



# THE REDLANDS AIRPORT ASSOCIATION PRESENTS: A SPECIAL AIRFEST 2015 UPDATE EDITION!

If you haven't heard, Hangar 24 wants to have another AirFest. We all love airshows. They are good for the airport, good for local business; they promote aviation and get the community involved with the airport. Furthermore these events are key to RAA's mission, specifically:

- *To promote, support, and encourage the continued use of REI.*
- *To communicate the airport's importance to the community.*

The last two AirFest events held at REI were not your traditional airshows. The focus was more on beer with an occasional airshow act to entertain AirFest guests. Most of us called these events "BeerFest" or the like.

Hangar 24 has the resources and the Redlands City backing to do put on AirFest at REI. Airshows are extremely expensive and there is not a long line of folks that want to sponsor an event at REI.

Ideally, the hope is that we can have an airshow, and Hangar 24 can sell their product at the same time. This needs to happen with consideration of airport tenants, with minimal disruption to the airport, honest communication, and airport tenant participation. The event needs to promote aviation and provide benefit to the local community!

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.

# REDLANDS AIRSHOW COMMITTEE

RAA members have been heavily involved in meetings with Hangar 24, Redlands City Staff, the AAB and Redlands City Council to try and negotiate a more tenant-friendly event than what we experienced the last two years. We are making some progress, but it has been a battle. **We are not going to get everything we want.** But, we are making some headway.

Will we succeed with getting an event that we can all embrace? Will the City of Redlands approve an event that has primary focus on Hangar 24 interests, with the airport and its tenants being secondary? Will Hangar 24 find another venue because they cannot have the type of event they have had previously? Tune in as the saga continues....

So what have we been negotiating for on the behalf  
of the airport, and the community at large?

The attached "2013/2014 AIRFEST ISSUES & REDLANDS AIRSHOW COMMITTEE RECOMENDED RESOLUTIONS FOR FUTURE EVENTS" document is the product of the Redlands Airshow Committee. The document is almost final. It documents issues with previous AirFest events at Redlands airport and recommends resolutions for the identified issues. The following RAA and AAB members have volunteered their time to negotiate the parameters for an event that will be successful for Hangar 24, the airport, and its users and the community at large:

- ✈ John Loy (AAB)
- ✈ Dennis Brown (RAA)
- ✈ Gil Brown (RAA/Coyote Hangars)
- ✈ Dan Chapman (EAA845)
- ✈ James Hoyt (RAA)
- ✈ Bob Pearce (RAA)
- ✈ Ted Gablin (RAA) **Committee Co-Chair**
- ✈ Ingrid Biglow (AAB, RAA, RFC) **Committee Co-Chair**

Councilman Pat Gilbreath has attended almost all meetings, and Mayor Paul Foster has also attended one.

The contents of the document have been the subject of discussion with Hangar 24 management and airport users. It will be submitted to the Airport Advisory Board and ultimately Redlands City Council in January 2015 as the RAC's recommendations for event parameters for AirFest 2015 and future events at Redlands Airport.

**We will not get everything we want in this document this year.  
But we have made changes to initial AirFest 2015 plans.**

# CURRENT NEGOTIATIONS

So where are we to date on negotiations?

## **Hangar 24's Initial Proposal:**

- A 1-day event.
- A crowd line approximately 300' from the centerline of the runway resulting from a desire to land aircraft.
- A 1-day airport closure requiring hangar owners to vacate their hangars.
- The City of Redlands requested temporary chain-link fences for the crowd line (like last year).
- A 2-day closure of the west ramp.
- A temporary parking area for REI owners wanting to use their aircraft during the airport closure, but before and after the TFR associated with the flying portion of the event.
- A commitment to make the event more family friendly.
- A concert is part of the event plans.

## **Here's where we are to date on negotiations.**

### **Please remember some of this is work in progress.**

- A 1-day event.
- A crowd line approximately 300' from edge of the runway resulting from a desire to land aircraft.
- A 4½ hour closure that will require all hangar owners/tenants to vacate their hangars and the area east of the west ramp for 4½ hours during the flying portion of the event.
- There will not be any fences east of the west ramp on the airport. This will allow aircraft use immediately before and just after the TFR.
- The west ramp will be impacted before and after the event with set-up and tear down activities. The schedule for this is a "work in progress".
- Coyote will have access to the runway, except during the event. The hours are still not established. Coyote owners will have walking access to their hangars for the entire event.
- A clear zone in the event layout on the west ramp will allow aircraft access from Coyote Hangars to the runway during the event if someone has an emergency requiring them to use their plane.
- Alcohol sales will be contained to the west side of the west ramp.
- The east side of the west ramp will contain a 'kids zone.'
- We are being told there will be an area to exhibit aircraft.
- We are being told that airport businesses will be given booths to promote their business.
- Airport tenants will get free passes to AirFest 2015. Details not yet established.
- We are being told that Hangar 24 will be seeking volunteers from high schools, CAP, and the airport users.
- A concert is part of the event plans.



# HISTORY OF 2015 AIRFEST

AirFest 2015 has been the subject of at least 11 meetings since October 1, 2014. Here is a chronology of meetings and their contents involving AirFest 2015 discussions:

**10/1/14 AAB Meeting** - It is announced that Hangar 24 is interested in holding an Airshow in 2015.

**10/19/14 RAA Meeting** - Ben Cook was invited to share his plans about AirFest 2015 at the monthly RAA meeting. He declined a couple of days before the meeting. All in attendance agreed, that the following issues with last year's AirFest need to be resolved as part of granting approval for another Hangar 24 sponsored event at REI. Issues:

- The airport was closed for days. This impacted airport businesses that lost money and aircraft owners that pay dearly to use of their aircraft.
- The airport community that was inconvenienced by 2014 AirFest was not involved in any of its' planning. The general sentiment was that it was forced upon them to the benefit of Hangar 24.
- AirFest was not family orientated. There was not much available for kids to enjoy. This may have impacted the attendance last year.
- AirFest did not have a primary focus around promoting aviation.
- Communication to hangar owners, renters, and owners of aircraft tied down about event details was nearly nonexistent.
- Cleanup was not performed properly, particularly on the west ramp.
- The airport did not receive any proceeds from the event.
- \$35,000 of taxpayer monies were spent on AirFest 2014.

**10/30/14 Redlands QOL Staff Meeting with Hangar 24** - Ben and his team announced their preliminary plans for a 2015 AirFest. The proposed event is similar to last years, but will be a 1-day event. Differences include a desire to land aircraft participating in the airshow at Redlands. This mandates a crowd line approximately 300' from edge of the runway. This crowd line passes through many of the hangars west of the fuel pumps. This line was at 200' last year.

QOL staff wants temporary chain-link fences for the crowd line (like last year). QOL staff stated that they have had issues with people not respecting rope barriers. The fences make it difficult to open up the airport for an hour or two as needed during the event.

Hangar 24 requested a 1-day airport closure, but vendors and other activities will be set up in front of the Coyote Hangars. The west ramp will need to be closed earlier to accommodate those activities. Hangar 24 proposed a temporary aircraft parking area for REI owners wanting to use their aircraft during the airport closure but only before and after the TFR associated with the event. They also stated that they recognized the event

was not family friendly last year, and stated they would have more focus on that as part of AirFest 2015. A concert is also part of the event plans. Nothing in Hangar 24's proposal other than the site plan was presented in writing.

Director Cardenas made an appearance at the meeting. He reminded all that the City of Redlands has the land rights to the airport when there was discussion about aircraft owners having rights to access hangars they own or lease. He stated the City has a fiduciary responsibility to act on Hangar 24's request in the best interest of the City. Ultimately, the decision about all of this will be made by Redlands City Council.

**11/5/14 AAB Meeting** - Redlands Airshow Committee (RAC) formed. Committee was created to discuss desires/parameters for the Airshow, and use these in discussions with the City Council and Hangar 24. Main concerns include making AirFest more family friendly and airplane/airport involvement. John Loy (AAB), Ingrid Biglow (AAB & Redlands Flying Club), Dennis Brown (RAA), Gil Brown (RAA), Dan Chapman (EAA845), James Hoyt (RAA), Bob Pearce (RAA). Councilman Pat Gilbreath will participate in meetings.

Ben Cook spoke for Hangar 24. Ben stated that the AirFest is to be one day only – Saturday May 16<sup>th</sup>, and will start somewhere around 12 or 1pm and last until approximately 10:00pm as there may be a jet glider with pyrotechnics at the close of the airshow. He stated that the first year, they used a rope, but a lot of tenants broke the barrier and the FAA almost shut down the airshow because of that. The second year the city told them to put up a fence. This did not allow anyone to navigate around it. They are completely open to ideas, but must keep the FAA & the Airboss involved due to regulations. They want this years event to be a land, meet & greet event. In order to do that, it requires a flight line that falls inside some of the hanger spaces. Ben also stated that last year the “kid zone” was about half the size it was supposed to be, as the vendors didn't show up at the last minute. They want it to be more family friendly this year and maybe set up blocks of time for “families” vs “concerts/bands”, and blocks of time for people to fly in or out.

**11/13/14 RAC Meeting** - First RAC meeting. After introductions, and discussion of purpose, the RAC reviewed issues with previous AirFest events. Mr. and Mrs. Cook stayed for half of the meeting. Jacki Mortensen, a newly hired Risk Manager at Redlands, expressed considerable concern about the previous AirFest events. Her concerns centered on an alcohol-fueled events mixed with operating aircraft. She was terminated by the city a few days later for not being a good fit for Redlands. The RAC started development of the Issues and Resolutions Document.

**11/24 /14 RAC Meeting** - RAC members stated the goal of the RAC meetings were to flush out solutions with consideration to all users, and present recommendations to the Redlands Airport Advisory Board. The RAC then reviewed the proposed AirFest 2015 scope, and made recommendations to Hangar 24, with the draft of the Issues and Resolutions document. Discussed ICAS with Ben Cook. The RAC recommended that he use caution to hire performers at ICAS as the committee had recommendations that differed from his AirFest 2015 proposal. Presentation to Redlands City Council by January 20, 2015.



**12/3/14 AAB Meeting** – It was mentioned that Hangar 24 is looking at ways to accommodate the airport users but with not much concession. Timeline is on January 16th for the Air boss to get his ideas to the FAA. AAB must have their recommendation to the City Council by Feb 24th and **March 17th** is the date for the final council consideration.

**12/8 thru 12/11/14 International Council of Airshows (ICAS) Conference** – Attended by Hangar 24. Also attended by Chris Boatman and Ben Matlock Redlands QOL staff. It is not unusual for City employees associated with municipal airports to attend ICAS. It is a concern though, that QOL staff is spending so much time with Hangar 24 with the controversy around the proposed plans!

**12/9 /14 Special AAB Meeting** - Called by Redlands QOL staff in the afternoon of 12/8 as a result of a request from Hangar 24 on 12/3 to close the airport entirely for 24 hours. AAB Voted 5-0 to recommend only a partial shutdown of the airport. No Hangar 24 staff present.

**12/10 /14 RAC Meeting** - A few days before this meeting, Sue Cook notified the RAC that Hangar 24 would not be attending the scheduled meeting because they were at ICAS in Vegas. However, after the 12/9 AAB meeting where AAB members voted 5-0 in favor of a partial closure as compared to a full closure, the RAC received an e-mail from Sue stating they were leaving ICAS early to attend the scheduled RAC meeting. Ben Cook met with Gil Brown prior to this meeting and proposed some changes to event plans that were discussed later at the meeting. The new proposal shortened the airport closure time to between 3pm and 7pm. They are still requesting a 300 ft. crowd line and use a rope barrier, which can come down quickly after the show. There would be a fence at the far west ramp where the beer would be sold, and there would be some kind of opening so that Coyote Hangar tenants would be able to get their airplanes out. Beer would be sold only from the far west side but people would be able to walk around with it, including on the east side of the west ramp where the kids zone will be.

**12/14/14 RAA Meeting-** Latest AirFest 2015 proposal from Hangar 24 discussed at the RAA meeting. When the 23 attendees were polled about their approval of an event with a 4-5 hour airport closure and a 300' crowd line, 19 of the 23 in attendance were in favor and 4 were opposed to the proposal.

**12/16/14 Redlands City Council Meeting** - Redlands City Council is requested to vote on a closure request. Staff package submitted to Council includes a letter acknowledging a 4.5 hour hangar closure, but again requests an 11 hour closure of the airport to air traffic. Council does not vote on request and Hangar 24 is asked to provide full details of their planned event to the AAB and get their recommendation prior to a closure request being voted on by Council. Chris Boatman clarifies that the request is only a 4.5 hour closure. Councilman Gilbreath requests a special AAB meeting prior to the next council meeting on January 6th. She also reiterated it would be only 4.5 hours.

**12/18/14 Special AAB Meeting** - This meeting was requested by Redlands QOL staff in the afternoon of 12/17. The AAB reviewed a revised request for airport closure from Hangar 24. They voted 4-0 to recommend council approval of a 4½ hour airport closure associated with a 300' line. This will coincide with the TFR required for the airshow. Nothing else approved.

## The Aerobatic Box

It's December and as Christmas approaches, I want to wish everyone happiness and health, now and in the new year! We have a lot to be thankful for in terms of freedom of flight (not enjoyed in every country), our fine flying weather, and the comradely of a fine group of pilots here at Redlands Municipal Airport. I know I enjoy the conversations, the informational exchange, and the general fellowship I experience here daily. I just hope everyone else appreciates our "jewel" in a similar way. It is something that needs to be nurtured, if you don't subscribe to this, just cast an eye on what used to be **Rialto Airport**.

This month I would like to talk about the Aerobatic Practice Area, located about two miles north east of the field. I will help define it a little further, and present some history about this remarkable piece of Waivered Airspace.

Located over the basin that lies to the south of Greenspot Road, between the altitudes of 1500 AGL (3000 MSL) and 7500 MSL; the box is used by aerobatic enthusiasts, instructors and test pilots. I tell all my students to increase the vertical displacement by exercising "no joy" below 3500 MSL; that leaves a full 1000 feet between the floor of the "box" and the top of the pattern at Redlands. Sitting adjacent to the large chunk of granite known as the San Bernardino Mountains, it is ideal for the purpose. The MEA for IFR traffic, on V-283, is 10,500 MSL. In the shelter of the mountain, this is the only waivered airspace in the Los Angeles basin that accommodates aerobatic flying.

Conceived by Mr. William King in 1978, the box has been in continuous use by the aerobatic, racing, and experimental communities. Mr. King passed in 1983, and the waiver for this airspace was then made by myself until 2008, when Ms. Casey Erickson became the keeper of the flame. Application is done sometimes yearly and sometimes bi-yearly, depending on the current administration of the FAA at the FSDO.

All the users of the box are aware of noise sensitive areas, and we try to be good neighbors. Users of the box include National and International Aerobatic Champions, Reno race pilots, aircraft test pilots, instructors doing aerobatics and spins- the list goes on and on. This is how we keep aviation alive; this is how we pass it on. There are some maneuvers that require a lot of home airport – **Redlands**.



Photo courtesy westwindaviation.com

sky. I am oh so grateful that we enjoy it here, at my

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.



# ISSUES AND RESOLUTIONS

## 2013/2014 AIRFEST ISSUES & REDLANDS AIRSHOW COMMITTEE

### RECOMMENDED RESOLUTIONS FOR FUTURE EVENTS

*All parties involved in future events at Redlands Airport should embrace these changes recommended by the Redlands Airshow Committee. Many of the recommendations made are in line with many requirements listed in the FAA's Airport Compliance Manual 5190.6B, and will ensure future successful airport events for all involved.*

#### ISSUE: EVENT ECONOMICS

Sue Cook acknowledged that Hangar 24 suffered a loss at the 2014 AirFest event, and as a result no proceeds were generated for Hangar 24 Charities. The airport did not receive any proceeds from the previous AirFest events. \$35,000 of taxpayer monies were spent on AirFest 2014 for the cost of city services without Hangar 24 Charities reporting back to the very governing body that approved the expenditure! There was no consideration for businesses based at the airport for revenue lost as a result of the airport closure.

#### RECOMMENDED RESOLUTION(S):

- The City of Redlands needs to develop specific event requirements and fees for airshows that are similar to other municipalities that own and operate municipal airports in California.
- The financial soundness of the hiring of any 'event manager' should be evaluated by the city as they are responsible for the liability associated with the event. Deposits, insurance requirements, and bonding should be considered as tools to indemnify the city and the community from the liabilities associated with the event.
- Although fee waivers for city services are at the discretion of the city council, they should be granted to airshow managers in a consistent manner as other applicants. Airshow event managers must present finalized event plans and demonstrate economic and social benefit to the community as part of the fee waiver request.
- All airshow event managers will be required to provide a full financial report of the event to the City of Redlands within a specified time after the event.
- The airport enterprise fund should receive a reasonable percentage of proceeds generated by any airshow event (including those hosted by non-profits). This should be similar to the city fees collected from all other business owners at REI.
- Airshow event managers are responsible for resolving valid claims of revenue lost by airport business owners as a result of a planned airshow. This is a requirement in the FAA's Airport Compliance Manual 5190.6B.



### **ISSUE: CROWD LINE**

A costly 6 ft. chain link fence line was installed in 2014. This created potential for damage to airplanes/people and airport surfaces from set-up and removal. Required a significant time to set up and remove which lengthened airport closure. Was not readily capable of being opened to allow aircraft use outside of TFR's; which impacted tenants and transient traffic.

### **RECOMMENDED RESOLUTION(S):**

- Move airshow centerline north to wash, and eliminate high performance aircraft operations from runway at REI (they will need to stage somewhere else). This can move, and possibly eliminate, the mandatory crowd line away from the hangars and open up more ramp area for activities. This may allow use of east ramp area (Redlands Aviation ramp) for other airshow activities.
- Utilize cost effective orange 4 ft. plastic snow-fencing, WITH cautionary signage in English and Spanish, attached securely and posted at various places along crowd line. "NO ENTRY-violators will be prosecuted (Redlands Police Department)." Fence should be set up to allow opening for transient aircraft to operate when TFR's are not in effect. Fence can catch certain debris, such as napkins, water bottles, etc. Orange color renders more visibility. Potential for a city service fee reduction, resulting from fewer police officers and costly security presence with orange fencing.

### **ISSUE: LENGTHY AIRPORT CLOSURE**

Airport operations were impacted for several days in 2014 (some portions were impacted for 5 days). This impacted airport businesses that lost money and aircraft owners that pay dearly to use of their aircraft.

### **RECOMMENDED RESOLUTION(S):**

- Design event schedule and layout to minimize impact to aircraft operations outside of TFR periods. Layout should permit aircraft movement from hangar to taxiways, with all fences being capable of being opened quickly to allow such access.
- All set-up and tear-down activities will be made with consideration of the use of the airport by airport tenants, businesses and transient traffic.
- Provide all airport users with an event pass free of charge, and allow them to enjoy the event from their hangars or place of business if they choose to do so.

### **ISSUE: COYOTE HANGAR COMPLEX OBSTRUCTION**

Porta-Potties, crowd fence, and site layout blocked access to Coyote Hangars, preventing any aircraft movement outside of TFR periods during event set-up and tear-down.

#### **RECOMMENDED RESOLUTION(S):**

Allow 60 ft. of clearance around Coyote Hangars for aircraft movement during non-TFR periods. Utilize orange 4 ft. plastic snow fence to delineate Coyote complex from AirFest ramp activities. AirFest set-up, tear-down activities, and event layout should permit aircraft access to taxiways for Coyote tenants.

### **ISSUE: SPECTATOR OBSTRUCTION**

Hangar 24 18 ft. Beer Truck(s) parked parallel to runway and stage blocked view of airshow to spectators in 2014. VIP's were the only ones with a good view of show.

#### **RECOMMENDED RESOLUTION(S):**

- Move trucks/VIP tilt-ups 45 degrees to the far WESTERLY area of Coyote Hangars.
- Move stage (music) to Redlands Sports Park or other nearby off-airport property for continued entertainment. This frees up ramp space for show exhibits and spectators. Airshow guests will have direct visibility to aviation activities on the runway, and also aircraft taking off, and at altitude; all day and evening hours.

### **ISSUE: AIRSHOW COMPATIBILITY WITH ALCOHOL CONSUMPTION**

Previous Hangar 24 AirFest's main thrust has been sale of product (beer). 2014's show had at least 8 beer service booths. This type of layout has the potential to promote excessive alcohol consumption, as it appeared to be the main theme of the event. The site layout did not afford the exhibit of the typical aircraft, and aviation themed booths and activities associated with airshows. The event as conducted in the past had the potential for significant liability for Hangar 24 and the City of Redlands as a result of the unusual combination of alcohol sales and consumption in and around aircraft operation.

#### **RECOMMENDED RESOLUTION(S):**

- Create an enclosed Beer Garden in ONE location ONLY, parallel along the fenced-in area WEST of Coyote Hangars. Sale of alcohol exclusively to individuals with approved wristbands. No children allowed in this area.
- Move music event to another venue, such as the Redlands Sports Park.



### **ISSUE: HEALTH AND SANITATION**

2014: No water or soft drinks were available at the event. Porta-potties along the north side of Coyote Hangar Complex were obstructing hangar access and creating a highly visible eyesore. Trash was not emptied promptly and/or weighed down, which permitted trash to blow all over ramp. Cleanup was not performed properly, particularly on the west ramp.

### **RECOMMENDED RESOLUTION(S):**

- Be sure vendors are available to sell water and soft drinks.
- Locate Porta-potties in back of suggested location for Beer Garden, e.g. WEST of Coyote Hangars.
- Trash containers must be regularly emptied and weighted down due to prevailing afternoon winds.
- Event sponsor is responsible for all cleanup. If cleanup is not performed by event sponsor promptly, the City of Redlands will perform cleanup and bill sponsor for this expense. Cleanup and/or any repairs to damage must be performed within 24 hours per FAA requirement.

### **ISSUE: LACK OF FAMILY ORIENTATED ACTIVITIES**

2014: Blow-up climbing activity was located in front of runway, which caused visual OBSTRUCTION as well as usage of much needed space exclusive for the public's purposes to enjoy aviation activities. No involvement from groups such as the EAA, Model Airplane Club, Boy Scouts, or other youth organizations typically seen at airshows.

### **RECOMMENDED RESOLUTION(S):**

- Place ALL, well-chosen children's aviation activities to the TIE DOWN parking, east of Coyote Hangars, immediately to the RIGHT after entering the premises through ticketing gates.
- Locate first-aid station nearby children's aviation activities area, with proper signage.
- Move adult orientated alcohol consumption area to a fenced beer garden.
- Involve EAA, Model Airplane Club, Boy Scouts, and other youth organizations typically seen at airshows in this event.

### **ISSUE: COMMUNICATION**

Communication to hangar owners, renters, and owners of aircraft tied down regarding event details was nearly nonexistent.

### **RECOMMENDED RESOLUTION(S):**

City of Redlands should utilize email data from gate cardholder database to send all relevant communications about event to airport tenants.

### **ISSUE: PA SYSTEM**

2014: Public Address system was obtrusive and not audible throughout the targeted area.

### **RECOMMENDED RESOLUTION(S):**

Test PA system in all targeted locations to be effective. Discretionary aviation-themed music at the tarmac is highly recommended.

### **ISSUE: INSURANCE**

In spite of a request by Coyote Aviation to be listed as “additional insured” on AirFest Insurance Policy, no evidence of such inclusion was ever provided.

### **RECOMMENDED RESOLUTION(S):**

All Redlands Municipal Airport businesses will be covered as “additional insured” entities on Hangar 24 AirFest insurance policy, a duration lasting from event setup to cleanup. Evidence of policy inclusion will be provided to the City of Redlands, and to individual business owners upon request.

Ponder This....

What would the election results been in Santa Monica this year on the special airport measure had they had the airport users been more active building community support for the airport?

Having a popular aviation focused event at Redlands Municipal Airport that draws the community at large to the airport is extremely beneficial. It helps build community support for the airport which helps get taxpayer funding on airport improvements and introduces interested people to general aviation.

All good stuff!





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

## Upcoming Dates and Events:

- January 4<sup>th</sup>: RAC Meeting 1500
- January 6<sup>th</sup>: City Council, City Hall
- January 17<sup>th</sup>: EAA845 General Meeting 0830
- January 18<sup>th</sup>: RAA General Meeting 1500
- January 20<sup>th</sup>: City Council, City Hall
- February 21<sup>st</sup>: Pancake Breakfast/ EAA845 Young Eagles Event

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

### Redlands Airport Association

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**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.

