

# Redlands Airport Association

Issue #2; September-October 2014

Redlands, CA



## The Mission of the RAA:

To **advocate** for all users of REI.

To **promote, support, and encourage** the continued use of REI.

To **communicate** with the community of the airport's importance.

To **educate** airport users of relevant regulatory and legislative airport/aviation matters.

To **provide** a forum whereby those concerned about REI issues can voice their concerns.

To **advise** the appropriate authorities regarding safety, security, and other concerns at the airport.

To **support** the government authorities in carrying out their duties regarding aviation and the utilization of REI in disasters, and public service events.

## In This Issue:

- Subdivision causes issues
- The "Stockpile" **update**
- Heliport/Helipad
- Safety Message

# Welcome!

Welcome to the second edition of our newsletter! Things have been moving faster than expected. Your Leadership Team is working hard on the issues at hand. We have decided to split up the newsletter into sections based on the issues, and the reports of the appropriate members. This should also make it easier to follow the issues, and see the progress we are making.

You will read about the stockpile, and the progress that has been made there. You will read about the Airport Advisory Committee, and what they are doing to help preserve and modernize our airport. The RAA is working very closely with the AAB. We are like the fuel to their fire, and the heat just got turned up! We are excited about this partnership.

So, enough teasers from me~ Enjoy the second newsletter, and please send me feedback, corrections, or a personal note.

Douglas Williams

[rubidug@yahoo.com](mailto:rubidug@yahoo.com)

## President's NOTAM: A message from the President of the RAA



## YOUR RAA:

The RAA was formed on June 21<sup>st</sup>, 2014 in the Redlands Airport Terminal Building by those with a common interest of improving and preserving the Redlands Municipal Airport and the community in which it serves.

## YOUR Leadership Team:

President: Ted Gablin

Vice-President: Lloyd Roberts

Treasurer: Eric Wroolie\*\* **newly voted in!**

Secretary: Cindy Gablin

Member at Large - Safety Officer:

Denny Brown

Public Information Officer (PIO): Jim Hoyt

Government Contact: Steve Willer

Newsletter Editor: Douglas Williams



As I write this, we are still feeling our way around with RAA advocacy activities. I can tell you, we have made some progress. It's been a result of not only our efforts, but as a result of your support. The lobby restrooms are open again at night. Some airport maintenance has been performed. The stockpile is leaving (but not fast enough). The City has filled out the paperwork for a \$150K FAA grant to start design work on a lighting and signage project that is part of the airport master plan.

We also seem to have developed a good working relationship with the Airport Advisory Board. That's a good thing as working collaboratively is always a better way to go. Many of the RAA leadership spoke freely at the last AAB meeting. It was a constructive meeting.

I have spoken at City Council and some council people really paid attention when we mentioned RAA was going to attempt to hold a candidates forum.

We have attended all AAB meetings and a couple of council meetings to date. That is what we signed on to do. If you want to make changes that involve government, you need to get involved. It's been a bit disappointing though as the RAA leadership has been to these meetings solo.

One of my observations about the issues that plague our airport does not concern the City, County, Caltrans or the FAA. It concerns our community. The RAA gets e-mails and I hear from many members of the community about issues or perceived issues that plague the airport or general aviation (GA). There is no shortage of commentary on what needs to be fixed or improved at the airport or with GA. But, complaining seems to be all that most people want to do. I can prove it too. How many of you wrote comments to the FAA on its new hangar use policy?

This phenomenon is not specific to Redlands airport. We seem to have that problem all over when it comes to our interactions with government. Case in point, I am a resident of the City of Calimesa. Many of my neighbors complain that the City of Calimesa is useless and we need to go back to Riverside County. Yet, we had two city council seats that were up for re-election this year. No one stepped up to run for the seats so the existing candidates will remain in their seats. The status quo continues.

This phenomenon actually has a name, it's called political apathy. It centers around our nasty habit of letting government run on autopilot. That's a real bad thing. From Wikipedia: *"Political apathy is the indifference on the part of any citizen with regard to their attitude towards political activities. For a nation to develop, and to have its laws function to the fullest, there must be a high level of political awareness, such that the ruled and the rulers will serve as a check on one another. In the United States, political apathy is a problem, with fewer young adults likely to participate in civic activities than a few decades ago."*

If you want to make change you need to channel that energy just a bit further than just complaining. Always exercise your right to vote. If you are truly passionate about an issue, write a letter to the newspaper, a government official or make a post on the appropriate social media. Do something!!!!

If your issue is a valid one and it's around GA or the airport, we will try to help you. We will also ask you to assist. Join RAA at an AAB or City Council meeting when we are arguing for changes and improvements. Getting involved can be as simple as volunteering to flip pancakes at an RAA pancake fundraiser (we only have 5 volunteers so far). Remember the difference between a group being labeled as a bunch of trouble makers and a true association with some political clout is your involvement. Get involved, it does make a difference!

Ted

## Secretary's Report

By Cindy Gablin, Secretary

I am not sure you are aware; the RAA Leadership Team has been meeting monthly in between our regular meetings to collaborate and discuss issues that the RAA has been dealing with in regards to the airport. Some of the items that we have discussed and brought back to our regular monthly meetings have involved the stockpile at the end of runway 26, the pancake breakfast, a code enforcement request for the Judson Ranch development, first responder fire training, and the finalization of our mission statement & purpose.

**Ted Gablin, Jim Hoyt, Steve Willer, Lloyd Roberts** and **I** have also been to almost all the AAB meetings and some of the city council meetings to speak our concerns and forge a relationship with them. It is very important that we show the AAB that we support their efforts, and give people the opportunity to voice their opinions and concerns. The next AAB meeting is scheduled for October 1<sup>st</sup> at the city office at 35 Cajon Street Suite 2 at 1700 in downtown Redlands. Some of the items on their agenda include the discussion of the airport master plan that could involve a wash rack among other improvements, along with the updates on the removal of the stockpile. I understand everyone is busy in their everyday lives, but please come out and show your support for the airport. We do have the opportunity to stand up and comment. I would like to see our airport be one of those that people like to frequent.

**Ted & I** recently stopped at Oroville (OVE) for gas. Although it was not a very busy airport in a very small town (population 15,500), the public lobby was fairly new, modern, and very inviting (see picture below). Maybe one day we can look forward to a public lobby at REI that is more in line with a city of Redlands stature, with a population of 70,000!





## Treasurer's Report

By Eric Wroolie, Treasurer

After investigating all the pros and cons, it was decided that the RAA should begin fresh with a new legal entity rather than trying to reestablish the inactive one from the airshow. To that end, new Articles of Incorporation are ready to be filed with the Secretary of State's office and a new TID has been applied for. Once the filed/stamped articles are returned (up to 30 days), we can open a bank account. The treasury currently stands at \$0, but the pancake breakfast should help change that. Our next meeting should discuss the need for some form of income, possibly in the form of membership dues.

## An Interesting Observation

By Eric Wroolie, Treasurer

It's interesting that this subject - that of a nice-looking terminal - came up. As you all know, my job takes me to airports far and wide. A great number of times, the airports are not just the mega-jetports with multiple private FBO's. I have seen the good, the bad, and the ugly when it comes to small municipal airports where the only services are offered by the government entity that owns and operates the airport. They definitely come in all shapes and sizes, as well as varying levels of service. While I remain a firm believer that private enterprise can do most jobs far better and more economically than any government-run operation, there are airports that simply couldn't support a for-profit, private FBO, a situation that probably fits REI pretty well.

Even with the general long-term decline of general aviation, particularly over the last few years of a brutal economy, I am relieved to say that the overwhelming majority of municipal airport GA facilities have been holding their own. I have seen many cases where significant investment has been made in building new facilities or upgrading existing ones. Some of these GA terminals offer services on par with any Signature, Atlantic, or Million Air. But at the very least, they offer both full-service jet fuel and full and self-serve avgas; a clean, comfortable lounge area, clean bathrooms, an internet-connected computer and printer and almost always coffee. Some have a canteen or snack bar.

The one common denominator, the thing that glaringly absent at REI, is staffing. Sometimes it's just one guy (or gal) - but they answer the Unicom, ramp us in, help with luggage, help passengers with transportation, pump fuel, help us replenish our ice and coffee, and are ready behind the counter to help with just about anything. These people give their airports a live human presence that's sorely missing at REI.

What does all this cost? It is quite literally all over the board. I've paid nothing to land and park overnight in some places. Others charge a nominal landing/parking fee, rarely both, and rarely does that bill exceed \$100 (that's for a Gulfstream 200!). Fuel prices? There does seem to be a slight correlation between the price of fuel to the level of service provided, but a bigger factor in fuel price seems to be more of a regional influence. I pay far more for fuel in Boston, MA than I do in Salina, KS.

For some time now, I have been conducting my own little private survey of these small municipal terminals. I ask the employees about the relationship between the airport and its government sponsor. Would it surprise anyone to hear that those airports that have a cooperative, supportive, positive relationship with their sponsors are thriving while those that do not are languishing?

I have been a pilot since 1982, my father for three decades prior to that. Rialto is only the most recent of a tragically long list of airports the he and I have landed at that simply aren't there anymore. I am committed to doing whatever I can to prevent REI from joining that list.

(enter long, scary music...)

By Ted Gablin

# The “STOCKPILE”: REVISITED

## UPDATE:

The Runway 26 obstacle issue resulting from the material stockpile from the New Citrus Reservoir does appear to be diminishing in size. The overall maximum height does not appear to have changed very much, but significant material has been removed from the W/S. That is the good news. The bad news is that material removed is being run through the screening plant and the rocks once again are being stacked upon the lower portions of the slope.

At the 8-6-14 AAB meeting, Tim Sullivan shared that city staff met with county, FAA, Caltrans and the construction manager Ames on site on 8-5-14. Here is what he shared about the results of the site meeting:



- The plan is to remove stockpile by year end.
- Debris from screening plant stacked on top of the previously agreed temporary 7:1 slope will be removed ASAP
- The construction manager had scheduled another meeting with the city, but no details were provided.
- Nighttime ops will not be curtailed for now.

He stated the FAA and Caltrans appeared comfortable with the contractor's commitment, so that is why restrictions on field operation were not imposed. Tim also stated he would share details with RAA on when the debris from the screening operation will be removed from the temporary slope after the meeting with Ames.

On 8-11-14 we followed up with Tim and asked for an update about the debris that is being stacked on top of the temporary slope. He stated he was waiting for an update from Patrick Miles: Caltrans Division of Aeronautics who was in contact with the site contractor.

During my three minute comment session at the 9-3-14 AAB meeting, I complained again about the contractor stacking rocks on top of the 7:1 slope. I also shared the photo above of the contractor's heavy equipment that was parked on Opal Ave. extended directly in front of the runway 26 approach over Labor Day weekend. I shared that this demonstrates the contractor's lack of sensitivity for the safety of pilots landing at REI.

In response to my comments, Tim updated us about the stockpile removal. He shared an email from the site contractor to the county and all other involved parties, including Patrick Miles that provided a response/plan to the findings and concerns brought to their attention. The email stated that removal of the stockpile will be the focus of work being performed at the site. They are currently moving 10K cubic yards of material a month, 100K cubic yards of material are currently on-site. The contractor's next project update to the city is scheduled to happen in December.

Well if you do the math, we are looking at 10 months and not the end of the year for the removal of the stockpile. Tim did not have any responses from Caltrans or the FAA to the contractors email. We will keep monitoring the situation. For the safety of pilots flying into REI, we hope that the stockpile is removed sooner than later.

## Judson Ranch Code Compliance Issue

By Ted Gablin

The Redlands City Council approved a proposal to put 81 homes just 2,000 feet from Redlands Municipal Airport in June of 2006. Those involved at that time were Mayor John Harrison, Councilmen Mick Gallagher, Gilberto Gill, Pat Gilbreath, and Pete Aguilar.

The planning commission had voted 5 to 0 against the houses. The developer appealed the planning commission decision to the council. The developer brought in a LA lawyer who threatened the council with lawsuits if his client didn't get his way. The council approved the development despite recommendations to disapprove the development from the Redlands Planning Commission. Councilmen Pat Gilbreath, Gilberto Gill, and Pete Aguilar voted for the houses. Mick Gallagher and John Harrison voted against. Many people from the airport community were vocal at this meeting to no avail.

Because of unknown circumstances, the developer never built the development and the property changed hands. A new developer is currently constructing the project. It is called the 'Judson Ranch Development.'

If history repeats itself, many of us know that houses in close proximity to our airport can jeopardize its' existence. What is troubling about this development is the fact that it is right under the crosswind entry for Runway 26. It is also directly under the pattern for helicopters, and adjacent to the area where they practice hovering; maneuvers that usually create quite a bit of noise. This is why we need to monitor future development plans, and enforcement of the codes that protect our airport's existence and reduce the liability for the city.

After the development was approved, the City of Redlands did acknowledge the potential for future issues arising as a result of people complaining about airport noise. So, city municipal codes were revised and new ones added that would minimize the potential headaches and liabilities associated with noise complaints that always seem to occur from residents that move next to an existing airport.

The municipal codes that are designed to disclose the airport to potential buyers are entitled "SIGNAGE AND MARKETING DISCLOSURE REQUIREMENTS FOR NEW RESIDENTIAL SUBDIVISION DEVELOPMENTS LOCATED WITHIN THE REDLANDS AIRPORT INFLUENCE AREA." They are listed at the end of this article for your reference.

Fast forward to 2014. The new developer has homes under construction. The developer has had personnel turnover, and the sales people are not following all of the marketing and disclosure requirements that are part of the Muni Code "17.28.050: MARKETING AND DISCLOSURE REQUIREMENTS." How do we know this? Well, one of our members went to the sales office to look at new homes:

Joe Holland and his wife noted that the existence of the airport was minimized during interaction with the developer's sales force, and the information required by section 17.28.050 was not in the sales brochures. Additionally, the required signage that should be installed in the public R/W by the City of Redlands at the developer's expense has not been installed.

Joe wrote a letter to City of Redlands code enforcement on 8-18-2014. A copy is included with this article. The Code Enforcement Department is part of the Quality of Life Department at Redlands, which is the same department that manages the airport. As of press time, Joe has not received a response to his complaint, but the city is aware of it. Tim Sullivan spoke to it at the 9-3 AAB meeting.

Tim shared at the AAB that the city is working with the developer's project manager in order to ensure all signs are posted as stated in the agreement. He also shared that Chris Boatmen has opened a code enforcement action to ensure follow-up and posting of signs. He stated that it may be hard to get a status update while code enforcement action is open, since it could result in a legal matter. We hope they hurry. As of 9-11-2014, there is no mention of the airport in the developer's sales material on their website (<http://www.judsonranch.com/>) as specified in the Redlands muni code 17.28.050 Sec B.

We have learned from one of our members, Paul Carlisle, that an aviation easement was recorded against the tract. He is going to bring a copy to our 9-21-14 RAA regular meeting. This easement appears to be the method used to comply with section 17.28.060 of the Redlands Municipal Code. The easement, if worded properly, is the best protection for all, as it stays with the property irrespective of ownership transfers.

It is our recommendation to check in with the developer from time to time to see if the developer is disclosing information about the airport as stipulated in the code, and has installed the required signage. If you do decide to check out these homes and find they are not complying with the code, drop us a line. We (RAA) will follow up with the city.



## **SIGNAGE AND MARKETING DISCLOSURE REQUIREMENTS FOR NEW RESIDENTIAL SUBDIVISION DEVELOPMENT LOCATED WITHIN THE REDLANDS AIRPORT INFLUENCE AREA**

### **17.28.010: PURPOSE OF CHAPTER:**

*The purpose of this chapter is to establish regulations and a fee for the provision of signage and marketing disclosure requirements for new residential subdivision development located within the Redlands airport influence area. Pursuant to this chapter, the city shall design signs to be located within the city's public rights of way to inform the public that certain subdivision development is located within the Redlands airport influence area. The city's public works director shall prepare a signage plan which includes the locations and number of signs and architectural drawings of the signs in conformance with section [17.28.030](#) of this chapter. (Ord. 2640 § 1, 2006)*

### **17.28.020: APPLICABILITY:**

*This chapter shall apply to all applicants for new residential subdivision development, after the effective date hereof, that is proposed to be located within the Redlands airport influence area. The boundary of the Redlands airport influence area, for purposes of this chapter, is defined as the geographical area south of the Santa Ana River, east of Orange Street, north of Lugonia Avenue and west of Sapphire Street. (Ord. 2640 § 1, 2006)*

### **17.28.030: SIGNAGE REQUIREMENTS:**

*All applicants for residential subdivision development proposed within the Redlands airport influence area shall be required, as a condition of approval of the subdivision development, to pay a fee established by resolution of the city council, for the city's costs of installation and maintenance of signs notifying the public that the subdivision is located within the Redlands airport influence area. Such signs shall be installed by the city at locations determined by the city's public works director, or his or her designee. (Ord. 2640 § 1, 2006)*

### **17.28.040: FEE; PAYMENT:**

*No building permit shall be issued for any unit (including model homes) within any new residential subdivision development subject to the provisions of this chapter until the required fee has been paid. (Ord. 2640 § 1, 2006)*

### **17.28.050: MARKETING AND DISCLOSURE REQUIREMENTS:**

*All sales and marketing materials, and sales offices, for new residential subdivision development located within the Redlands airport influence area shall comply with the requirements of this section.*

#### *A. Required Posting Of Aerial Photograph Labeling Redlands Airport Influence Area At Sales Offices:*

*1. All model homes and sales offices for new residential subdivision development within the Redlands airport influence area shall post an aerial photograph of the Redlands airport influence area in a location clearly visible to prospective buyers. The aerial photograph shall be labeled as follows:*

- a. The title, "Redlands Airport Influence Area", shall be printed in a font no smaller than font "40" at the top and center of the aerial photograph. The aerial photograph shall be a minimum of six (6) square feet in size.*
- b. The following text shall be printed in a font no smaller than font "16" in the lower right corner of the photograph:*

(continued on next page)

*This property is currently located in the vicinity of the Redlands municipal airport. This property may be subject to some of the annoyances or inconveniences commonly associated with proximity to airport operations (for example: noise, vibration or odors), including noise generated by general aviation aircraft, including fixed wing aircraft and helicopters.*

*c. The color of the lettering shall contrast with the background of the photograph to facilitate easy reading.*

*d. A copy of the aerial photograph shall be available on compact disk for duplication by residential marketing representatives through the city's municipal utilities department.*

*B. Notation On All Sales And Marketing Materials: All sales and marketing brochures and flyers distributed for the sale of any residence located within the Redlands airport influence area shall contain the following text of font size "12" or larger:*

*This property is located in the vicinity of the Redlands Municipal airport. This property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration or odors), including noise from general aviation aircraft, but not limited to, the landing and take-off of fixed wing aircraft and helicopters.*

(Ord. 2640 § 1, 2006)

**17.28.060: DECLARATION OF COVENANT AND WAIVER:**  

*Execution of a declaration of covenant and waiver, in the form on file with the city's community development department, shall be required as a condition of approval for all residential subdivision development within the Redlands airport influence area. The declaration of covenant and waiver shall be executed by the owners of the property comprising the subdivision and delivered to the city's community development department before a final map may be recorded for the subdivision. (Ord. 2640 § 1, 2006)*

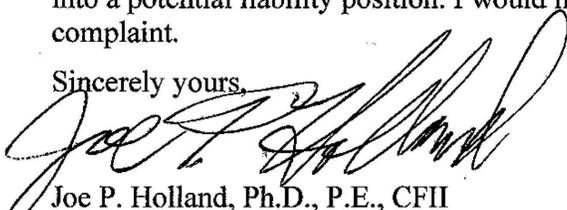
Dear Mr. Boatman,

As a resident of the Redlands community and aircraft owner/pilot at the Redlands airport since 1985, I was interested in the Judson Ranch housing development, specifically how they were addressing the proximity of the airport as part of their sales presentation. As a consequence approximately 3 weeks ago (the end of July 2014) my wife and I stopped by the Judson Ranch sales office and went throughout the homes and the standard sales presentation.

The sales presentation, handout materials, and signage contain no information regarding the proximity, location or existence of the Redlands airport. When queried about the proximity of an airport I was told that it was "quite a ways away and not a factor". Nothing was provided as per City of Redlands Municipal Code Chapter 17.28 to disclose the location, traffic patterns, number/type of flight operations or the 17.28.060 Covenant and Wavier provisions. As a result of this visit I believe that the Judson Ranch is violating multiple sections of 17.28. Additionally, the City may not be fulfilling its obligations under 17.28.030 to provide adequate signage, as I could not locate any signage as specified in this ordinance.

I would like to initiate a complaint as this does appear to be a violation of the above stated codes. Please feel free to contact me if you have questions regarding my complaint. I am concerned about this issue as the results of non-compliance of these codes may eventually result in litigation that could place the City into a potential liability position. I would like a response as to the results of the investigation of this complaint.

Sincerely yours,



Joe P. Holland, Ph.D., P.E., CFII

## Vice-President's Report

By Lloyd Roberts, VP

RAA is offering a Pancake Breakfast in connection with the EAA Young Eagles event Saturday morning, September 27, from 8:00 to 10:30. Yum! A fun activity in connection with a day dedicated to first time aviation education and flights for kids. Parents and kids and airport folks can enjoy a breakfast of pancakes, sausages, orange juice and coffee with free plane rides to boot. Visit with the parents while their kids fly and chat them up about the joys and satisfactions of flying. Let's be good hosts and helpers and make this a memorable experience. Maybe even the First Annual?

We have almost all the supplies except the perishables already in hand and will be setting up at 0700. Let's all pitch in to help make this an enjoyable, rewarding experience for everyone. RAA is asking a \$5 donation to cover costs and hopefully provide a bit of income for future expenses. So, it's Good Food, Good Fun, Good Cause, Good Day. Come, volunteer, and be a part of it by helping, eating, schmoozing, and contributing.



You'd never know it, but we have a secret celebrity (Is that an oxymoron?) in our midst. Our own EAA member, active pilot commander for Cal Fire, and movie role model, **Travis Walker**, consulted with Disney for two years in the making of the recent animated feature, *Planes; Fire and Rescue*. If you saw that fine, fun film, you could tell a pilot worked on it. They got the maneuvers and communications right - a rarity in films involving aviation. There was, of course, dramatic license, but little more than in most movies. They even correctly portrayed the painful aviation fact that when certain parts break down, you can't always just make a quick run to Aircraft Spruce and Specialty for a replacement.



RAA plans to have a memorable movie experience for aviators and their families, other airport folks, and interested parties by sponsoring a special screening of the film, with the added extra attraction of a presentation by Travis regarding his movie and firefighting experiences, and a chance to ask him questions. What better way to bring information to the community about flying, firefighting, and the value of aviation?

## **The Redlands Airport Association Is Proudly Serving A Pancake Breakfast**



**September 27, 2014**

**From 7:30am -10:30am, Or Until The Food Runs Out**

**Redlands Municipal Airport Public Lobby**

**Suggested Donation- Only \$5**



## PIO Report

By Jim Hoyt, PIO

At the Aug-17 RAA monthly meeting I suggested that the association hold a candidates forum for the Redlands City Councils 2014 election. With direction from the membership, I set my sights towards that goal.

A newly formed organization like RAA doesn't just notify the candidates with a time and place of the forum event and hope the city council hopefuls show up. We would need a 'big name sponsor' With that in mind I contacted the Women League of Voters, AOPA, and League of California Cities. The AOPA has a great online checklist for forum holders that I used as an outline. What I found out was that we are behind the '8 ball' on this one. The Women League of Voters, who "sponsors" many local and national forums, stated that we would have needed to have the forum process in place by June 2014, but should have started the planning in March. The League of California Cities suggested that because October 5<sup>th</sup> is when the mail-in ballots are mailed out, we would need to hold our forum three weeks prior to that date. (Something to keep in mind for the 2016 election?)

Like any pilot, I had a 'plan B' waiting in the wings (pun intended). RAA would send out a written survey with 5-7 carefully chosen questions and give the seven candidates three weeks to reply. The questions would be yes or no answers, with an explanation. The returned surveys would be shared with the association members to help decide whom they want to vote for.

The **Redlands City Council Candidate Questions-Submitted by the Redlands Airport Association** was emailed to all seven candidates on September 7<sup>th</sup>. The deadline for returning the survey to the RAA Gmail account is Monday September 29<sup>th</sup> (see questions below). For now, we wait. Great team effort, thanks to everyone who helped!

Additionally, all seven of the candidates were invited to the RAA regular meetings on September 21<sup>st</sup>, October 19<sup>th</sup>, and our pancake breakfast on September 27<sup>th</sup>. As of September 13<sup>th</sup>, Candidate Dreher has stated she will attend all three events. Candidate Dery will be attending our September 27<sup>th</sup> pancake breakfast and candidate Tabetha Wittenmyer will be attending our October 19<sup>th</sup> regular meeting.

### Candidate Questions

- 1) What is your opinion of the 2008 Redlands Airport Master Plan?
- 2) Some small business entrepreneurs that have opened or contemplated opening airport businesses at the airport have complained to RAA that the City of Redlands is not business friendly. One such entrepreneur, a flight instructor, paid her business license fees and then was billed \$900 for "oil disposal fees". She objected to the fees as she did not have any aircraft (or oil) associated with her business, but the fees were not waived. She has since closed her business at the airport. What is your plan to deal with these issues and to encourage small business development at the airport?
- 3) Would you support the use of financial incentives to attract a restaurant, FBO or hanger development at Redlands Municipal Airport? Explain.
- 4) Do you think the fee waivers for the 2014 Hangar 24 Air Fest Celebration were a proper use of taxpayer funds? Explain.
- 5) Would you support the hiring of an airport manager by the city?
- 6) Given that the Redlands Airport aircraft traffic pattern overflies the new Judson Ranch Development, was it prudent for the City of Redlands to approve this development for construction? Explain
- 7) In your opinion, what is currently the most pressing issue at the airport?

## Heliport/Helipad at REI

By Douglas Williams

There has been a lot of talk about the issues at REI with the hovering helicopters working near the fuel pumps and hangars. Of course, this will never completely go away; helicopters need fuel too. However, I believe a good solution for both the helicopters operators/schools and the airport community can be reached. Because I am a helicopter pilot and have an active interest in the helicopter operations at REI, I decided to take on this issue.

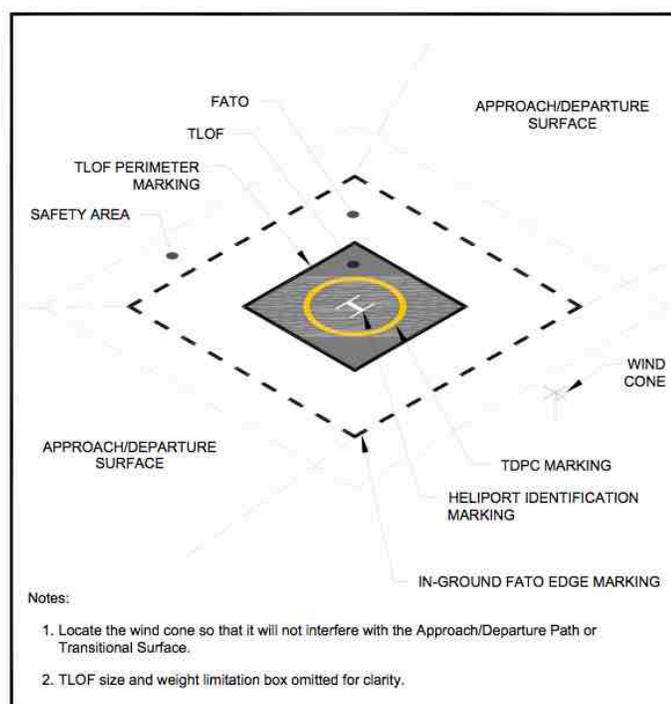
I began my research by checking out the CA Aeronautical website, and also referencing the FAA's Advisory Circular (AC) 150/5390-2C on heliport design. There is a lot of information about heliports contained in these two areas. I had some questions regarding the difference between a heliport, and a helipad. So, I called up Mr. Patrick Miles of the CA Aeronautics Department, and asked him a few questions. Here is what I was able to gather:

-Heliport and helicopter parking areas are the only terms that are used. Helipad is a term used only by the operators and pilots; it has no usable definition via the FAA.

-A heliport is the helicopters version of a runway; it must have approved approach and departure paths, be obstacle free, be lighted (for night ops), etc. As with runways, there are many guidelines that must be followed. The approved heliport must also appear in the airport's Master File (5010 form).

-I was given several examples of airports that have had to create heliports to help with the helicopter traffic. I will be looking into them to see what similarities/differences they have with our situation.

So, I am still in the research and investigative mode. My biggest obstacle is finding the best location to make as many happy as possible. I will soon be contacting the helicopter operators and schools that use the airport on a daily basis for their input and concerns. More to come!



## Mandatory Watering Restrictions in Effect for The City of Redlands including Aircraft Washing

By Ted Gablin

To comply with recent state regulations that went into effect on July 31, 2014, the Redlands City Manager authorized implementation of stage II of the city's water conservation plan (Plan). The plan resulted in the adoption of a new chapter in the [Redlands Municipal Code; Chapter 13.06-Water Conservation Plan](#). This code section in addition to imposing restrictions on landscape watering and a few other things also contains restrictions on washing vehicles including aircraft.

The restrictions around vehicle washing are found in section **13.06.080 B.2** of this new code and is listed below for reference:

“The washing of automobiles, trucks, trailers, boats, aircraft and other types of mobile equipment is allowed only on designated irrigation days and is prohibited between the hours of twelve o'clock (12:00) noon and eight o'clock (8:00) P.M. Mobile equipment washing shall be done only with a handheld bucket or a handheld hose equipped with a positive shutoff nozzle for quick rinses. Notwithstanding the above, washing of such equipment may be done at any time on the immediate premises of a commercial car wash or commercial service station with wash water recycling facilities. Garbage trucks and vehicles to transport food and perishables are exempt from these regulations if the public health or safety requires frequent vehicle cleaning”.

Designated irrigation days are based on address and are as follows:

### **APPROVED WATERING DAYS:**

*EVEN addresses: Even days of the month (2nd, 4th, 6th, etc.) ODD addresses: Odd days of the month (1st, 3rd, 5th, etc.)*

In addition to just maintaining the appearance of an aircraft, good aircraft maintenance practices involve washing aircraft to facilitate periodic inspection, minimize deterioration by corrosion and to protect high cost protective finishes. Also, as part of every 100hr or annual inspection aircraft engines and airframes are required to be washed as part of Title 14 of the CFR Part 43 appendix D. **It's Federal law!!!!**

*So what are we to do?* I called Terry Fritz, the Senior Environmental Compliance Inspector at the City of Redlands, about their muni code. His advice, if the aircraft is being washed for strictly appearance purposes, owners should comply with the restriction and avoid washing between noon and 8 P.M. Additionally, as all airport addresses are odd numbered, we should wash on odd days. If an aircraft is being washed as part of a 100 hr. or annual inspection, it is exempted from the muni code as it is a safety issue mandated by Federal law.

Mr. Fritz informed me that the bigger issue around aircraft washing is the potential runoff from that may enter the storm drain system. There are now federal laws that prohibit those discharges. This is part of the Federal Clean Water Act, and if the law was enforced, the person creating the violation could be subject to significant fines.

I reminded Mr. Fritz that Redlands does not have a wash rack that facilitates compliance with these Federal laws. There has been lots of discussion about this by City officials at the AAB meetings, but there is no evidence that the trigger has been pulled by the City to start design and construction of a wash rack. **(continued on page 16)**

# Government Affairs Report

By Steve Willer

The City of Redlands' Airport Advisory Board (AAB) is comprised of seven members who are appointed by the mayor, with each board member serving a four-year term. The AAB advises City staff on issues related to the management and long-term viability of the Redlands Municipal Airport. All meetings are open to the public and occur on the first Wednesday of each even-number month.

The most recent AAB meeting was held on September 3<sup>rd</sup>, and notes were emailed out to members of the RAA. Many of the issues discussed at the meeting are covered in detail throughout other articles in this newsletter (Judson Ranch, etc.). For this month's article I wanted to pay particular attention to REI's Airport Capital Improvement Program, or ACIP.

The FAA invests in airport infrastructure through the Airport Improvement Program (AIP). Over \$3B is allocated every year to improve the United States Airport System through the distribution of grants. Grants can come in the form of entitlement and discretionary grants. REI is entitled to \$150,000 a year through this program. Projects chosen are influenced by various factors but generally are centered on the Airport Master Plan and current FAA safety initiatives, to name a few. Airports that accept Federal monies are then required to continue to operate for 20 years beyond the last date in which money was received.

Given the recent fate of Rialto, as well as many other airport closures across the country, I found it alarming when earlier this year it was stated by city staff that they were too busy to submit an FY2014 AIP entitlement grant application for REI last year. However, there is positive news to report for FY2015.

Ben Matlock from the City (not played by Andy Griffith), recently filed an AIP application for the full amount of \$150,000 to fund the design of the airfield lighting and signage plan.

The airport master plan page 3-16 (see below) identifies the airfields' lighting signage plan as a project that includes:

- Lighted taxiway directional signage
- PAPI for Runway 26
- Non-Precision runway markings.

<b>Airfield Lighting and Markings</b>		
Rotating Beacon Pilot Controlled Lighting	Rotating Beacon Pilot Controlled Lighting	Rotating Beacon Pilot Controlled Lighting
Medium Intensity Runway Edge Lighting (MREL)	Medium Intensity Runway Edge Lighting (MREL)	Medium Intensity Runway Edge Lighting (MREL)
Medium Intensity Taxiway Edge Lighting (MITL)	Medium Intensity Taxiway Edge Lighting (MITL)	Medium Intensity Taxiway Edge Lighting (MITL)
Precision Approach Path Indicator (PAPI-2) Runway 8	<b>Lighted Runway / Taxiway Directional Signage</b> Precision Approach Path Indicator (PAPI-2) <b>Runway 8 and Runway 26</b>	Lighted Runway / Taxiway Directional Signage Precision Approach Path Indicator (PAPI-2) Runway 8 and Runway 26
Runway End Identifier Lights (REILs)	Runway End Identifier Lights (REILs)	Runway End Identifier Lights (REILs)
Basic Runway Markings	<b>Non-precision Runway Markings</b>	Non-precision Runway Markings

2008 Airport Master Plan

As of the writing of this article, the City is still awaiting approval of the grant application by the FAA. Once approved by the FAA, staff will put it in front of the City Council for approval. The FAA provides 90% of project funding, so if the full dollar value is exercised, the city will be required to pitch in 10%, or a maximum of \$15,000.

We will continue to keep RAA members apprised of this projects status as it moves forward. More details on the FAA AIP program can be found at [www.faa.gov/airports/aip](http://www.faa.gov/airports/aip) and the five year outlook for projects at REI can be found on the [Caltrans](http://www.caltrans.ca.gov) website.

Update as of 9-16-2014

The Redlands City Council approved the grant application at their regularly scheduled Council meeting. The vote was unanimous.

California Division of Aeronautics  
CIP Projects and Year 2014 - 2023 by Airport

	Status	FAA	State	Local	Total
Program Year: 2014 City request to carry over grant money	CIP	150,000.00	0.00	0.00	\$150,000.00
	SubTotal:	\$150,000.00	\$0.00	\$0.00	\$150,000.00
Program Year: 2015 Construct / Install Taxiway Lighting SP TW LI	CIP	180,000.00	10,000.00	10,000.00	\$200,000.00
	SubTotal:	\$180,000.00	\$10,000.00	\$10,000.00	\$200,000.00
Program Year: 2016 Taxiway A3 CA TW CO -Design only	CIP	90,000.00	4,500.00	5,500.00	\$100,000.00
	SubTotal:	\$90,000.00	\$4,500.00	\$5,500.00	\$100,000.00
Program Year: 2017 Construct Taxiway A3 CA TW CO	CIP	180,000.00	9,000.00	11,000.00	\$200,000.00
	SubTotal:	\$180,000.00	\$9,000.00	\$11,000.00	\$200,000.00
Program Year: 2018 City request to carry over grant money	CIP	142,500.00	3,562.50	3,937.50	\$150,000.00
	SubTotal:	\$142,500.00	\$3,562.50	\$3,937.50	\$150,000.00

**(Water restrictions, cont. from page 14)**

Mr. Fritz’s recommendation is to wash an aircraft near an area where the runoff could enter established landscaping, or for the runoff to enter a “French drain” type sump that is not part of the storm drain system. He also mentioned dry washing. There are some products available for this, but they are not suitable or for all applications, and they are frowned upon by many owners (including me). He also mentioned using containment mats to capture the water for later discharge into the sewer system. We are not sure of where you can find one of these mats for an aircraft.

He mentioned that any enforcement action of storm water discharge violations would involve an initial verbal warning. RAA would hope that City officials exercise some leeway on any storm water discharge issue related to aircraft washing until adequate wash rack facilities are constructed at Redlands. After all, there is considerable revenue generated for the city by aircraft and hangars taxes at REI. The City should understand their obligation to have airport facilities that will allow owners and maintenance shops to properly maintain aircraft that are based at their airport.

RAA would appreciate hearing about and receiving photos from our members on how other airports have complied with the storm water runoff issue associated with aircraft washing. We will use this information in our wash rack discussions with the AAB and City Officials.

## A Safety Message

From our Safety Coordinator, Denny Brown

Fellow Redlands Airport Association Members,

Hello from The Reno National Championship Air Races!

Here on my annual excursion to the only place on the planet where actual air racing takes place, I am pausing to reflect on some lessons learned about flying at high speeds, outside the envelope. Consistently, on this course, aircraft are flown above Vne. We have seen wing failure due to stabilizer failure, poor design, and poor workmanship. This week we had a failed wing and a fatality, with the cause yet to be determined. Initial investigations are pointing to a delaminated spar.

If this is the case, I would like to point out all mechanical items have a service life. That life can depend on exposure to weather, natural deterioration, abuse, or constant use. Care and judgment should be used when considering how you are going to use your craft, if your craft fits the mission you have designed for it and if you are qualified for the mission. Risk assessment and evaluation are very important to the quality and quantity of the rest of your life. As an aerobatic pilot, my two most feared words are "Watch this!"

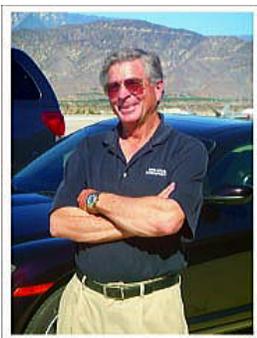
The thought process is:

1. I have just envisioned something grand.
2. I have already announced my intention to do it.....so.....
3. Here goes!

Not a good thought process and slim chances for success.

Good training and exposure to these things can greatly improve your chances and judgment to perform these daring feats. Proper airspace and altitude are good tools to use first, but beyond that, make sure your machine is stressed for your attempt.

In short, think before you do.



Dennis Brown, flying since 1967, is a CFI based at Redlands Municipal Airport. His credential includes being the Safety Officer for the Biplane Class at the Reno National Championship Air Races, a former race pilot, an aerobatic instructor, a former airshow pilot, an airshow producer, an aircraft builder, and a general aviation advocate.

Photo courtesy westwindaviation.com

# Upcoming Dates and Events:



The Redlands Airport Association meets every 3<sup>rd</sup> Sunday at 1500 in the Redlands Terminal Building at 1745 Sessums Drive Redlands, CA 92374

- 🌈 September 21<sup>st</sup>, General Meeting 1500
- 🌈 September 27<sup>th</sup>, EAA845 Young Eagles 0800 **PANCAKE FUNDRAISER**
- 🌈 October 19<sup>th</sup>, General Meeting 1500
- 🌈 November 16<sup>th</sup>, General Meeting 1500
- 🌈 December 20<sup>th</sup>, EAA845 Christmas Party 1800
- 🌈 December 21<sup>st</sup>, General Meeting 1500

**“The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport.”**

## Redlands Airport Association

1745 Sessums Dr. Ste. 1 Redlands, CA 92374

[Redlands.airport.association@gmail.com](mailto:Redlands.airport.association@gmail.com)

**Redlands City Council** meets 1<sup>st</sup> and 3<sup>rd</sup> Tuesdays of the month. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings.

Link for agendas and videos of previous meetings:

<http://70.40.217.219/councilvideo>

**Redlands Airport Advisory Board** meets at 1700 on the 1<sup>st</sup> Wednesday of every even-numbered month at the Redlands City Council Chambers.

