize questions and meet with the key players (schools, COCC, county government, regulatory agencies) to explore options, timelines, and, as appropriate, funding support to address our concerns. One of its goals could be to improve education about, and monitoring of, noise issues affecting EC.

The tools to do noise readings, and pinpoint those locations, already exist -- on our iPhones. What we need is an entity or team to collect the data, then integrate it into a brief report and “live” maps about noise at EC.

The aviation noise committee could also approach the schools as well as COCC's land use planning and aviation departments to review existing literature, land use cases, and other data on options. All of us

will benefit by knowing more about GA-aircraft issues on our particular landscape and methods to mitigate/attenuate impacts.

Life is short: Let's work to reduce current problems. RECOA members have a deep pool of training, experience, and problem-solving resources to bring to the table. Let's do right by ourselves and our larger community and get the aircraft noise issue resolved as soon as possible.

25. This survey seems a bit biased. I expect all reasonable people fully support proper training of pilots. Yes we hear noise from planes above Eagle Crest, and it can be a bit of a nuisance at times but isn't awful. But there are two key questions the survey doesn't address: is there an intent to increase the # of daily flights over Eagle Crest, and what options exist to avoid this.

26. I am a big fan of air training. I watch the Yuma Marine Base pilots fly over the Barry Goldwater Bombing Range and enjoy every sound and sweep as they fly over. So I am not bothered by any flights over our home in Eagle Crest.

27. Can you move your holding pattern more to the west?

30. No

32. don't fly so late in the evening and don't fly so low.....

33. They should both be invited to an Eagle Crest Forum. They should come prepared to answer questions.

35. I would ask them to practice their holding patterns to the south & west of the VOR when ever possible.

37. EC conversations must begin with HAA & LEA. No one who bought/built a home on W.Ridge ever expected to have this repetitive noise from airplane patterns. Make clear it is not holding patterns from RDM.

38. no

41. No

49. As I said at the meeting, this can be resolved by the flight school. There are multiple published approaches in the RDM area that can be used for holding pattern training. Many are within 5 - 10 minutes additional flight time which is logged time for a student and an instructor. Also, when doing simulated IFR in VMC (student under the hood, CFI safety pilot) any vector for a hold can be chosen by the instructor. He does not even need ATC permission though I would recommend he advise them of his presence and get a discreet transponder code. Pretty much anything except the pattern they are flying over DSD and West Ridge would not be a problem since the entire area is sparsely populated with the exception of West Ridge. I would be happy to meet with the flight school Chief Pilot and discuss options if they can't figure this out.

This is eminently and easily fixable.

51. Students gooooo home????

54. Please pursue the intended letter to FAA on moving the flight pattern to the west of cline buttes.

Limit amount of aircraft over the residential area.

Limit the time of aircraft over the residential area.

57. What is the process for reducing or eliminating the air traffic patterns over Eagle Crest? Will you pursue making those changes? What is a time frame to see the changes made?

58. None

61. 1) Can you redirect flight patterns further away from the beacon? --it is the constant droning that is the issue

2) Can you muffle the noise of your planes in any manner?

3) Can you reduce the number of students that you are training in order to be a better neighbor?

4) Can you reduce the hours of "planes in the air"?---early mornings and late evenings are particularly annoying

63. We request a meeting to discuss the impact that your training is having on community. We are willing to sit down and logically discuss alternatives. There is also;utely no logical reason NOT to sit down with EAGLE CREST Citizens.

This 'SURVEY' IS A JOKE.

It does not at all address the concerns that were expressed by the majority of 120+ people in attendance.

65. The vast majority of the aircraft I am aware of belong to HAA. I respectfully request that the training facilities owners/managers sit down with a committee of affected residents from the resort to discuss the problem and attempt to reach a mutually agreeable solution.

I also request that the Board representative on said committee not be Norm, but someone who is not a pilot and not biased about aviation.

66. Who is going to deliver these comments/questions to the companies and will the residents see the product before it goes to the companies?

This is an opportunity to work with the training companies and the COCC/Oregon Institute of Technology to develop a good neighbor noise mitigation program. There are mechanical, duration, timing, altitude, locational, and other steps that can be taken to reduce residential noise levels.

The companies/college recently increased operations significantly, and residents are interested in who was responsible for permitting the new level of operation and who manages noise impacts in the county.

It is clear from the meeting that Eagle Crest residents are determined to take this up with the college and companies if needed. Some of us will do background work, and then request another Eagle Crest meeting to discuss findings and next steps.

Thank you for bringing the airport staff to a meeting; it showed there was no apparent airport manager responsibility. It also showed that the community was not concerned about commercial or agency/military flights. The many attendees were united in stating that there is a significant concern with the increased level of training flights. Amongst the people I spoke with, there is no ill-will toward businesses being successful, but there is also recognition that there are things the companies can do to mitigate noise impacts.

69. I would like to know what is being done to divert these trainees to a rural area without homes. It is an invasion of the privacy of those who live here. I can't enjoy being outside due to the noise levels. And what's to say one of these trainees has a crash. They fly all day & a lot of times into the night & early mornings, disrupting sleep. I again, would like to know what resolutions came from the meeting.

71. I'm glad the training is taking place. I definitely want the best trained pilots flying planes. Truthfully, I haven't noticed the noise so it hasn't been a problem up to now.

78. None

85. Can the training flight routes at least be varied?

88. It's good to learn that your flight students are flying over Eagle Crest! What a beautiful place to learn how to fly!

89. None

94. Consider the implications of an air disaster if a flight veers over Eagle Crest. Train somewhere else....

95. No

96. Get rid of the noise or I will do all I can to restore quality of life and real estate values.

98. Same as my previous comment

102. The only complaint I have is that sometimes the aircraft are flying very early in the morning, and they are pretty loud, which interrupts my sleep.

105. Not specifically. I was aware they were coming to town and operating here. I understand the young Asian pilots are on their best behavior and appearance, so we don't have a problem.

107. no

108. Please be more considerate to home owners on the West Ridge. The noise of your airplanes is loud and obnoxious. Face the homeowners directly and address these serious concerns. Our quality of life and property values are being impacted. We also do not want this finger pointing at the FAA while they say they are not responsible. I have flight track data that shows the extent of the excessive flights over and around our homes. It is all HAA planes. See comments on previous question.

113. No questions as I am sure the answerers would be as skewed as the questions.

117. Could training hours begin after 7 a.m. instead of 6 a.m.?

118. Could holding zone for aircraft be moved to less populated area?

119. No homeowner should have the training aircraft fly so low overhead circling multiple times. We have seen an application showing one plane circling 11 times followed by another plane circling. This is devaluing our property and driving us crazy. Please make plans to move your training to BLM land.

132. I was told by Linda Cramer, the regional manager of HAA, via email, that the only reason the planes are circling the VOR is because they are under the control of Redmond air traffic and that the pilots are not doing it as an "optional flight plan." It is hard to imagine why air traffic would put a plane in a holding pattern circling the VOR for an extended period of time. Yesterday morning one did so for 30 minutes, today another one did for 20 minutes (just two examples of many). Certainly, if the pilots need to "hold" they could find another location. Flightradar24 app shows many planes in the air and doing flight patterns in numerous other areas, ones that are not in congested housing developments. It is unfair that the west side of Eagle Crest has to bear this impact.

134. none

138. Why didn't they attend?

142. While I was unable to attend the meeting due to illness, I find the constant drone of the small training aircraft over Cline Butte to be a significant noise intrusion to the Eagle Crest community. When I am unable to enjoy a star filled night around 10pm due to this plane doing circles over my head at that hour - that is a problem that should be able to be addressed.

There should be a solution that limits hours of operation, limits the altitude to mitigate noise, and spreads training over a broader area instead of focused over Cline Butte and Eagle Crest.

Respectfully,

Dave Menne

503-816-9118

147. None at this time.

160. None

164. I would suggest a select small group of people meet with these schools. Several residents had ideas that these schools could take to reduce noise but I am sure there is a cost to them. We would not do ourselves good if these schools were invited to a general meeting like we had with Zach Bass from the airport. I don't have an issue with the noise but I still work and I am not home during the day. Sean McLane

166. ONLY the VOR A missed approach uses the Deschutes VOR as a hold. All other approaches use intersections of URBIA, SAKKO, YONKU, and CUPRI. Why can't they train for holds on these four locations away from Eagle Crest? If they don't have equipment on board the 152's for these holds, then they should upgrade their planes.

168. If the sustained flight paths could be away from Eagle Crest that would be helpful.

172. None.

173. In my opinion it is more important to train future pilots than worry about the noise. I don't even notice it unless I'm sitting on my porch during the day and it really isn't that bad. Pilots need to train somewhere.

177. Thank you for the valuable expertise you provide.

178. No, we are not bothered by any of the aircraft "noise". I grew up in between two very large airports, and the noise here is no problem.

180. None

187. What is the minimum and maximum altitude training aircraft utilize when flying over Eagle Crest and Redmond?