NOTES:

1. Ground contour elevations are in feet above Mean Sea Level (MSL).
2. California Coordinate System, Zone 6 NAD 83.
3. Air Traffic Contol Tower site to be determined by FAA study.
4. Final displaced threshold to be determined through obstruction surveys and obstruction removal programs. Terrain penetrating threshold siting surface approximately 1.5 miles to the east to be lighted.
5. The airport is part of the Rancho El Cajon and has not been sectioned. The nearest section corner is approximately 3 miles south of the airport.
6. County to request release from aeronautical use.
7. Slurry seal airfield pavements every 8 to 9 years.
8. Ultimate replacement of VASI with PAPI assumed in Phase 3.
9. Enhance runway–taxiway intersections in Phase 2.
10. Instrument approach procedure based on GPS is assumed in Phase 3.
11. Pave Runway 17–35 infield areas (Phase 1).
12. Buildings within ATCT Line of Sight and Building Restriction Line may be restricted based on height.
13. The Building Restriction Line does not encompass TERPS surfaces. TERPS issues should be addressed through FAA Form 7460 process.

ABBREVIATIONS:

ARP	Airport Reference Point
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BRL	Building Restriction Line
(E)	Existing
(F)	Future
MIRL	Medium Intensity Runway Edge Lights
OFZ	Obstacle Free Zone
PAPI	Precision Approach Path Indicator
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RVZ	Runway Visibility Zone
R/W	Runway
T/W	Taxiway
TDZE	Touch Down Zone Elevation
VASI	Visual Approch Slope Indicator
ULT.	Ultimate

FAA APPROVAL

MAY 13 2005

Approved conditionally

Subject to comments contained in our letter dated: May 13, 2005

FEDERAL AVIATION ADMINISTRATION

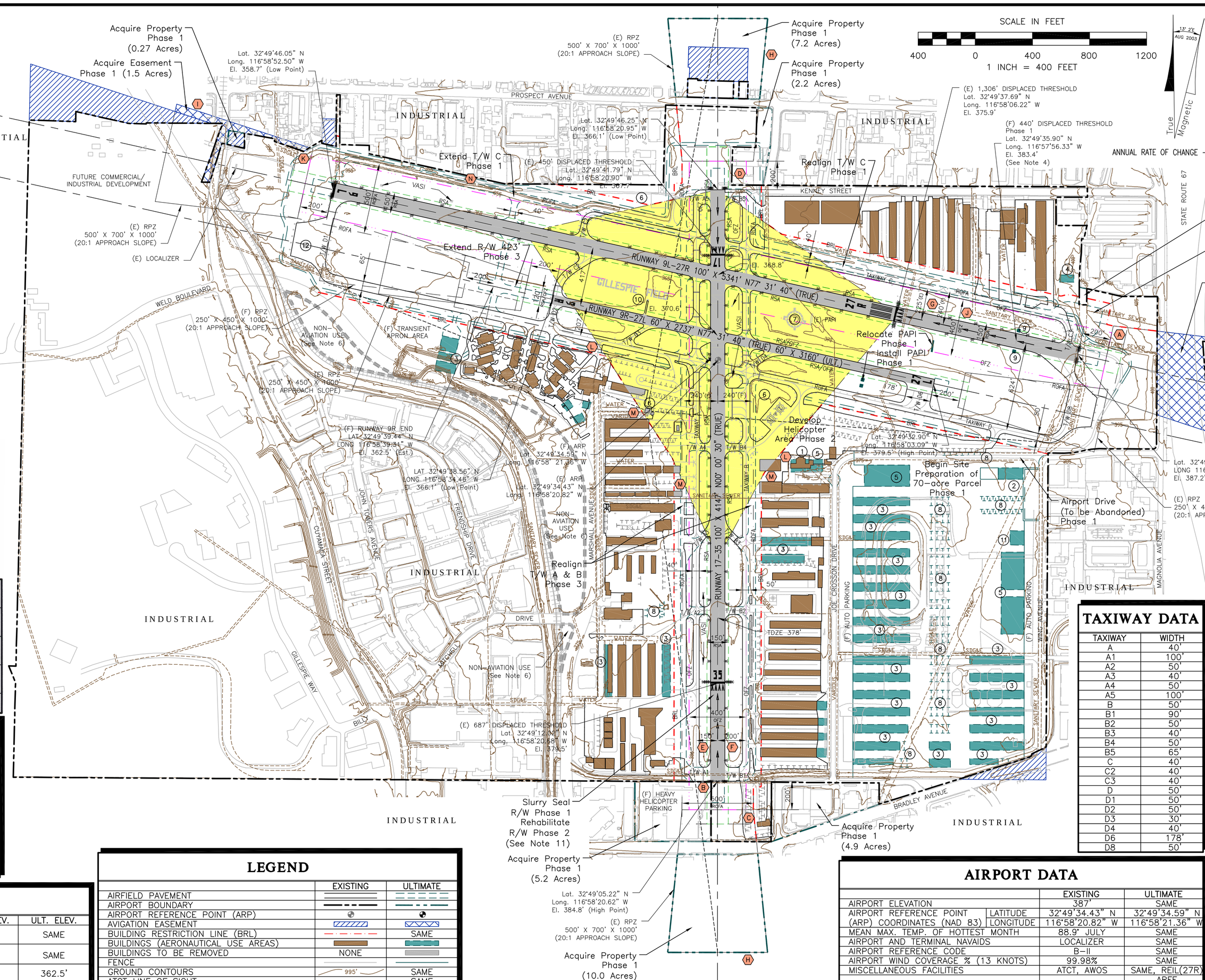
Western-Pacific Region

By _____

Supervisor, Standards Section

AIRPORTS ENGINEER:	ERIC NELSON	DATE 4/6/05
AIRPORT MANAGER:	ROGER GRIFFITHS	DATE 4/6/05
DIRECTOR OF AIRPORTS:	PETER DRINKWATER	DATE 04/06/05
DEPUTY DIRECTOR–PUB. WORKS	LAWRENCE WATT	DATE 4/6/05

Conditionally approved: Subject to Environmental Review and completion of the Gillespie Field Master Plan.



35
ALL WEATHER WIND ROSE

LOW VISIBILITY WIND ROSE (LESS THAN 1,000' CEILING, LESS THAN 3 MILES VISIBILITY)

BUILDING/FACILITY KEY

#	DESCRIPTION
1	Existing Terminal/Administration Building
2	Future Terminal/Administration Building (Phase 2)
3	Future Hangars (All Phases)
4	Future Aircraft Rescue and Fire Fighting Building (Phase 3)
5	Future Conventional Hangar (All Phases)
6	Potential Air Traffic Control Tower Site (See Note 3) (Phase 3)
7	Segmented Circle
8	Future Tie–downs (All Phases)
9	Future Runway End Identification Lights (Phase 1)
10	Automated Weather Observation System
11	Future Aircraft Maintenance
12	Existing Compass Calibration Pad

RUNWAY END DATA

RUNWAY		EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
9L	LATITUDE	32°49'46.05" N	SAME	358.7'	SAME
	LONGITUDE	116°58'52.50" W	SAME		
27R	LATITUDE	32°49'34.99" N	SAME	387.2'	SAME
	LONGITUDE	116°57'51.29" W	SAME		
9R	LATITUDE	32°49'38.56" N	32°49'39.44" N	366.1'	362.5'
	LONGITUDE	116°58'34.46" W	116°58'39.31" W		
27L	LATITUDE	32°49'32.90" N	SAME	379.5'	SAME
	LONGITUDE	116°58'03.09" W	SAME		
17	LATITUDE	32°49'46.25" N	SAME	366.1'	SAME
	LONGITUDE	116°58'20.95" W	SAME		
35	LATITUDE	32°49'05.22" N	SAME	384.8'	SAME
	LONGITUDE	116°58'20.62" W	SAME		

LEGEND

	EXISTING	ULTIMATE
AIRFIELD PAVEMENT		
AIRPORT BOUNDARY		
AIRPORT REFERENCE POINT (ARP)		
AVIGATION EASEMENT		
BUILDING RESTRICTION LINE (BRL)		SAME
BUILDINGS (AERONAUTICAL USE AREAS)		
BUILDINGS TO BE REMOVED	NONE	
FENCE		
GROUND CONTOURS	995'	SAME
ATCT LINE OF SIGHT		SAME
OBSTACLE FREE ZONE (OFZ)		
ROAD/VEHICLE PARKING		
RUNWAY LIGHTS	*	SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY VISIBILITY ZONE (RVZ)		SAME

TAXIWAY DATA

TAXIWAY	WIDTH
A	40'
A1	100'
A2	50'
A3	40'
A4	50'
A5	100'
B	50'
B1	90'
B2	50'
B3	40'
B4	50'
B5	65'
C	40'
C2	40'
C3	40'
D	50'
D1	50'
D2	50'
D3	30'
D4	40'
D6	178'
D8	50'

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION		387'	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE	32°49'34.43" N	32°49'34.59" N
	LONGITUDE	116°58'20.82" W	116°58'21.36" W
MEAN MAX. TEMP. OF HOTTEST MONTH		88.9° JULY	SAME
AIRPORT AND TERMINAL NAVAIDS		LOCALIZER	SAME
AIRPORT REFERENCE CODE		B–II	SAME
AIRPORT WIND COVERAGE % (13 KNOTS)		99.98%	SAME
MISCELLANEOUS FACILITIES		ATCT, AWOS	SAME, REIL(27R) ARFF
DESIGN AIRCRAFT		FALCON 50	SAME
GPS AT AIRPORT		YES	SAME

RUNWAY	LATITUDE	LONGITUDE
9	43.29%	76.86%
27	94.61%	90.52%
17	73.12%	90.03%
35	60.09%	79.22%
9/27	98.52%	96.80%
17/35	93.83%	98.67%
COMBINED	99.67%	99.64%

RUNWAY	10.5 KNOT CROSS WIND COVERAGE: ALL WEATHER	10.5 KNOT CROSS WIND COVERAGE: LOW VISIBILITY	13 KNOT CROSS WIND COVERAGE: ALL WEATHER	13 KNOT CROSS WIND COVERAGE: LOW VISIBILITY
9	43.29%	76.86%	43.54%	77.51%
27	94.61%	90.52%	95.15%	91.44%
17	73.12%	90.03%	74.40%	90.58%
35	60.09%	79.22%	61.48%	79.38%
9/27	98.52%	96.80%	99.31%	98.38%
17/35	93.83%	98.67%	96.50%	99.39%
COMBINED	99.67%	99.64%	99.97%	100.00%

Based on 27,171 observations between 1992 through 2001 taken at Gillespie Field.

RUNWAY DATA

	RUNWAY 9L–27R		RUNWAY 9R–27L		RUNWAY 17–35	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B–II	SAME	B–I (SMALL)	.54	B–II	SAME
EFFECTIVE GRADIENT (IN %)	.53	SAME	.49	.54	.45	SAME
PAVEMENT STRENGTH (000 LBS)	56(S),94(D),190(DT)	SAME	30(S),53(D),87(DT)	SAME	58(S),106(D),195(DT)	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALTIC–CONC.	SAME	ASPHALTIC–CONC.	SAME	ASPHALTIC–CONC.	SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME	MIRL	SAME
RUNWAY MARKING	VISUAL	SAME	VISUAL	SAME	VISUAL	SAME
NAVIGATIONAL AIDS	LOC(27R)	SAME	NONE	SAME	NONE	SAME
WIND COVERAGE % (13 KNOTS)	99.77%	SAME	99.77%	SAME	97.20%	SAME
VISUAL AIDS	VASI(9L), PAPI(27R)	SAME, REIL (27R)	NONE	PAPI (27L)	VASI	SAME
APPROACH CATEGORY (FAR PART 77)	VISUAL/NON–PRECISION	SAME	VISUAL/VISUAL	SAME	NON–PRECISION/VISUAL	SAME
APPROACH SURFACES	20:1/34:1	SAME	20:1/20:1	SAME	20:1/20:1	34:1/20:1
MAXIMUM ELEVATION ABOVE MSL	387.2'	SAME	379.5'	SAME	384.8'	SAME
RUNWAY LENGTH	5,341'	SAME	2,737'	3,162'	4,147'	SAME
RUNWAY WIDTH	100'	SAME	60'	SAME	100'	SAME
RUNWAY SAFETY AREA LENGTH/WIDTH	300/150	SAME/SAME	240/120	SAME/SAME	31/150(17) 4/150(35)	SAME/SAME
APPROACH VISIBILITY MINIMUMS	VISUAL/ 1 1/2 MILE	VISUAL/ 1 MILE	VISUAL/VISUAL	SAME	1 1/2 MILE/VISUAL	SAME/SAME

DEVIATIONS FROM FAA DESIGN STANDARDS

(X)	DESIGN STANDARD	REQUIRED	EXISTING	ACTION
A	RUNWAY OBJECT FREE AREA GRADING	MATCH RSA	+10' OF RSA	TERRAIN PENETRATION TO BE REMOVED
	RUNWAY SAFETY AREA (RSA)	300'	0'	PERIMETER ROAD TO BE RELOCATED AS PART OF AIP PROJECTS 3–06–0212–07 & –08
	OBSTACLE FREE ZONE (OFZ)	FREE OF OBJECTS	TERRAIN	TERRAIN PENETRATION TO BE REMOVED
B	RUNWAY SAFETY AREA (RSA)	300'	4'	ACQUIRE LAND TO ACCOMMODATE RSA
	OBSTACLE FREE ZONE (OFZ)	200'	4'	ACQUIRE LAND TO ACCOMMODATE OFZ
C	RUNWAY PROTECTION ZONE	CLEAR	TIE–DOWNS	TO BE ADDRESSED WHEN LEASE EXPIRES
	RUNWAY OBJECT FREE AREA	300'	47'	
D	OBSTACLE FREE ZONE (OFZ)	200'	29'	ACQUIRE LAND TO ACCOMMODATE OFZ
	RUNWAY OBJECT FREE AREA	300'	29'	ACQUIRE LAND TO ACCOMMODATE ROFA
E	RUNWAY – TAXIWAY SEPARATION	240'	150'	REALIGN TAXIWAY A
F	RUNWAY – TAXIWAY SEPARATION	240'	200'	REALIGN TAXIWAY B
G	RUNWAY – TAXIWAY SEPARATION	240'	225'	REALIGN TAXIWAY C
H	RUNWAY PROTECTION ZONE	NO STRUCTURES	STRUCTURES EXIST	TO BE ACQUIRED
I	RUNWAY PROTECTION ZONE	NO STRUCTURES	STRUCTURES EXIST	TO REMAIN, ACQUIRE AVIGATION EASEMENTS
J	OBSTACLE FREE ZONE (OFZ)	400' WIDE	PENETRATED BY TAXIING AIRCRAFT WITH WINGSPANS > THAN 50' ON T/W C	REALIGN TAXIWAY C
K	RUNWAY OBJECT FREE AREA	300'	210'	TO REMAIN
L	RUNWAY VISIBILITY ZONE	CLEAR	OBSTRUCTED	TO BE ADDRESSED WHEN LEASES EXPIRES
M	BUILDING RESTRICTION LINE	NO BUILDINGS	EXISTING BUILDINGS	TO BE ADDRESSED WHEN LEASES EXPIRES
N	TAXIWAY OBJECT FREE AREA (TOFA)	65.5' TO OBJECT	PROPOSED T/W C PROVIDES 56' TOFA	OBTAIN MODIFICATION TO STANDARD

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.
3	3/2005	ALP UPDATE & NARRATIVE REPORT		
2	9/2004	INCORPORATE FAA COMMENTS OF 6/4/04 AND 9/1/04		
1	5/23/83	ALP APPROVED BY FAA		

AIRPORT LAYOUT PLAN

GILLESPIE FIELD
EL CAJON, SAN DIEGO

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS

P&D Aviation
A Division of
P&D Consultants, Inc.
999 Town & Country Rd., 4th Floor
Orange, CA 92868

DESIGNED: A.W.S. CHECKED: D.P.S.
DRAWN: A.W.S. DATE: MARCH 2005

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