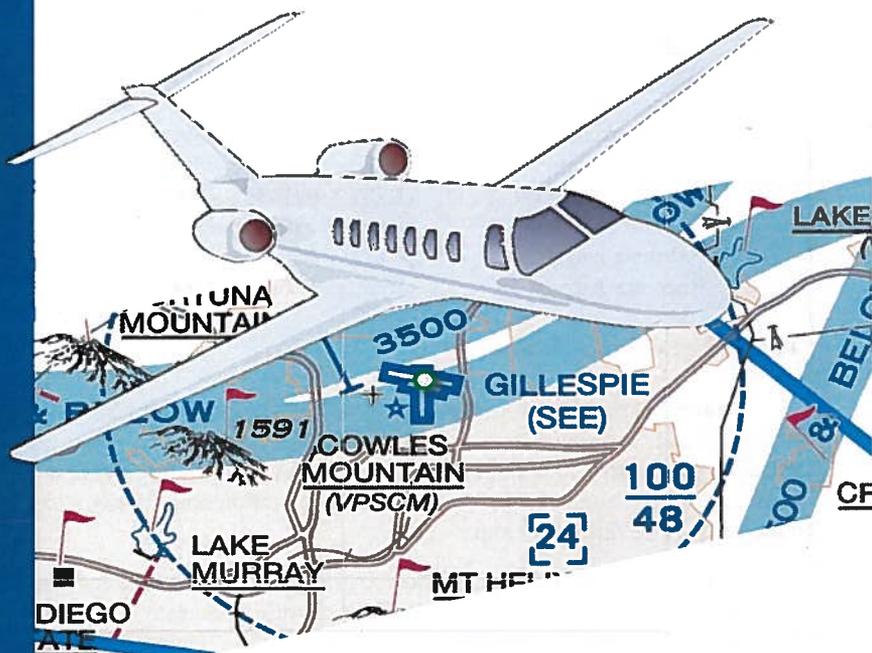




Gillespie Field

Pilot & Airport Resource Guide



**A Practical Guide
To Aircraft & Airport Operations
At Gillespie Field**

2017

COUNTY OF SAN DIEGO AIRPORTS



About Us:

Our Mission Statement

To operate and maintain, safely, efficiently, and cost effectively, the eight County airports, airstrips, and airpark, as part of the National Air Transportation System, in conformance with Federal, State, and local rules, regulations and ordinances and without cost to the County General Fund.

COUNTY AIRPORT SYSTEM:

Agua Caliente	(L54)	619-956-4800
Borrego Valley Airport	(L08)	760-767-7415
Fallbrook Airpark	(L18)	760-723-8395
Gillespie Field	(SEE)	619-956-4800
Jacumba Airport	(L78)	619-956-4800
Ocotillo Air Strip	(L90)	619-956-4800
Palomar Airport	(CRQ)	760-431-4646
Ramona Airport	(RNM)	760-788-3366

To the Users of this Guide:

Safety is paramount to the County of San Diego Airport System and the Federal Aviation Administration (FAA). Airport Administration has a long-standing partnership in collaborating with the FAA to provide a safe and efficient airport and airspace environment for the aviation community and are excited to sponsor this publication.

The purpose of this guide is to provide general information about Gillespie Field airport operations and VFR flight planning that may be useful to pilots. It is not intended to be relied upon as a completely accurate depiction of existing airport conditions or FAA requirements/procedures as they are constantly changing. *The content herein is for informational purposes only!*

Always consult and review the most current NOTAMs, Airman's Advisories, TFRs, active MOAs, and charts prior to taking flight! Check with airport management and FAA for supplemental data and current information.

***This guide and diagrams/depictions herein
are not to be used for navigation.***

Have a safe and enjoyable flight and blue skies!
- From the County of San Diego Airports Staff!

COUNTY OF SAN DIEGO AIRPORTS

Something for *Everyone*




Airport System


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News


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Borrego Valley

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AIRPORT INFORMATION

Runway Lengths:

27R	Landing length – 4636'	Take off length – 5342'
9L	Landing length – 5342'	Take off length – 5342'
27L	Landing length – 2738'	Take off length – 2738'
9R	Landing length – 2738'	Take off length – 2738'
17	Landing length – 3695'	Take off length – 4145'
35	Landing length – 3460'	Take off length – 4145'

Runway and Taxiway Widths:

RWY 9L/27R - 100' RWY 17/35 - 100' RWY 9R/27L - 60'
TWY A - 40' TWY B - 50' TWC C - 40' TWY D - 50'

Maximum Allowable Wheel Loading:

S = single wheel main gear

D = dual wheel main gear

DT = dual-tandem main gear

RWY 27R/9LS -90; D – 120; DT – 200

RWY 27L/9RS -12

RWY 17/35 S -58; D – 106; DT - 195

Airport Lighting:

Taxiway lights, rotating beacon, and lighted windsock

RWY 9L/27R – MIRL, PAPI (P4L) and REIL

RWY 7/35 – MIRL and VASI (V2L)

RWY 9R/27L – closed sunset to sunrise, not lighted

Pilot Controlled Lighting (PCL):

Activate MIRL, PAPI/VASI & Taxiway lights via CTAF 120.70

3 mic clicks = MIRL, PAPI/VASI & TWY at 10% brightness

5 mic clicks = MIRL, PAPI/VASI & TWY at 30% brightness

7 mic clicks = MIRL, REIL, PAPI/VASI & TWY at 100% brightness

Traffic Pattern Information:

9L/27R	Day (SR – SS)	1600' MSL/1200 AGL right traffic
	Night (SS – SR)	1400' MSL/1000 AGL left traffic
17/35	Day (SR – SS)	1200' MSL/800 AGL
	Night (SS – SR)	1400' MSL/1000 AGL
9R/27L	Day (SR – SS)	1400' MSL/1000 AGL left traffic
	Night (SS – SR)	RWY closed, not lighted

FUEL SERVICE:

Circle Air (619) 448-5991 UNICOM 123.0 Jet A / 100LL
Golden State Aviation (619) 449-0611 UNICOM 123.5 Jet A / 100LL
High Performance Aircraft (619) 981-5000
Self-Service Island: 100LL self-serve available 24 hrs.

AIRPORT REMARKS:

RWY 09/27L CLOSED sunset to sunrise, not lighted

RWY 27R PAPI unusable beyond 6° right of course

RWY 17 end lights non-standard, spread less than RWY pavement width

Coyotes and birds occasionally on and in vicinity of airport

Simulated engine failures prohibited over residential areas

Formation flight available as traffic permits, limited to no more than 3 aircraft

PPR for VFR low approach below 1,000 ft. AGL

PPR for all military aircraft

RWY 17 preferred noise abatement departure when tower closed

Noise sensitive areas all quadrants

Noise abatement pattern and copter pioneer pattern information available at sdcountyairports.com or contact airport operations 619-956-4800

West transient ramp and portions of TWY Delta between D2 and west transient ramp not visible from control tower

RWY 27R centerline in close alignment with terrain, use of LOC/DME highly recommended

For PPR contact airport operations 619-956-4800

NOISE ABATEMENT

Adaptations of the noise abatement procedures outlined in this guide have been in use since March 1974. These procedures have been developed gradually with input from Fixed Base Operators, Chief Pilots, CFI's, Airport Management, Fletcher Hills Home Owner's Association, individual homeowners, and the Federal Aviation Administration. No set of procedures will satisfy everyone, but the following procedures ensure flight safety while making the airport as compatible as possible with our airport neighbors.

For this effort to be successful, the cooperation of every pilot is needed. We earnestly solicit your help in adhering to the following procedures.

RY 27L Closed Traffic Pattern:

Fly runway heading until abeam Fanita Drive, taking into consideration any crosswind you may experience. **Turn crosswind so to ensure that you are West of Fanita Drive on crosswind and turn downwind so that your downwind leg is over the first valley. Once reaching pattern altitude of 1400' use reduced power settings while over residential areas.** This pattern minimizes the amount of time you are over high terrain while keeping you on a downwind that is within gliding distance of a runway. If unable to comply due to aircraft or equipment limitations, please consider using an alternate runway. A pattern diagram is provided on the next page to better understand the dynamics of the pattern and noise abatement recommendations and procedures.

Departing 9L & 9R:

Fly runway heading until reaching 1,200' MSL before turning crosswind.

Departing 27R, 17 & 35:

Fly runway heading until reaching 800' MSL before turning crosswind.

Nighttime Operations:

Please meet night time currency operations before 10 PM and refrain from touch and go, full stop taxi back and other operations between 10 PM and 7 AM. Please be considerate of the surrounding communities who are resting or have retired for the evening. Jet arrivals and departures are also discouraged during this time frame. Emergency, law enforcement, medical, and other similar flights are excluded from this policy.

RWY 9R/27L TOUCH & GO NOISE ABATEMENT PATTERN

1. On takeoff use best rate of climb (Vx) or (Vy) until reaching 1400' MSL without compromising safety
2. Fly runway heading taking into consideration any crosswind to prevent drifting off course
3. Turn crosswind between Fanita Drive and HWY 125 and fly over HWY 125
4. From HWY 125 turn downwind to fly over the FIRST VALLEY
5. Make every effort to reach 1400' MSL before turning downwind and use reduced power settings while over residential areas

Note: These noise abatement recommendations are voluntary and may not be advisable for every aircraft in every situation. They are subject to change due to weather, traffic, and air traffic control. Flight safety always has priority over these recommendations.



NOISE ABATEMENT PROGRAM

- Discourage 10 p.m. to 7 a.m. touch-and-go operations (this includes full stop landings/taxi back for departures)
- Discourage 10 p.m. to 7 a.m. jet operations
- Encourage training operations at other airports
- Encourage touch-and-go operations on Runway 27R when able
- Rwy 17 preferred noise abatement departure when tower closed

FREQUENCY PROCEDURES AND CONTROL TOWER TIPS

INITIAL CONTACT

1. Obtain ATIS information
 2. State facility being called, e.g., "Gillespie Ground"
 3. Listen for break in frequency before transmitting
 4. On initial call-up state:
 - a. Facility being called
 - b. Full call sign
 - c. Position, altitude (if airborne)
 - d. ATIS code and request
- E.g., "Gillespie Ground Baron 3432T at (location) with ATIS information (code), request taxi for departure"

RADIO PROCEDURES

1. Listen to the frequency before you transmit.
2. If controller/pilot is transmitting, wait for replies.
3. Think before you transmit, know what you want to say before keying up.
4. Keep the mic close to your lips, and after pressing mic button, a slight pause may be necessary to prevent clipping your message and to ensure the full message is transmitted.
5. If you did not get through to ATC, wait a few seconds the controller may be busy.
6. Be alert to the sounds or lack of sounds in your receiver. Check the volume, frequency selected, and make sure your mic is not stuck in the transmit position referred to as a "stuck mic". Remember ATC transmission are recorded and broadcasted on websites.

RADIO FAILURES

1. If airborne, confirm your radio has failed.
2. If confirmed squawk 7600 - NO RADIO (NORDO).
3. Try to determine if both components of your receiver (transmitter or receiver) failed, it may only be one.
4. Try reaching other aircraft to relay message, you may be too far away from the control tower to receive you.
5. If safe to do so, try calling ATC by phone.

Refer to page 16 for more information on radio failure procedures.

TAXI CLEARANCE

When you are ready to taxi, have an airport diagram available to review the assigned taxi route. Obtain ATIS information prior to contacting GC. Monitor GC frequency prior to transmitting. Know what you want to say prior to transmitting. Do not interrupt or transmit over ATC or another pilot's readback. Contact Ground Control with your request and provide the following information:

1. **Who** you are, using full aircraft call-sign.
2. **Where** you are located.
3. **What** type of taxi you are requesting, parking, runway, or other.
4. State you have obtained the ATIS by using its phonetic code.

Approval must be obtained prior to moving an aircraft or vehicle onto a movement area during the hours an Air Traffic Control Tower is in operation. When issuing taxi instructions ATC will specify the runway or point to taxi to, issue instructions, and state any "HOLD SHORT" instructions or runway crossing clearance if the taxi route will cross a runway. **Controllers are required to obtain a pilot readback of runway assignment and any HOLD SHORT instructions.** While taxiing do not turn down your radio volume, remain alert for further tower transmissions or taxi route amendments. Traffic conditions change rapidly which may require you to stop or alter your taxi route. When taxiing, always be alert for other aircraft, airport vehicles/equipment, and pedestrians.

Note— It is extremely helpful when calling for taxi if the aircraft manufacturer's model is stated and the aircraft is positioned on the ramp in a location visible from the tower. This will help the controller visually locate the aircraft and expedite taxi instructions.

Example—

Pilot: "Gillespie Ground, Bonanza 12345 at Air BP, with ATIS "Tango", request taxi to RY 27R."

Controller: "Bonanza 12345, RY 27R, taxi via Alpha, Delta, "hold short" of RY 35."

Pilot: "Runway 27R, taxi via A and D, "hold short" of RY 35,
6 Bonanza 12345.

DEPARTURES

VFR Departures: Pilots departing to the North or East should request RY 27R/9L, aircraft performance permitting. South and West departures should request RY 27L/9R. This helps the tower provide a balanced traffic flow, expedite the movement of aircraft, and minimize any delays.

IFR Departures: Pilots are expected to be familiar with the SEE Obstacle Departure Procedure and Take-Off Minimums for each runway. This procedure and related information is too lengthy to read on frequency, therefore, pilots should have it on-board for reference. IFR flight plans should be filed by pilots in advance through FSS, DUATS, or other methods if requesting flight outside of the immediate San Diego Area or **CRQ, L18, MYF NKX, NRS, NZY, OKB, RNM, SAN, SDM, SEE**. IFR flight plans or clearances to these destinations are referred to as **Tower to Tower** clearances.

TEC ROUTES / SAN DIEGO NOVEMBER ROUTES

Pilots filing a **Tower Enroute Control (TEC) Route**, also commonly referred to as **San Diego November Route, SANN(route #)** to an airport need to specify the routing and altitudes as follows:

ROUTE: SEE direct TEC Route Airport (destination).

ALTITUDES:

6,000 for non-jet/turbo aircraft with cruise speed of 189 kts. or less.

6,000 for non-jet aircraft with cruise speed of 190 kts. or greater.

8,000 Turbo Props/Special with cruise speed of 190 kts. or greater.

10,000 for jet powered aircraft.

The computer system will automatically assign the required TEC route for ATC to issue. It is helpful if the pilot has the TEC/November route on board when contacting Clearance Delivery on 125.1. The exact routing for each TEC Route can be found in the FAA Airport/Facility Directory Southwest U. S. and other publications.

IFR FLIGHT PLANS TO OTHER DESTINATIONS

These should be filed as normal through FSS, DUATS, or other.

Please obtain IFR clearance prior to taxi!

ARRIVALS

VFR ARRIVALS: Establish two-way radio communication prior to entering the Class D Airspace. Thereafter, maintain communication with the tower while operating in the airspace. It is recommended that initial contact be established at least 10 NM from the airport to preclude entry before communication is established. Contact the tower on the appropriate frequency as stated on the ATIS and provide the following:

1. Aircraft full call-sign. (Please use aircraft manufacturer or model.)
2. Aircraft position.
3. Altitude.
4. Pilot request. (Touch and go, land, transition, other.)
5. ATIS information by stating phonetic code.

Example: Gillespie Tower, Cherokee 12345, San Vicente Reservoir, three thousand two hundred, request landing with Sierra (ATIS).

Be alert for additional transmissions. Traffic conditions can change rapidly with new instructions or pertinent traffic information.

IFR ARRIVALS: When instructed by Approach Control to contact Gillespie Tower, switch to the tower frequency and contact the tower in a timely manner. Depending upon the active runway(s) your request for a specific runway will be approved or denied based on traffic conditions. Watch your approach course ensuring you do not drift off course or descend below applicable or assigned altitudes.

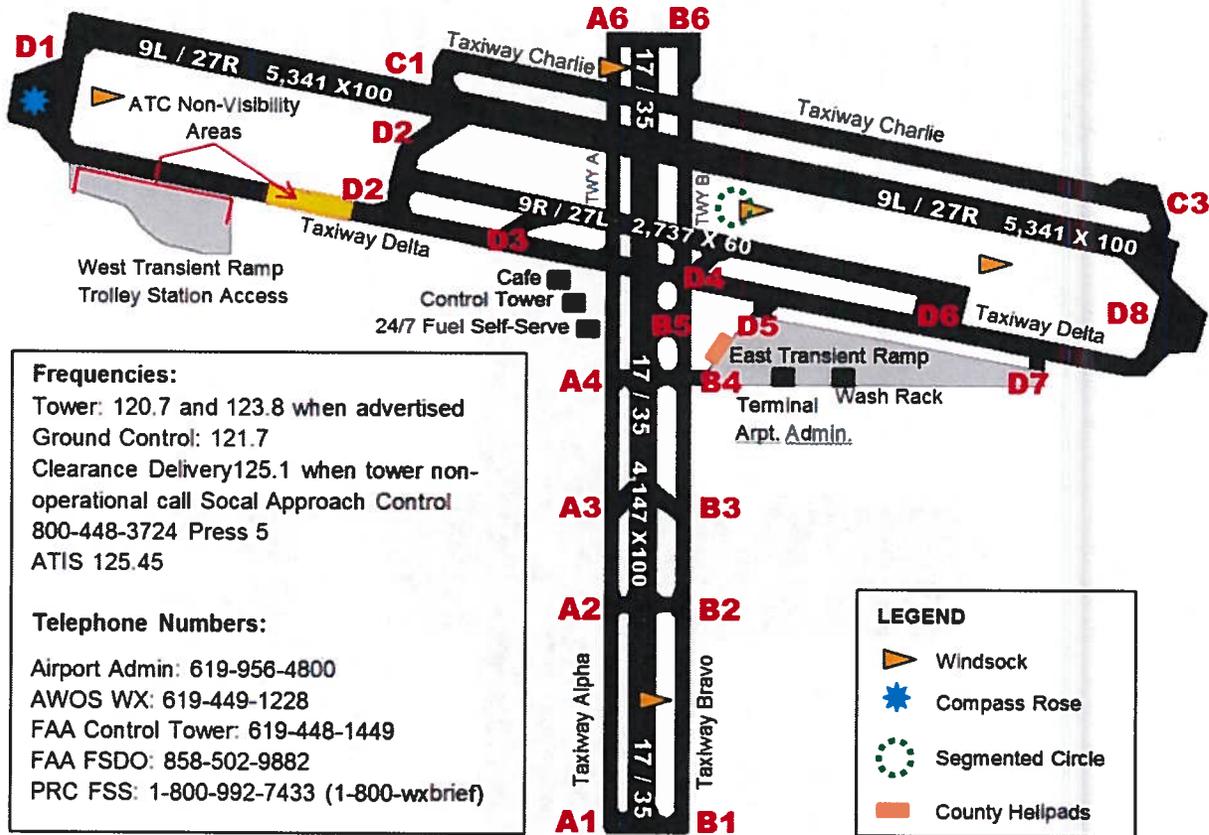
Remember, an IFR approach does not preclude pilots from scanning. The traffic patterns and airspace are often congested, so be alert for traffic and advise if you have to maneuver for traffic or terrain.

If you have a particular request, make it known to ATC in a timely manner so the tower can try to accommodate it. Actively listen for traffic calls/alerts to you in addition to any other control or amended instructions.

Note— A pilot is expected to make minor maneuvers or speed adjustments to blend with the traffic flow in order to follow the aircraft sequenced to follow. Unexpected maneuvers, such as a 360 degree turn, should not be made without ATC approval unless there is an emergency condition.

GILLESPIE FIELD AIRPORT DIAGRAM

(For illustration purposes only, not to scale or to be used for navigation.)



Gillespie Class D Airspace

SVC 1500–0500Z‡ other times CLASS G.

Below 2,400 MSL to Surface



Arrival or Through Flight Entry Requirements.

Two-way radio communication must be established with Air Traffic Control prior to entering the Class D Airspace and maintained while in the airspace. Pilots of arriving aircraft should contact the control tower on the publicized frequency on the ATIS and give their position, altitude, destination, and any request. Radio contact should be initiated far enough from the Class D Airspace boundary to preclude entering the Class D Airspace before two-way radio communications are established.

Note- If a controller responds to an inbound aircraft, “Calling (XYZ Tower) standby”, two-way radio communications have not been established and the aircraft **is not** authorized to enter the airspace. The call-sign of the aircraft is essential in establishing two-way communications unless the controller informs the pilot to proceed inbound. If traffic conditions prevent immediate entry into Class D Airspace, controllers will normally inform pilots to remain outside the airspace until conditions permit entry.

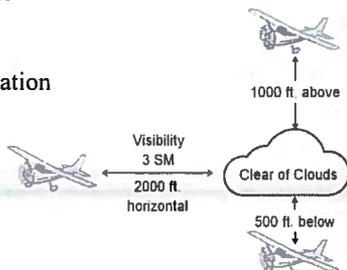
Class D Airspace - Ref. AIM 3-2-5 and FAR 91.129

Description

- Surrounds smaller towered airports
- Typically 10 nm in diameter
- Ceiling generally 2,500 ft. above airport elevation charted in MSL
- Usually reverts to a Class E surface area when the tower is closed
- May include Class E surface area extensions

Requirements/Limitations

- Establish and maintain two-way communication
- Visibility: Three statute miles
- Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal



Question: Is there a speed limit within Class D airspace?

Answer: Yes, below 2,500 AGL and within 4 NM of the primary airport, aircraft are not to exceed to 200 KTS IAS without ATC approval.

SAN DIEGO CLASS B AIRSPACE is very complex and busy with commercial, military, and GA aircraft. During the preflight process, check current NOTAMs, TFRs, and weather forecasts to preclude an airspace deviation or experiencing rapidly deteriorating weather conditions!

CLASS B AIRSPACE - Ref. AIM 3-2-3 and FAR 91.131

Description

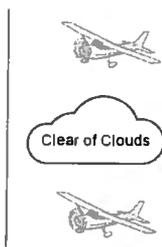
- Surrounds certain large airports
- Within each Class B airspace area there are multiple segments with different ceiling and floor altitudes.
- Example: 100/48 = ceiling 10,000 MSL, floor 4,800 MSL

100
48

Requirements/Limitations

- ATC clearance
- Establish and maintain two-way communication prior to entering
- Mode C transponder within 30 NM up to 10,000 MSL
- Visibility: Three statute miles
- Cloud clearance: Clear of clouds
- Student pilot operations restricted

3 SM
Visibility



Question: What if ATC puts you on a heading that will take you into the airspace, but doesn't actually clear into the airspace?

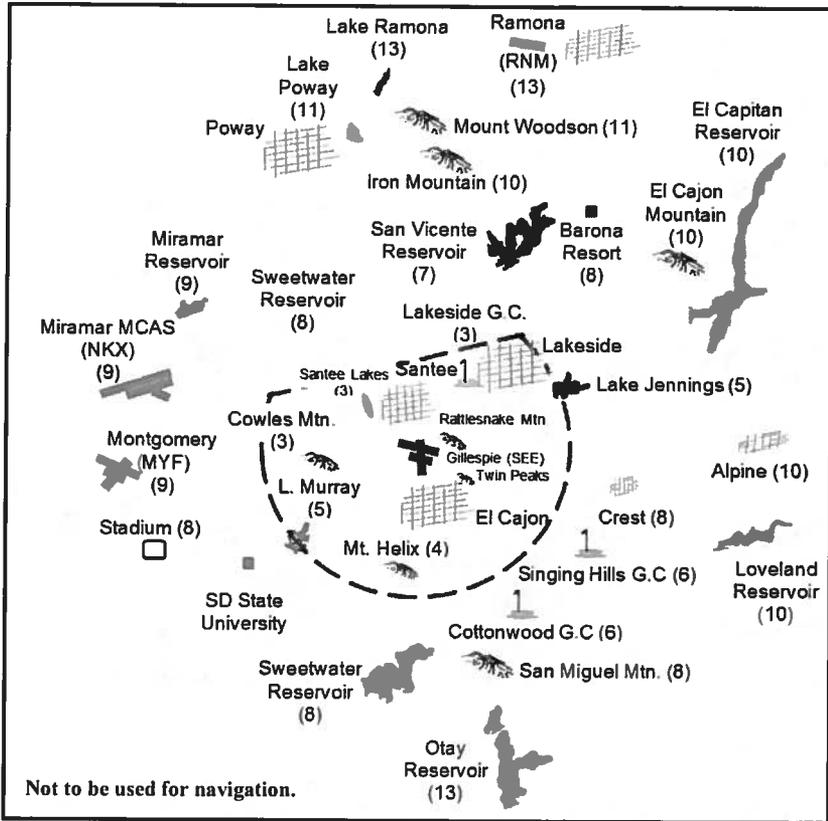
Answer: You need to hear the words "cleared into the Class B airspace," or equivalent. If you don't, be sure to ask ATC before you enter the airspace.

San Diego Area Navigational Aids

VORTAC/VOR RADIAL/DISTANCE NM	VORTAC VOR NAME	FREQ.	VAR.
 PGY R347/13.0	POGGI VORTAC	109.80	14 E
 MZB R063/13.1	MISSION BAY VORTAC	117.8	15 E
 TIJ R343/17.2	TIJUANA VOR/DME	116.50	14 E
 JLI R343/17.2 HIWAS	JULIAN VORTAC	114.00	15 E
 OCN R123/33.5	OCEANSIDE VORTAC	115.30	15 E

GILLESPIE TOWER VFR REPORTING POINTS

(For illustration purposes only, not to be used for navigation.)



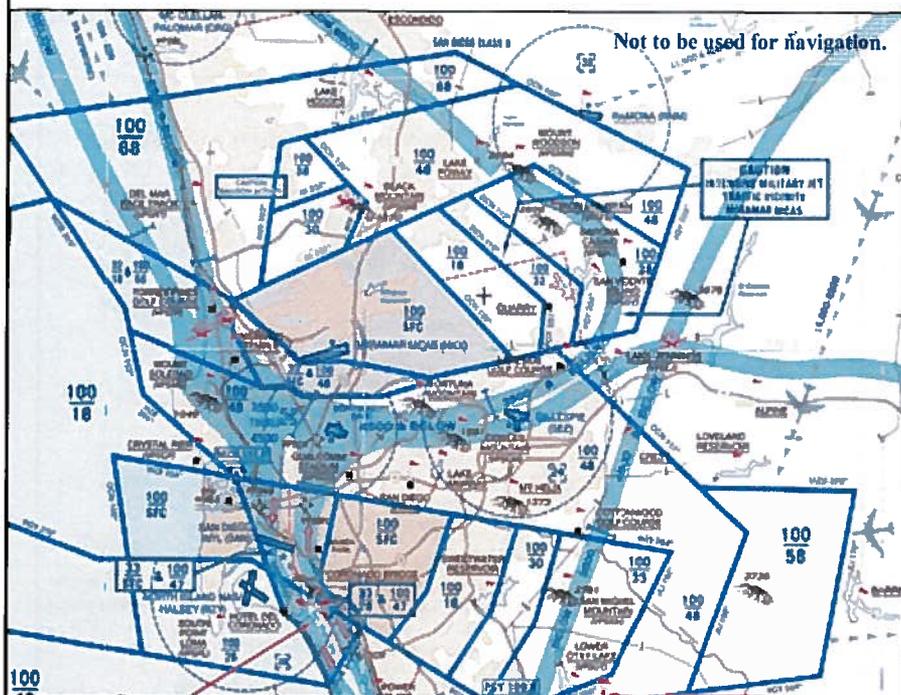
Initial Contact with Control Tower: When making initial contact with the tower, wait for a break on the frequency, including ATC or pilot acknowledgment/reply, then contact the tower and provide the following:

- Aircraft (full) call-sign (Aircraft manufacturer/model preferred.)
- Location and Altitude
- Request/Intentions i.e., “to land, touch and go, or transition”
- Provide ATIS phonetic code, e.g., “with Tango”

Note– Please make initial contact with the tower at least 10 NM from the airport. Do not enter the airspace without having established two-way radio communications with the control tower.

VFR FLYWAYS

Ref. AIM 3-5-5



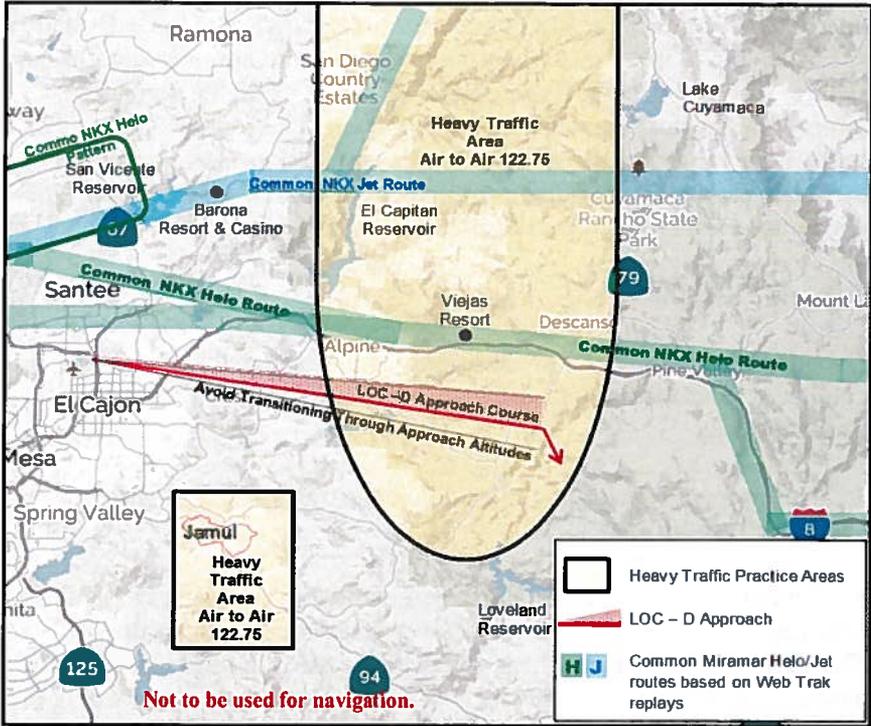
Description

- Helps transition VFR traffic into, out of, through, or near Class B airspace
- ATC clearance not required Requirements/Limitations
- Mode C transponder
- Pilots must still comply with requirements for other airspace entered
- Depicted on the back of terminal area charts

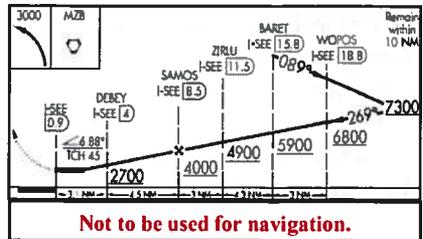
Question: Will a VFR flyway take you into Class B airspace?

Answer: No. VFR flyways are general paths used by pilots flying into, out of, through, or near terminal airspace to avoid Class B airspace. Remember that they may take you through other areas/airspace such as Class D Airspace having their own requirements.

LOCAL HEAVY TRAFFIC & PRACTICE AREAS



In the interest of safety, it is recommended that pilots transmit their location, route, and altitude on the air to air frequency (122.75) when transitioning through heavy traffic/transition/practice areas and not track the LOC outbound to the east or traverse the LOC-D course at approach altitudes. Please take the time to familiarize yourself with the step-down approach altitudes. Pilots are reminded to consult only official and current FAA navigational charts, approach plates and other flight publications prior to taking flight.



Be alert for military aircraft inbound to or outbound from Miramar MCAS. The routes depicted are general in nature and based on Web Trak replays of Miramar operations. Be mindful that military may or may not have the ability to transmit their location and altitude on VHF frequencies and therefore may not here your position/altitude announcement.

LOST COMMUNICATIONS

Standard procedures for lost communications (NO Radio, NORDO) are specified in 14 CFR Part 91. During two-way radio communications failure, when confronted by a situation not covered in the regulation, pilots are expected to exercise good judgment. The contents of 14 CFR Part 91 are too lengthy to address in this publication. The Tower has therefore elected to provide general guidance on this subject matter and encourages pilots to review the cited reference.

General Guidance

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, continue flight under VFR and land as soon as practicable.

1. If equipment capabilities exist, adjust the transponder to reply on Mode A/3, Code 7600.
2. Continue to try and re-establish communications. It is possible that only one component of your transceiver is not functioning properly. Therefore, the Tower may hear you even though you might not hear the Tower. Conversely, you may be able to hear the Tower, but not able to transmit.
3. Circle at least 500 feet above the highest traffic pattern altitude (TPA) and determine the flow of traffic.
4. Enter the pattern behind any traffic remaining above the TPA as specified and watch the Tower for light gun signals. Acknowledge light gun signals by “rocking wings” or flashing landing light at night.
5. After landing, continue visual observation of the tower and look for the appropriate light gun signal authorizing you to taxi.

**EXERCISE EXTREME CAUTION AND GOOD JUDGMENT
WHENEVER YOU LOSE RADIO COMMUNICATIONS WITH
ATC!**

Note– Fly the aircraft first and if you or a passenger are able and can do so safely, call the control tower using your cell phone.

16 Gillespie Control Tower (619) 448-1449 ext. 701

AERONAUTICAL INFORMATION MANUAL

- Excerpts



UNEXPECTED MANEUVERS IN THE AIRPORT

TRAFFIC PATTERN (AIM 4-3-5)— There have been several incidents in the vicinity of controlled airports that were caused primarily by aircraft executing unexpected maneuvers. ATC service is based upon observed or known traffic and airport conditions. Controllers establish the sequence of arriving and departing aircraft by requiring them to adjust flight as necessary to achieve proper spacing. These adjustments can only be based on observed traffic, accurate pilot reports, and anticipated aircraft maneuvers. Pilots are expected to cooperate so as to preclude disrupting traffic flows or creating conflicting patterns. The pilot-in-command of an aircraft is directly responsible for and is the final authority as to the operation of the aircraft. On occasion, it may be necessary for pilots to maneuver their aircraft to maintain spacing with the traffic they have been sequenced to follow. The controller can anticipate minor maneuvering such as shallow “S” turns. The controller cannot, however, anticipate a major maneuver such as a 360 degree turn. If a pilot makes a 360 degree turn after obtaining a landing sequence, the result is usually a gap in the landing interval and, more importantly, it causes a chain reaction which may result in a conflict with following traffic and an interruption of the sequence established by the tower or approach controller. Should a pilot decide to make maneuvering turns to maintain spacing behind a preceding aircraft, the pilot should always advise the controller if at all possible. Except when requested by the controller or in emergency situations, a 360 degree turn should never be executed in the traffic pattern or when receiving radar service without first advising the controller.

CLOSING VFR/DVFR FLIGHT PLANS (AIM 5-1-14)— A pilot is responsible for ensuring that his/her VFR or DVFR flight plan is canceled. You should close your flight plan with the nearest FSS, or if one is not available, you may request any ATC facility to relay your cancellation to the FSS. If you fail to report or cancel your flight plan within 1/2 hour after your ETA, search and rescue procedures are started.

MOVEMENT AREA [ICAO] (AIM PCG)— That part of an aerodrome to be used for the takeoff, landing, and taxiing of aircraft, consisting of the maneuvering area and the apron/s.

NONMOVEMENT AREAS (AIM PCG)— Taxiways and apron (ramp) areas not under the control of air traffic.

PRECAUTIONS IN THE USE OF CALL SIGNS (AIM 4-2-4)— Improper use of call signs can result in pilots executing a clearance intended for another aircraft. Call signs should never be abbreviated on an initial contact or at any time when other aircraft call signs have similar numbers/sounds or identical letters/numbers.

AIRPORT RULES, REGULATIONS, AND POLICIES

The following airport rules, regulations, and policies are not all inclusive, a complete listing can be found at sdcountyairports.com.

AIRCRAFT FUELING LOCATIONS- All aircraft fueling/defueling shall be performed outdoors. Aircraft being fueled or defueled shall be positioned so that aircraft fuel vents or fuel tank openings are not closer than 25 feet to any terminal building, hangar or building. No refueling or de-fueling is to take place when either the fuel truck or aircraft is inside a hangar or building.

DRIVING PRIVILEGE REVOCABLE - The privilege to drive on the movement area may be revoked or suspended by the Director of Airports or the master lessee that issued the driver training card at any time to ensure public and pilot safety.

LESSEE, LICENSEE AND PERMITTEE RESPONSIBILITIES

Lessees, Licensees, Permittees, and persons entering into contracts with the County are fully responsible for ensuring all officers, employees (permanent or temporary), contractors, agents, guests, subtenants, invitees, and all others entering through their gates (pedestrian or vehicle) understand and comply with County requirements and applicable Laws regarding the use of County airport property. Lessees, Licensees, Permittees, and others under contract with the County shall be responsible for the conduct of their officers, employees (permanent or temporary), contractors, agents, guests, subtenants, and invitees while on airport property.

OPERATING WITHIN THE MOVEMENT AREA - Gillespie Field: At no time shall aircraft enter or cross any taxiway or runway unless approved by ATCT, or when ATCT is closed by broadcasting their intentions on CTAF. At no time shall aircraft, motor vehicles or pedestrians cross the movement/non-movement marking without two-way communication with ATCT. Motor vehicles or persons not equipped with two-way communication needing to enter runway or parallel taxiway must do so under escort from County Airport personnel.

PERIMETER/SERVICE ROAD – GILLESPIE FIELD

The airport perimeter or service road at Gillespie Field shall only be used by authorized service vehicles with appropriate signage as determined by the Director of Airports, which include all airport administration vehicles, fuel trucks, governmental vehicles, and other vehicles with prior written approval from the Director of Airports. Private vehicles are not permitted without prior written approval from the Director of Airports; bicycles and pedestrians are not authorized to travel on the perimeter road.

PIGGYBACKING - All vehicles, upon entering or exiting an airport access gate, shall wait for the gate to completely close behind them before proceeding to their destination so as to not allow the entry of an unauthorized

18 vehicle.

RESTRICTION OF MOVEMENT - The airport manager may delay or restrict any ground movement or other operation or activity on the airport, and may refuse departure of aircraft from parking areas on the airport, for any reason the airport manager deems necessary in the public interest or to protect public health, safety or welfare. (SDCC § 85.424)

RUNNING OF ENGINE IN HANGAR - No aircraft engine shall be started or run in a hangar at any time. (SDCC § 85.433)

SPEED - Motor vehicles shall be operated in strict compliance with the speed limits prescribed by the Director of Airports or airport manager and indicated by posted traffic signs. In no event shall any motor vehicle, except emergency vehicles in an emergency situation, exceed a speed of twenty-five (25) miles per hour. (SDCC § 85.453)

TRESPASS ON AIRPORT RUNWAYS PROHIBITED - It is unlawful for any person to go upon any airport runway owned, controlled or maintained by the County, either on foot, or horseback, or on a vehicle of any kind other than an aircraft, without permission to do so from the Director of Airports or airport manager. Notwithstanding this general prohibition, entry onto a runway is permitted for the purpose of repairing or maintaining such runway, for the purpose of furnishing service, or aid to an aircraft or to the crew or passengers thereof, to perform any duty required by law, or to board or disembark an aircraft. (SDCC § 72.246)

VEHICLE REQUIREMENTS (excerpts) - Each vehicle operator using an airport perimeter (security) gate shall ensure the gate closes behind the vehicle prior to leaving the immediate vicinity of the gate. The vehicle operator shall also ensure no unauthorized vehicles or persons gain access to the airside while the gate is open. All vehicles operated in the movement area must have vehicle liability insurance. No vehicle shall be permitted in the movement area unless:

1. It is properly marked, as outlined in FAA Advisory Circular 150/5210-5, *Painting, Marking, and Lighting of Vehicles Used on an Airport*.
2. It is in sound mechanical condition with unobstructed forward, side and rear vision from the driver's seat
3. It has the appropriately rated and inspected fire extinguishers (service vehicles and fuel trucks).
4. It has operable vehicle lights.

Vehicles operating on the movement area shall be equipped with an operating amber rotating beacon or orange and white checkered flag for daytime operations and shall be equipped with an operating amber rotating beacon for nighttime operations.

EPILOGUE: Both Airport Administration and the FAA ATCT and request everyone's cooperation in maintaining a safe and efficient airport environment and request everyone take proactive safety measures to keep it safe. Please do not allow guests, pedestrians, or individuals to drive on the field unescorted, do not assume they know their way around or able to distinguish movement from nonmovement areas or restricted areas! *Thank you, your cooperation is greatly appreciated.* - Gillespie Field Airport Director



Quick Reference Chart

Airport Coordinates: N32°49.57' W116°58.35'

Field Elevation: 388 MSL

FREQUENCIES

Tower : 120.7 RY 27R/27L / 123.8* RY 27L

* When ATIS advises frequencies are split.

Ground Control: 121.7 **Clearance Delivery:** 125.1

ATIS and AWOS: 125.45 Telephone (619) 449-1228

TRACON Frequencies: N 132.2/125.3 W 119.6 S/East 124.35

For clearance delivery when the tower is closed, call SOCAL
Approach Control (800) 448-3724 - when prompted, PRESS 5.

Civil Air Distress: 121.5 **Military Air Distress:** 243.0

AIRPORT SIGN SYSTEMS

TYPE OF SIGN AND ACTION OR PURPOSE		TYPE OF SIGN AND ACTION OR PURPOSE	
4-22	Taxiway/Runway Hold Position: Hold short of runway on taxiway		Runway Safety Area/Obstacle Free Zone Boundary: Exit boundary of runway protected areas
26-8	Runway/Runway Hold Position: Hold short of intersecting runway		ILS Critical Area Boundary: Exit boundary of ILS critical area
8-APCH	Runway Approach Hold Position: Hold short of aircraft on approach		Taxiway Direction: Defines direction & designation of intersecting taxiway(s)
ILS	ILS Critical Area Hold Position: Hold short of ILS approach critical area		Runway Exit: Defines direction & designation of exit taxiway from runway
	No Entry: Identifies paved areas where aircraft entry is prohibited		Outbound Destination: Defines directions to takeoff runways
	Taxiway Location: Identifies taxiway on which aircraft is located		Inbound Destination: Defines directions for arriving aircraft
	Runway Location: Identifies runway on which aircraft is located		Taxiway Ending Marker Indicates taxiway does not continue
4	Runway Distance Remaining Provides remaining runway length in 1,000 foot increments		Direction Sign Array: Identifies location in conjunction with multiple intersecting taxiways

ATC Light Gun Signals

● ● ● = Flashing Green / White / Red

COLOR	ON THE GROUND	IN THE AIR
Steady Green	Cleared For Takeoff	Cleared to Land
	Cleared For Taxi	Return for Landing (to be followed by steady green)
Steady Red	Stop	Give way to other aircraft and Continue Circling
	Taxi Clear of the Runway	Airport Unsafe, Do Not Land
	Return To Starting Point	Not Applicable
	Exercise Extreme Caution	Exercise Extreme Caution