



Discussion of Air Traffic Issues with REI & SBD 7-18-23

Attendees: Phil Ensley (Redlands Airport Association), Ted Gablin (Redlands Airport Association), Mike Bunch (SBD Tower Manager), Larry Rice (REI CFI), Earl Schofield (REI CFI), Ken Laymon (REI Pilot), Cindy Gablin (Redlands Airport Association)

The main purpose of the meeting was to open communication between REI users and SBD air traffic controllers to see how we can best help each other with air traffic issues. The meeting was very informal and informational.

Question: Can SBD put a notice on their ATIS regarding the proximity of REI and possible traffic? No this is not something the tower is allowed to do. The tower also cannot use ADS-B for traffic because its ADS-B is not certified.

Question: When a small aircraft is coming to land at SBD from the east, can the tower controller ask the pilot to follow the 10 freeway until they are south of SBD. That would help with conflicting traffic issues at REI. Yes, Mike can ask the controllers to do that. Can't guarantee it will always happen.

Mike mentioned the airspace at SBD used to be slow in the mornings, but they have seen more air transport than before between 8:30 am -10:00 am. He also stated there are more student pilots flying into SBD for their solo cross-country flights. Because air transport flights have become more frequent, this may cause GA pilots to hold longer, either in the air or on the ground.

Suggestion: Talk to Dr. Foster at the FSDO about having a FAASteamb seminar to discuss the traffic issues at SBD and also REI. Maybe it is not a good idea to do your cross-country flight into SBD.

Question: If we see an aircraft flying through the REI traffic pattern to land on Rwy 24 at SBD, and they are operating in an unsafe manner who can we call at the SBD tower? We can call the tower landline at (909) 382-4902 and they will look into it and respond. If it is something that just happened to pass by, we can call the tower and maybe they could say something to the pilot when the aircraft lands. Keep in mind, there are times when there is only one controller in the tower, and they may be too busy to do this.

If we are aware of an aircraft being involved in a near-midair collision, it needs to be reported to the FSDO.

As Ted has been involved in several meetings regarding SBD airport, he shared what he knows with Mike. Ted promised to pass along any information he becomes aware of.

We all agreed this was a very good meeting to open up communications between the two airports. Phil stated we would like to have periodic meetings to keep communication open. He asked Mike to contact us if he has any concerns regarding REI. Phil will be the main contact for REI.