

**MINUTES OF THE SPECIAL MEETING OF THE CITY OF REDLANDS AIRPORT
ADVISORY BOARD**

May 6th 2015

City Council Chambers, 35 Cajon Street, Suite 2, Redlands, California

MEMBERS PRESENT:

- Ingrid Biglow, Chair
- Dr. James Caley (arrived 5:15pm)
- John Loy
- Ron Klinkebiel
- Miles Miller

MEMBERS EXCUSED:

- John M. Oros,

REDLANDS CITY STAFF:

- Chris Boatman, Assistant Director, Quality of Life
- Benjamin Matlock, Quality of Life
- Eric Reeves, Quality of Life

GUESTS:

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| <ul style="list-style-type: none">• John James, City Council Member• Wayne Reid Jr., Redlands Police Department• Ted Gablin, Redlands Airport Association• Carol James• John Jones• Steve Willer, Redlands Flying Club• David Guthmiller• Paul Carlisla | <ul style="list-style-type: none">• James Hoyt, Redlands Airport Association• Dennis Bell• Dave Guthmiller• Sandra Emerson, the Redlands Facts• Chris Swonke, Parsons Brinkerhoff• Chuck McCormick, Parsons Brinkerhoff• Stephanie S. Oslick, Parsons Brinkerhoff |
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I. CALL TO ORDER, ROLL CALL, PLEDGE OF ALLEGIANCE

The meeting was called to order at 5:00 PM by Chair, followed by the Pledge of Allegiance.

II. PUBLIC COMMENTS:

Mr. Hoyt presented a request and accompanying handouts for the Redlands Airport Association to host an open house on October 17th. The Redlands Airport Open House would consist of various businesses on site to showcase the Airport, and would also include the invitation of outside organization to facilitate community outreach. Mr. Hoyt stated that there would not be alcohol sold at this event. He requested this item on next AAB agenda, June 3rd.

III. APPROVAL OF MINUTES:

Minutes of April 1st meeting were approved, on a motion by Mr. Loy, second Mr. Klinkebiel, approved unanimously 4/0

IV. NEW BUSINESS:

Presentation and discussion of the Redlands Airport Lighting and Sign Plan

Mr. Chuck McCormick from Parsons Brinckerhoff opened the presentation with a discussion of the Lighting and Signage proposal, and identified the maps and charts associated with the ultimate layout for the airport under existing conditions.

One of the key conditions that would be changed by the plan is related to the taxiway lighting at the airport. The current lighting is only on the north side of taxiway; the south side of the taxiway is absence of any taxiway or apron lighting. The plan would provide lights for both side of the taxiway, which would work to better inform the pilots of where the boundaries are as airport pilots taxi up and down the taxiway to the different destinations at the airport. Further, all of the recommendations in the Plan would be consistent with the Advisory Circulars for the airport. Mr. McCormick explained that the Lighting and Signage design is driven by FAA standards regardless if they are funded by FAA monies so that airports anywhere in the country will look uniform to pilots. Another notable element from the plan is that all taxiway signs, runway lights, runway hold signs, the wind cone, REILs, and runway lights would be installed with LED lights. According to Mr. McCormick, the technology would result in a very low operating and maintenance cost.

Mr. McCormick also gave an introduction of the PAPI, a precision approach path indicator, which gives the pilot visual aid information, e.g. glide slope when landing at the FAA's optimal prescribed angle of approach. A PAPI is present on Runway 08; however, a PAPI is not on Runway 26 due to mountainous conditions east of the airport. It was noted that San Bernardino's International Airport features a similar obstacle.

Mr. Chris Swonke from Parsons Brinckerhoff provided additional information regarding the proposed plan. He noted that one of the recommendations is to replace the runway lighting, since the current spacing is not to FAA standards. The plan also identifies the replacement of the threshold signs at the ends, at approach plate, and at departure. Mr. Swonke also noted that Parson's tested the existing circuits at the airport to determine the condition of the existing electrical systems. The tests showed infinite resistance, which Mr. Swonke noted can be considered as a testament to the quality of maintenance at Redlands Airport.

Mr. Swonke also provided further details on the PAPI, and provided a general outline of PAPI designs such as a two-box versus four-box design, and the recommended design considerations from FAA. The PAPI best suited for Runway 26 would be a two-box design, which is similar to the PAPI on Runway 8. However, he noted that there was penetration of the Obstacle Clearance Surface (OCS) within 3 miles of the potential PAPI location for Runway 26, and FAA advises that there needs to be no penetrations for more than 4 miles to safely operate a PAPI. A permanent NOTAM could be issued for the OCS penetration, and has been done on a case by case basis, but would still represent a substantial liability to the City if a PAPI is installed.

Further discussions ensued regarding the current rotating beacon. Mr. Swonke noted that rotating beacon is originally from Norton Air Force base, currently works well, and has a wider illumination and brighter intensity range than any of the newer designs. Should the beacon become inoperable, a new monopole design should be considered as a replacement; however, no action is required at this time.

Mr. McCormick concluded the project noting that improvements would be done through under FAA funding, and therefore the environmental review required pursuant to NEPA (National Environmental Policy Act) was also completed. Mr. Benjamin Matlock noted that the City also intends to obtain funding through CalTrans, and that review pursuant to CEQA (California Environmental Quality Act) is also required. The presentation ended by noting the expected timeline of the Project. The next step is to complete the engineering-level design and to develop the bid specifications for construction bids in Fiscal Year 2016. Once FAA and Caltrans have approved funding for construction, the first phase of the Redlands Lighting and Sign Plan will take place.

V. POSSIBLE AGENDA ITEMS FOR NEXT MEETING:

- Debrief on Hangar 24 Charities air show
- Status of airport maintenance
- Updates on development projects within the airport influence area
- Stockpile update
- Reservoir update, EIR/Water Fowl letter update
- AIP funding and projects update
- Clear Zone clarifications from Planning Department/QOL regarding Airport
- Redlands Airport Municipal (pending Codes) 18.132.020
- Update details on REI Open House in October
- Other-as necessary

Meeting adjourned 5:46 PM

Next regular AAB meeting is scheduled Wednesday June 3rd 2015

Minutes submitted by:
Ingrid M. Biglow
Airport Advisory Board Member