

09/01/2022

Greetings

Just want to keep everyone up to date. We observed a UPS 767 crew fly 3 test approaches to SBD runway 24 on 8-30-22. I attached a screenshot from Flight Aware at the bottom of the email, but it's better to view this by going online. Here is a link to the online flight tracks.

[FlightAware](#) → [Flight Tracking Map](#) → [United Parcel Service #9100](#) You can move the plane around the track by sliding the dot along the base of the graph at the bottom of the screen. You can read speed and altitude next to the plane as you move the sliding dot around the flight track.

The 1st approach was closest to REI and may have been a different approach (RNAV Z?). The 2nd and 3rd were farther away to the northeast and appear to follow the track of the RNAV Visual approach. You will need to zoom in to see the 2nd and 3rd tracks as they are almost identical. The other track that is closest and just north of REI was his flight path on a missed approach from SBD runway 6.

There were no radio calls to the REI CTAF during the test. The crew was VFR and there was considerable traffic. I think if all the heavy jet and high-performance aircraft used the approach it would be better than the circle to land approaches outside of class D we have seen by Prime contractors.

The flight paths of the aircraft on **the second and third test approach provided the most lateral separation** from the REI traffic pattern area, There are still wake turbulence concerns.

We do need to try and get pilots flying through the REI traffic pattern area on their way to SBD to make a call on the REI CTAF when they are inbound.

Ted Gablin

Redlands Airport Association

