



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

July 9, 2025

Jamie Abbott
Director of Airports
County of San Diego
Department of Public Works - Airports Division
1960 Joe Crosson Drive
El Cajon, CA 92020-1236

**As-Built ALP Update
Borrego Springs Airport (L08)
Borrego Springs, CA**

Dear Mr. Abbott,

The Federal Aviation Administration (FAA) accepts the As-Built ALP update to the Borrego Springs Airport (L08) Airport Layout Plan (ALP) submitted by the County of San Diego, Department of Public Works - Airports Division on July 9, 2025. These changes include:

- Identified existing airport infrastructure and facilities, including but not limited to: airport maintenance building, apron and tie-down areas, Sheriff fuel facility and helipad, and vehicle gates
- Updated labels to include “conceptual” for the proposed solar farm, land acquisition areas, and aviation easement
- Updated the title block to reflect the current agency name and address for County of San Diego – Public Works
- Updated the following tables:
 - **Runway Data**
 - Updated terminology in the table from “No Change” to “Same”
 - Removed Maximum Elevation (Above Mean Sea Level) section, as this information is already provided in the Runway End Data
 - Revised the Runway Marking data:
 - Existing: Updated from *Non-Prec/Non-Prec* to *Visual/Non-Prec*
 - Future: Updated from *No Change* to *Non-Prec/Non-Prec*
 - **Drawing Legend**
 - Updated terminology in the table from “No Change” to “Same”
 - Revised language from “Easement” to “Avigation Easement”
 - Removed the “Pavement to be Removed” section, as it is no longer applicable
 - Added Future Building Restriction Line (FBRL) icon to the Building Restriction Line section

- Removed the “Environmentally Sensitive Area” section, as the area is already clearly labeled and identified on the ALP drawing
- Removed Wind Cone section from legend, as the Segmented Circle is already labeled and identified on the ALP drawing
- Removed the Section Corner symbol from both the legend and ALP drawing
- Added an icon for Runway End Identifier Lights (REIL)
- **Airport Data**
 - Updated terminology in the table from “No Change” to “Same”
 - Revised Airport and Terminal NAVAID section:
 - Existing: from *GPS* to *None*
 - Added GPS at Airport section to the table
- **Existing Buildings/Facilities**
 - Updated “T-Hangar” to “T-Hangars”
 - Revised legend key 6 from “Garage” to “Maintenance Building”
 - Identified the existing Helipad
 - Identified the existing Airport Maintenance Shed

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. This ALP approval is conditioned on the acknowledgment that any development on the airport property requiring Federal environmental approval must receive such written approval by the FAA prior to commencement of the subject development.

This letter should be attached to your ALP. All conditions in the approval letter dated February 16, 2011, and attached to the approved ALP remain in effect. This revision should be included in your next updated ALP.

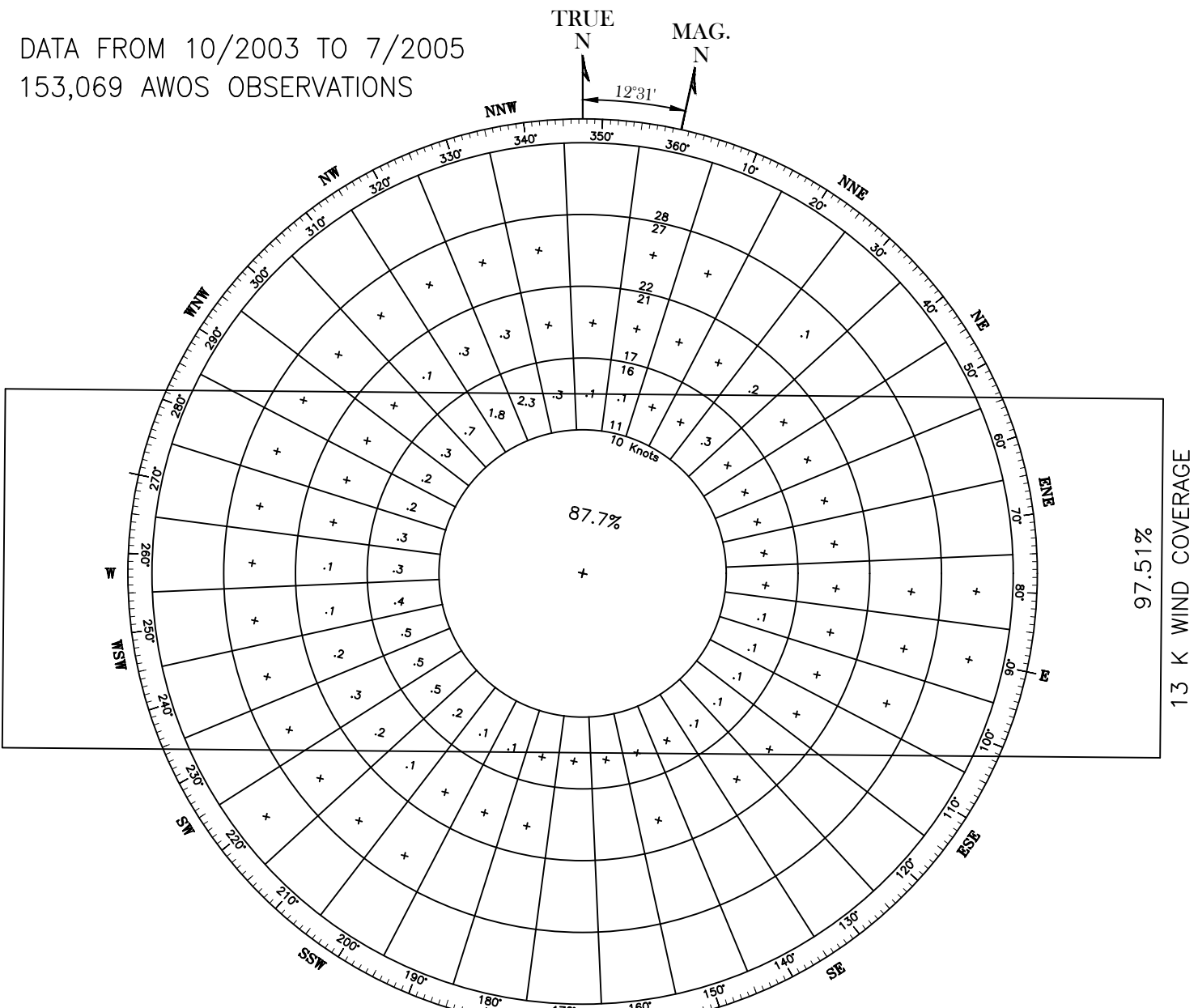
Should you have any questions or comments regarding this letter, please do not hesitate to contact me at (424) 405-7276 or via email at Justin.Guan@faa.gov.

Sincerely,

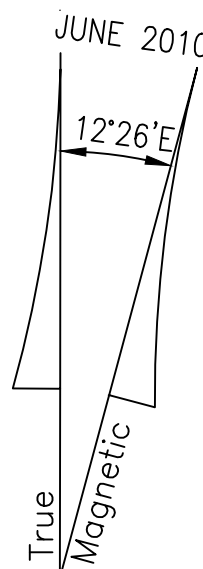


Justin Guan
Community Planner, Los Angeles Airports District Office

DATA FROM 10/2003 TO 7/2005
153,069 AWOS OBSERVATIONS



ANNUAL RATE OF CHANGE 0°5'W



ABBREVIATIONS:

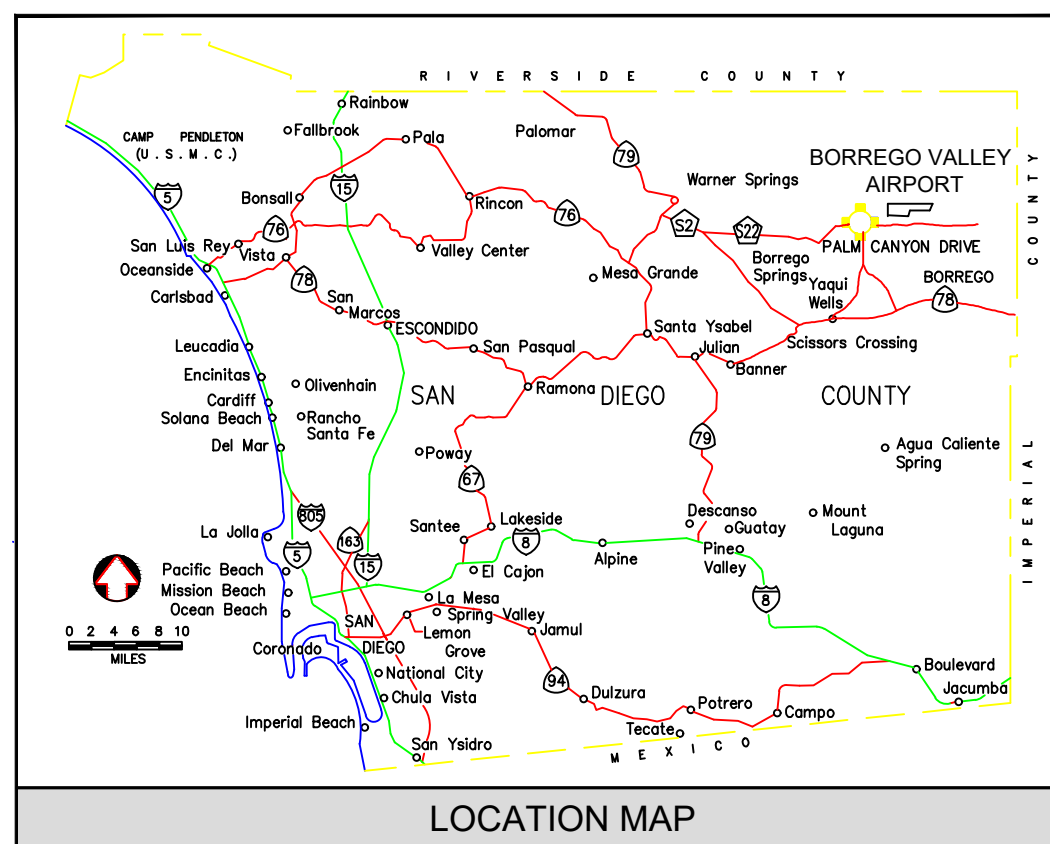
ARP Airport Reference Point
AWOS Automated Weather Observation System
BRL Building Restriction Line
FBO Fixed Base Operator
GPS Global Positioning System
MIRL Medium Intensity Runway Edge Lights
PAPI Precision Approach Path Indicator
REIL Runway End Identifier Lights
ROFA Runway Object Free Area
RPZ Runway Protection Zone
RSA Runway Safety Area
R/W Runway
T/W Taxiway
ULT Ultimate

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

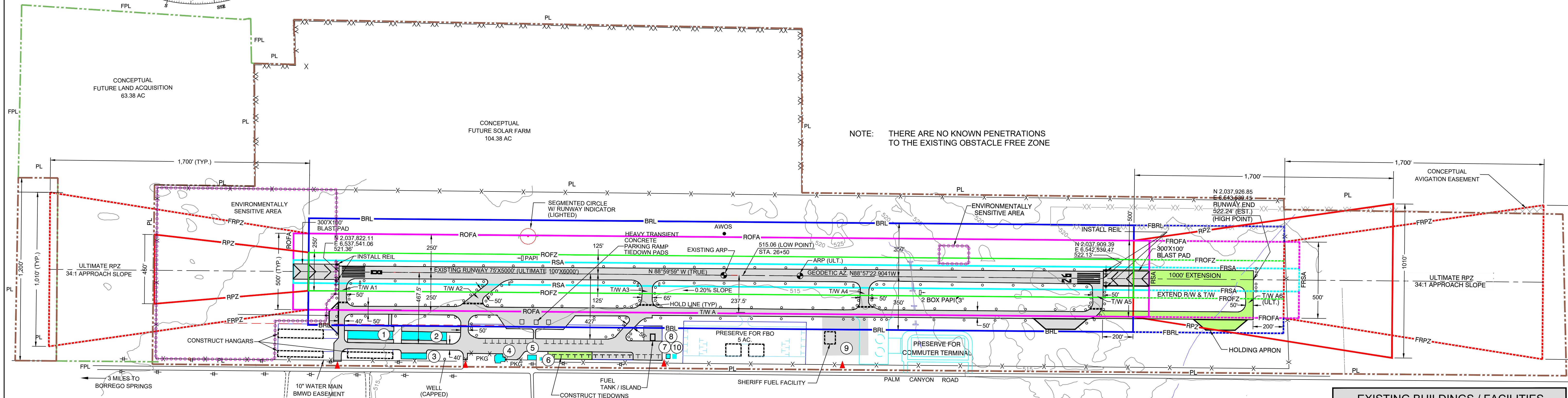
NOTES:

- Existing ALP base prepared by County of San Diego Department of Public Works. Bearings and coordinates are based on the California Coordinate System, Zone 6, NAD 83.
- All elevations are in feet above mean sea level (MSL) with NAVD 88 datum.
- South side BRL will permit a building height of only 12.5 feet at the BRL. Future buildings 25 feet high should be 425 feet from runway centerline and should comply with ultimate FAR Part 77 surfaces.
- Runway length calculated from State Coordinates.
- Existing Runway Protection Zones owned in fee.
- Base Map, coordinates, elevations and clear slopes furnished by County of San Diego (August 2006).
- Survey Monuments – Not Applicable.
- The east RPZ exceeds FAA minimum standards by County preference to enhance approach protection.
- Rehabilitate airfield pavements per the Pavement Management Plan.

FAA APPROVAL STAMP



LOCATION MAP



NOTE: THERE ARE NO KNOWN PENETRATIONS TO THE EXISTING OBSTACLE FREE ZONE

RUNWAY DATA

	RUNWAY 8-26					RUNWAY 8-26	
	EXISTING	FUTURE				EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-II	Same	APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway	8	Visual	Non-Precision
CRITICAL AIRCRAFT	Citation V	Same	APPROACH VISIBILITY (Minimums)	Approach End of Runway	26	1 Mile	1 Mile
WING SPAN	52.25'	Same	APPROACH SLOPE (Required/Clear)	Approach End of Runway	8	20:1/86:1	34:1/86:1
APPROACH SPEED	<121 Knots	Same	APPROACH AND LANDING AIDS	Approach End of Runway	26	GPS	GPS
MAXIMUM TAKEOFF WEIGHT	15,900 lbs.	Same	LANDING AIDS	Approach End of Runway	8	GPS	Same
WIND COVERAGE	97.51%	Same	COORDINATES (NAD83)	Approach End of Runway	26	Latitude 33° 15' 32" N Longitude 116° 18' 46" W	Latitude 33° 15' 32" N Longitude 116° 18' 34" W
PHYSICAL LENGTH AND WIDTH	5,000x75'	6,000x100'	RUNWAY END ELEVATIONS (NAVD29)	Approach End of Runway	8	521.36'	522.24'
EFFECTIVE / MAXIMUM GRADIENT (in %)	0.12 / 0.20	Same	RUNWAY MARKING	Approach End of Runway	26	Visual/Non-Prec	Non-Prec/Non-Prec
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	Same	RUNWAY LIGHTING	Approach End of Runway	26	MIRL, PAPI	+REIL
PAVEMENT STRENGTH (1,000# - S/D/DT)	30 / 54 / 90	Same	TAXIWAY LIGHTING	Approach End of Runway	8	Yes	Same
RUNWAY SAFETY AREA (Width)	150'	Same	HOLD BARS & SIGNS (Distance from Rwy Centerline)	Approach End of Runway	26	200'	Same
OBJECT FREE AREA (Width)	500'	Same					
OBSTACLE FREE ZONE (Width)	250'	Same					
RUNWAY SAFETY AREA (Length Beyond Runway End)	Approach End of Runway 26	300'					
OBJECT FREE AREA (Length Beyond Runway End)	Approach End of Runway 26	300'					
OBSTACLE FREE ZONE (Length Beyond Runway End)	Approach End of Runway 26	200'					

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		
AIRPORT PROPERTY LINE		
OTHER PROPERTY LINES		
AVIGATION EASEMENT		
INTERNAL BOUNDARY (lease, R.O.W., etc.)		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
BUILDING RESTRICTION LINE		
BUILDING		
FENCE		
VEHICLE GATE		
UTILITY POLE / POWER LINE		
TOPOGRAPHIC CONTOURS		
WATERWAY / CULVERT		
AIRPORT REFERENCE POINT		
THRESHOLD SITING SURFACE OBJECT PENETRATIONS		
REIL		

AIRPORT DATA

AIRPORT ELEVATION	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	524.24' MSL	Same
MEAN MAX. TEMP. HOTTEST MONTH (JULY)	33°15'32"N	33°15'32"N
AIRPORT AND TERMINAL NAVAIDS	116°19'15"W	116°19'19"W
AIRPORT REFERENCE CODE	107.8°F	Same
AIRPORT WIND COVERAGE % (13 KNOTS)	NONE	Same
AIRPORT NAVAIDS	B-II	Same
VISUAL AIDS	BEACON	Same
GPS AT AIRPORT	PAPI 8-26	+REIL 8-26

RUNWAY END DATA

	EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
8	33°15'32"N	Same	521.36'	Same
26	116°18'46"W	116°18'34"W	522.13'	522.24' (EST.)

DEVIATIONS FROM FAA DESIGN STANDARDS

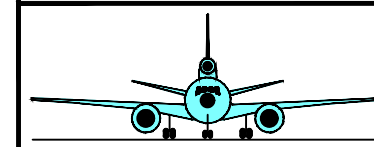
DESIGN STANDARD	STANDARD	EXISTING	DISPOSITION
RUNWAY - TAXIWAY SEPARATION	240' SEPARATION	237.5' SEPARATION	NEGLIGIBLE

EXISTING BUILDINGS / FACILITIES

NO.	DESCRIPTION	AGL	EST. MSL
1	T-HANGARS	21'	538.24'
2	T-HANGARS	20'	537.24'
3	T-HANGARS	17'	534.24'
4	RESTAURANT	21'	538.24'
5	ADMINISTRATION BUILDING	15'	532.24'
6	MAINTENANCE BUILDING	12'	527'
7	LIGHTING VAULT	12'	529.24'
8	ROTATING BEACON	60'	577.24'
9	HELIPAD	0'	517'
10	AIRPORT MAINTENANCE SHED	12'	529'

NOTE: ESTIMATES BY SPONSOR (NAVD 88 DATUM)

JUNE 15, 2007



WADELL ENGINEERING CORPORATION
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COUNTY OF SAN DIEGO
PUBLIC WORKS

1960 JOE CROSSON DRIVE, EL CAJON, CA 92020



RECOMMENDED BY: MARC BASKET, PROJECT MANAGER DATE 7/3/2025
APPROVED BY: JASON FORCA, AIRPORT ENGINEER DATE 7/3/2025
JAMIE ABBOTT, AIRPORTS DIRECTOR DATE 7/3/2025

REVISIONS	BY	APPROVED	DATE
5 FACILITY IDENTIFICATION UPDATES	COSD		7-9-2025
4 104.38 ACRES LAND PURCHASE	JP		10-25-2010
3 COMPLETION OF RUNWAY AND TAXIWAY REHAB	WEC		6-15-2007
2 INTERNAL UPDATE - NO FAA APPROVAL RECEIVED	WEC		4-13-2005
1 SEPTEMBER 1995 MASTER PLAN UPDATE	CSD		4-22-1996

BORREGO VALLEY AIRPORT
BORREGO SPRINGS, CALIFORNIA
AIRPORT LAYOUT PLAN

FILE NO.
SHEET 1 OF 2

