

Redlands Airport Association <redlands.airport.association@gmail.com>  
Thu 12/12/2019 7:01 AM

Hi Ron,

Just wanted to share some additional information we learned about the new UPS approaches being developed for Runway 24 at SBD. We received this information through a San Bernardino County Board of Supervisors contact. Matt Knox is the Chief of Staff for SB County Supervisor Dawn Rowe. Dawn's district is the SB County area under the flight path. Matt reached out to some FAA contacts about the draft procedures and its potential impacts to their constituents. It appears the FAA will not be subjecting the proposed procedures to an environmental review. Please see the email string below.

I am not comfortable with the rationale given for the exclusion. But, the development of SBD as a cargo hub will generate considerable revenue for the area. Rules sometimes get bypassed when there is this potential for economic benefit.

We were told by UPS that the use of these procedures would be minimal. But, we never really heard any real forecast frequency for the use of the runway 24 procedures. Its clear from Mr Lusk's response to Matt Knox, the FAA doesn't know the frequency either. He states the approach will be used during Santa Ana wind conditions. Yet, the Santa Ana's are typically out of the north east and favor the use of runway 6 at SBD.

These approaches will be "public" and may eventually be used by others with the proper equipment and training. They are certain to create noise complaints from residents in the flight path in Redlands, SB County and Highland. I like airplane noise, but I think the FAA is going to get an earful from these residents.

Ted Gablin  
Redlands Airport Association, Chapter of California Pilots Association

**Sent:** Monday, December 2, 2019 2:21 PM

**To:** Knox, Matt <[Matt.Knox@bos.sbcounty.gov](mailto:Matt.Knox@bos.sbcounty.gov)>

**Subject:** RE: Proposed Approach Route to San Bernardino International Airport

Hi Matt –

Sorry for the delay on this, here is what I found out on this approach procedure. This is a special approach that will be used by UPS for uncommon wind events that currently forces them to divert from landing at San Bernardino International Airport. So conditions where this would be utilized would be during the uncommon Santa Ana wind events. This type of project is usually categorically excluded from further environmental review absent any extraordinary circumstances and the CATEX process does not typically entail a public comment period. However, Hughes Aeronautical - who is developing the procedure for UPS - has done some community outreach as part of their work, including separate meetings with the cities of Redlands and Highland in early October. We are currently still in the process of documenting the CATEX determination but do not have a timeline at this juncture.

Keith