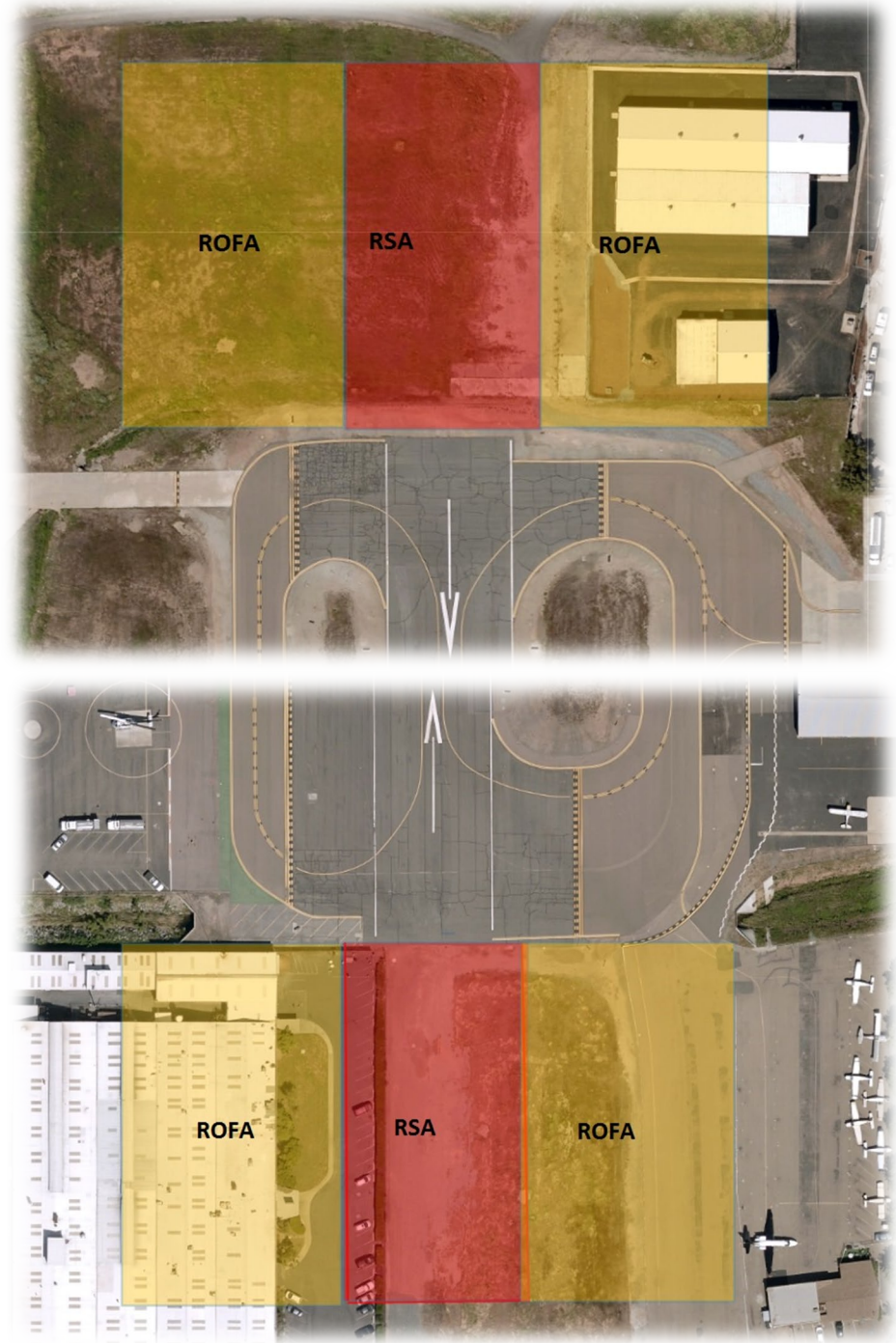




Runway 17/35 Does Not Meet Current FAA Design Safety Standards

Overview

- ▶ Runway 17/35 does not meet current FAA design safety standards for the following:
 - ▶ Runway Safety Area (RSA)
 - ▶ Runway Visibility Zone (RVZ)
 - ▶ Runway Protection Zone (RPZ)
 - ▶ Runway to taxiway separation for both A and B taxiways





Options:

- ▶ Keep 17/35 as it is today, BII
- ▶ Reclassify 17/35 as a BI Small
- ▶ Close 17/35

The Case Against Closure:

- ▶ Instrument approach with the lowest minimums
- ▶ Calm wind runway
- ▶ Crosswind runway
- ▶ Published helicopter traffic pattern

If 17/35 Remains Open Aircraft Use Must Be Considered:

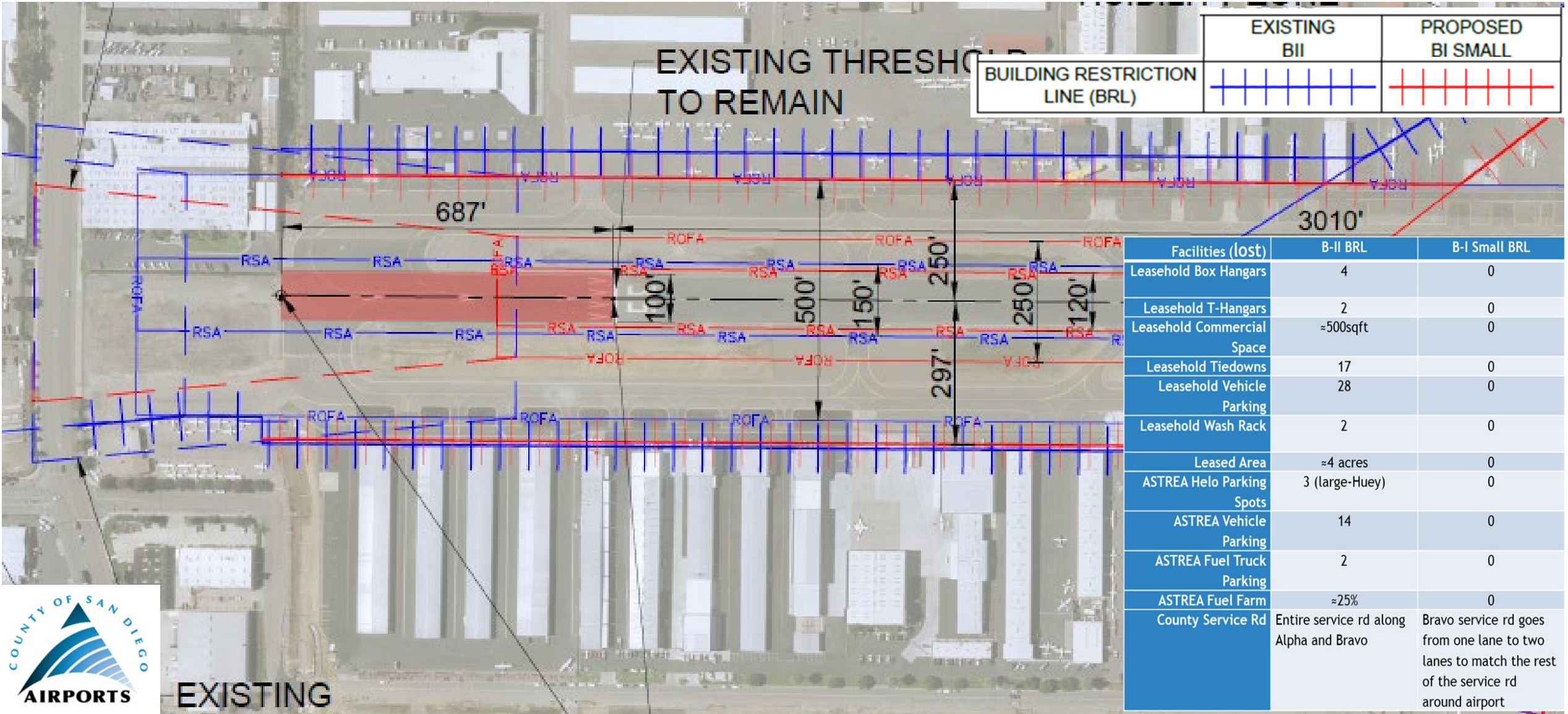
- ▶ 99% of aircraft using 17/35 are BI Small or smaller (Based on ATC and County Reporting)

BII Safety Standard Impacts (Current)

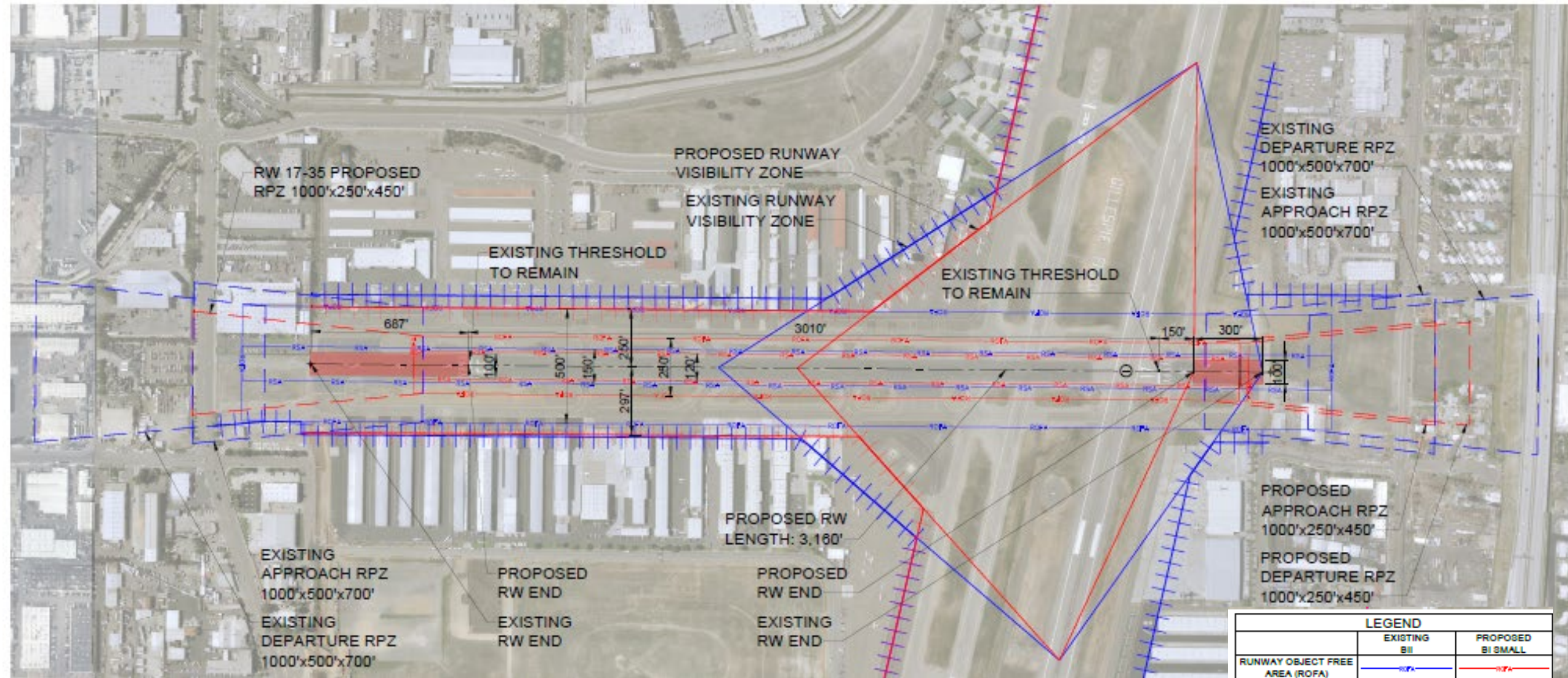
Substantial Impacts represented by the blue line

BI Small Safety Standard Impacts (Option)

No Impacts as represented by the red line



BI Small Runway Design














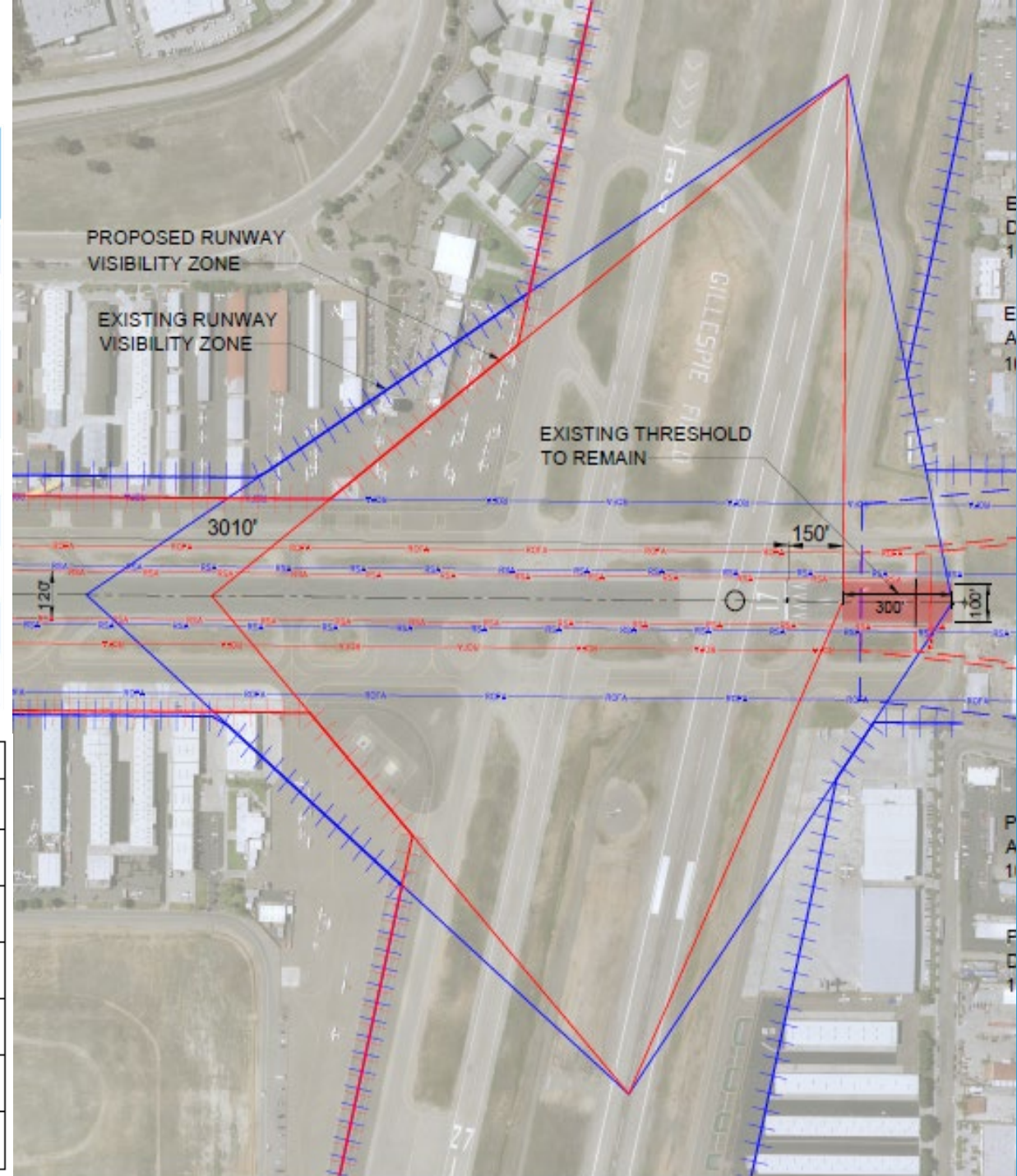
	LEGEND	
	EXISTING BI	PROPOSED BI SMALL
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY VISIBILITY ZONE (RVZ)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY REDUCTION		
BUILDING RESTRICTION LINE (BRL)		

Runway Visual Zone Impacts (RVZ)

Facilities (lost)	Facilities Within Current RVZ	Facilities Within Conceptual RVZ <small>Displaced Thresholds Removed</small>
Leasehold Box Hangars	3	0
Leasehold Tiedowns	84	53
Leasehold Commercial Space	≈5,320 sqft	0
County Tiedowns	5	2
FAA ATCT	1	0
Fuel Farm	1	.5
Leased Area	≈5.16 acres	≈2.09 acres
County Apron Area	≈1.97 acres	≈.5 acres

* Facility number impacts are approximate

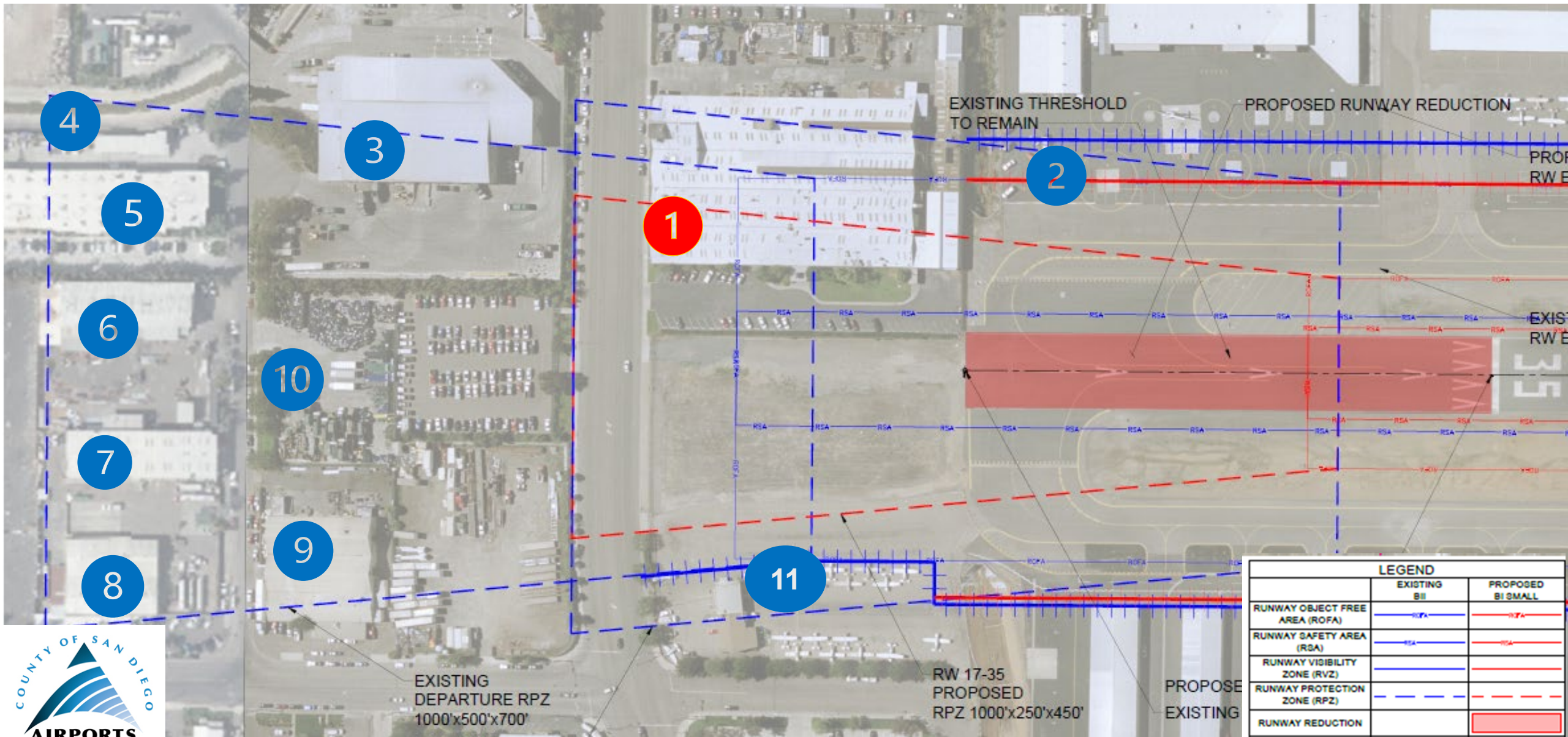
LEGEND		
	EXISTING BII	PROPOSED BI SMALL
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY VISIBILITY ZONE (RVZ)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY REDUCTION		
BUILDING RESTRICTION LINE (BRL)		



Runway Protection Zone Impacts (RPZ) - South End

Runway Protection Zone = Protect people and property on the ground

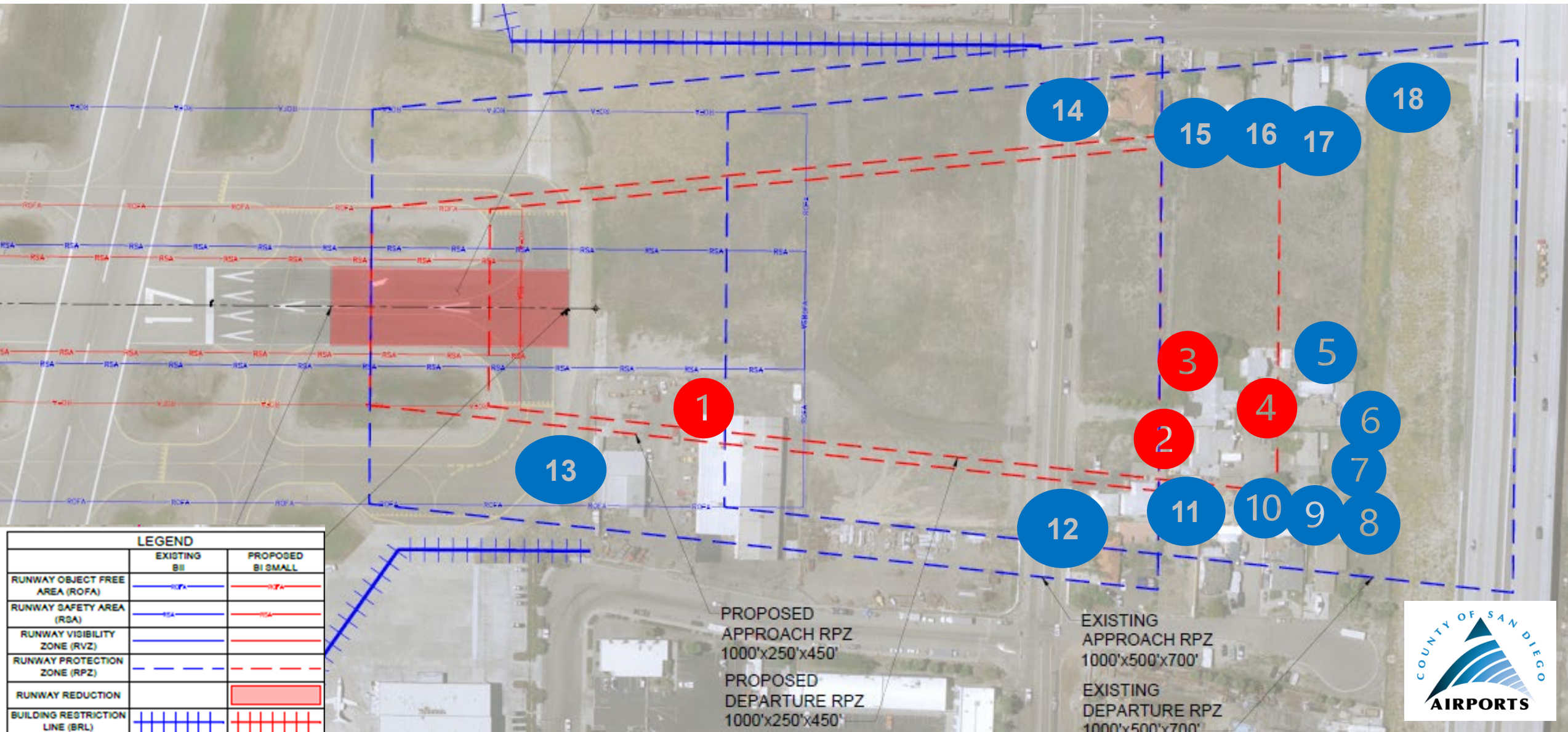
	17 Sep /35 App
BII RPZ Impacts	11
BI RPZ Impacts	1



Runway Protection Zone Impacts (RPZ) - North End

Runway Protection Zone = Protect people and property on the ground

	17 Dep /35 App	17 App / 35 Dep	Total
BII RPZ Impacts	11	18	29
BI RPZ Impacts	1	4	5



Runway Design Codes for Runway 17/35

Deficiency Description	Existing	Design Standard BII	Design Standard BI	Design Standard BI Small	Design Standard BI Small Remove Displaced Thresholds
Alpha Taxiway Separation	150 feet	240 feet	225 feet	150 feet	150 feet
Bravo Taxiway Separation	200 feet	240 feet	225 feet	150 feet	150 feet
Runway 17 RSA & ROFA Length Beyond Runway End	0 feet	300 feet	240 feet	240 feet	240 feet
Runway 17/35 RSA Width	150 feet	150 feet	120 feet	120 feet	120 feet
Runway 35 RSA & ROFA Length Beyond Runway End	30 feet	300 feet	240 feet	240 feet	240 feet

Next Steps

County Airports would greatly appreciate your feedback on the proposed project reclassifying runway 17/35 to a BI Small

- ▶ **October 12th - November 30, 2020**
 - ▶ You can find detailed exhibits and instructions on the website :
www.sandiegocounty.gov/dpw/airports
 - ▶ Please submit comments via the Comment Form link located on the page “***Gillespie Field 17/35 Runway Safety Improvement Project***”
- ▶ Results will be reported at the January Gillespie Field Development Council Meeting
- ▶ County staff will continue to work with the FAA to institute a solution to 17/35 design standard deficiencies

