

Dear Mr. Gablin and members of the Redlands Airport Association,

Thank you for your invitation to discuss my views on supporting the airport.

Here are my answers to the questionnaire, with gratitude for all you do keep this asset thriving in our community, even when you face conflict to do it.

t.

### **Redlands City Council Candidate Questions-Submitted by the Redlands Airport Association**

1. Have you ever been to Redlands airport for travel, to pick up visitors or to attend an event?  
Please share a little about your experience at the airport.

**I spent a day getting a tour of the airport and meeting pilots last spring. I had requested it so I could learn about the facility, operations, how its managed, what it needs and what opportunities exist - - and city staff accommodated me. It was my first time there. I am terrified of flying.**

2. Have you ever reviewed any of the planning documents about the airport? Please share what you have reviewed.

**Yes. I have read the Airport Business Plan and the Airport Land Use Compatibility Plan; and the draft pilot guide and fee schedule.**

3. Some small businesses that have opened or contemplated opening at the airport have complained the City of Redlands is not "business friendly". Recent airport fee schedules being considered by city staff include new "Environmental Impact" fees for businesses at the airport. These include a new annual \$150 Maintenance Operation Environmental fee and a \$200 Fueling Operation Environmental fee. These fees are in addition to existing San Bernardino County Business taxes, Redlands Business Licenses fees, and Redlands Fire Department Inspection fees. Revenue generated at the airport cannot be used elsewhere in the city by law. Even though the airport generates enough revenue to pay its own expenses, additional revenue could be used to improve airport facilities and maintenance. What are your ideas to increase airport revenue while encouraging a "business friendly" climate at the airport?

**I agree with the airport plan. We should offer fuel sales, starting with an above-ground AvGas tank, and ultimately Jet-A fuel. Grant-funded hangar expansion could increase lease revenue. And creating a brand for the airport with nice signage, literature and a website would go a long way, as would making the lobby nice and adding a restaurant.**

4. The City of Redlands does not have an active economic development program involving the airport. Hangar development that facilitates basing more aircraft, attracting airport businesses such as a restaurant and new fueling facilities could significantly increase airport revenue. What is your plan, if any, to develop the airport?

**An on-site airport manager position seems like a strong start. I would like to see the city recruit**

**someone who has experience and expertise in revenue-building airport management -- someone who is ahead of the curve on airports industrywide. We have done this to great consequence with the cemetery and grove assets; the airport should be next.**

5.

5. Do you think aviation or airport management experience is necessary to supervise/manage municipal airport operations?

**Oh my gosh yes, especially when we are dealing with other people's money.**

6. The City of Redlands has an Airport Advisory Board (AAB) which acts in an advisory role to the Redlands City Council. Please share your thoughts on why they have this advisory role and how their recommendations will impact you as a future councilmember.

**This is where our airport and aviation expertise is coming into play. I so appreciate these residents who volunteer their time to give thoughtful consideration to what's best for the airport -- and consequently the city. I attend these meetings, initially because I am the alternate liaison to the city council, but continually because I am interested. This asset could do and generate so much more if we invested in it with savvy.**

7. In your opinion, what is currently the most pressing issue at the airport?

**The nearby home development makes me nervous. I understand the incoming residents are warned and can see that they are proximate to noisy aircraft activity, but I've seen this story play out in other cities where it ends with airport closure. The resident activism in San Timoteo Canyon regarding train noise exacerbates my concern, because they knew about the rail traffic when they built and bought those homes too, and I would hate to see a precedent set that can be used later against the airport. We are on the San Andreas Fault and in a high fire and flood area. That airport will be our only ingress and egress one grave day, and it needs to be going strong. If invested in properly, it could also be a revenue generator. But the city has made demands of and promises to the home developer, and the developer has acted in good faith the whole way, so it's sticky. I would have preferred the land-use policy forbade residential development there but I am newly seating and my part is to act with integrity. I suppose I'm getting more into how this is pressing for the council. It's sticky.**

**Also pressing, the airport needs a makeover.**