



# County of San Diego

## DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER  
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

(858) 694-2233 FAX: (858) 268-0461  
Web Site: [sdcdpw.org](http://sdcdpw.org)

May 13, 2004

John Hammerstrand  
Aero Bonanza Aviation  
1739 Roble Grande Rd.  
Alpine, CA 91901

Dear Mr. Hammerstrand:

### RESPONSE TO PUBLIC COMMENT LETTER DATED APRIL 19, 2004 REGARDING THE GILLESPIE FIELD ALP NARRATIVE AND UPDATE

If Gillespie is planned for moderate to heavy transient jet/turboprop aircraft use, owners/tenants occupying residences east and west of runway 27R could easily file a restrictive lawsuit to abate noise and time use of the airport.

- This statement above is incorrect. County Airports is bound by law to not restrict access to the airport. We have a program at Gillespie Field and all other County Airports to educate Flight Schools, FBO's and the community about our noise abatement procedures. Please call Jeremy Keating at 619-956-4810 for information on Gillespie Field's noise abatement procedures and the role Gillespie Field plays in the National Plan of Integrated Airport System.

The displaced runway threshold of 1,200 ft on runway 27Right must remain as is, in order to keep all aircraft at a higher elevation on approach. Some jet and turboprop aircraft dump fuel to get down to landing weight for the length of runway available. To reduce the displaced threshold to 500 feet +/- will cause residences to complain initially and then a lawsuit. Nobody wants a restrictive airport.

- The statement above is incorrect. Moving the displaced threshold will not change the approach height for inbound aircraft. Jet and turboprop aircraft landing at Gillespie Field do not 'dump fuel' to land at Gillespie Field. If, in an emergency situation, a jet must land with more than the acceptable landing weight, it will land with fuel on board and be inspected for structural damage.

John Hammerstrand  
Page 2  
April 30, 2004

Development and expansion of Gillespie Field must be for General Aviation purposes only. Industrial use (now approximately 435+ acres of the 760 acres total) took the Carson Aviation Facility to the west of the Creek and El Cajon Flying Service with my objection to no avail. I'm personally upset that the airport management, Development Council, and Board of Supervisors cater in favor of Corporations with unlimited financial backing and resources to build on Gillespie airport property.

→ Comment noted.

Leasee's with established facilities should be limited in expansion of separate land for further development. The wealth of land for lease should be available for those that do not have leases, but want to lease and build new aviation facilities. It is the intent of County Airports to put all new leases to a public proposal process. Proposals will respond to the same set of pre-established criteria which has yet to be defined.

→ There will be opportunity for public comment regarding the criteria prior to determination.

The nine (9+) acre parcel to the west of Marshall Avenue near the entrance to the control tower and just east of the Forester Flood Control Channel and the San Diego Trolley tracks should be developed by Fixed Base Operators (FBO) and transient aircraft use.

→ Comment noted.

In May 1999 I responded to a Request for Proposal (RFP) to develop the leased land for aviation use with a \$25.00 processing fee. This land was placed in abeyance for some unknown reason to this day. Why the delay? Also, a road signal crossing would have to be erected to stop vehicle traffic when aircraft transition from the main airport taxiway to the FBO parking. NOTE: Marshall Avenue transitions across designated aviation land use that was supposed to go to bid for hangar maintenance + development in the 1970ties.

- The \$25.00 fee you paid was to receive a copy of the RFP materials. These materials were sent to you but you did not submit any proposal to the County. A responsive proposal was submitted and selected to develop the property.
- The developer has been marketing the land for aviation use but has not received any viable proposals for aviation use. Other uses are not being considered at this time. Non-aviation uses will be considered if the current ALP is approved for accessibly reasons you detail above.

John Hammerstrand  
Page 2  
April 30, 2004

There is no reason to hold the 4.5 acres of vacant land (200-0268A) to the west of Allen Condo-Hangars and south of the airport taxiway. This land should be developed using lease funds with an improvement value around 1.2 million dollars. The County of San Diego should NOT develop this land for transient parking. A leasee could easily enter into an agreement with the County to allow for transient aircraft parking. This land is easily available and in walking distance to the Trolley Station on Weld Avenue. This potential lease could bring in revenue for the County verse the County spending money. One exception: The County may have to construct a bridge across Marshall Avenue from the main airport boundary to the aviation leased land adjacent to the flood control channel for easy pedestrian access to the Weld Trolley Station.

- It has been determined that it is prudent for County Airports to retain control of a portion of the west side of the airport to accommodate future needs. It is normal and customary for a public transient ramp to be owned and operated by a public agency.
- This area is burdened by a sewer easement that would make hangar development difficult.
- Lease funds are not used for private development. Developers must provide their own funding sources.
- When County Airports develops the area west of Allen Airways, a pedestrian ramp will be considered, to tie into a multi-modal transportation center.


These are my inputs, concerns, and interest in the development and use of Gillespie Field property.

Should there be any questions, please feel free to contact me at 619-445-4882.

John Hammerstrand

If you have further questions, please contact Gillespie Field Airport Manager, Noreen Crane, at 619-956-4805.

Sincerely,



PETER DRINKWATER  
Airports Director

cc: file; web page; FAA; P&D Aviation