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Gillespie Field

GILLESPIE PILOTS ASSOCIATION

P.O. Box 712881
Santee, CA 92072-2881

ptrombi@gillespiepilots.org
619-807-5178

May 8, 2004

Noreen Crane, Airport Manager
Gillespie Field
1960 Joe Crosson Drive
El Cajon, CA 92020


Dear Ms. Crane,

Thank you for providing a complete package of the Airport Layout Plan Narrative and full size maps for review by the Gillespie Pilots Association. The ALP is an attractive graphic representation of Gillespie Field. The Narrative, including noise and safety contours, and economic analysis is comprehensive. We reviewed the final draft and agreed to submit the following comments to you for consideration.

- The Air Traffic Control Tower would be best placed on the north side of the field, allowing better sighting of aircraft operations. It should be moved in Phase I, and as such will signal the beginning of compliance with FAA airport standards.
- Property to be purchased at the south end of Runway 17/35 should be accomplished in Phase I. A perimeter road constructed subsequent to the land acquisition will ensure no loss of runway length.
- We support the non-aviation use of the divorced property west of Marshall Avenue. A parcel of one acre or larger needs to be set aside for the "Bob Dennis Memorial Park."
- The present Terminal Building is appropriately located and need not be moved. Instead, we suggest a remodel and possible addition of a second story restaurant. The transient ramp, never full, is also appropriately located there.
- An Administration Building for DPW, if needed, could be built on the non-aviation property on Marshall Avenue, rather than the 70 acre parcel known as the "Brucker Lease."
- The proposed light helicopter area near the junction of the two runways is deemed to be a distraction to other aircraft operations and a safety hazard. All future helicopter areas should be moved to the south end of the airport subsequent to the above mentioned land acquisition.
- The proposed additional transient ramp at the west end of the airport should be only a temporary use of that acreage. Consideration should be given to future land development incorporating the use of the adjacent trolley, enabling airport access by the larger general community. Positive community relations will be enhanced if members of the public traveled by trolley to visit a museum or other such public benefit activity located there.

We trust that GPA comments will be considered in the final review of this ALP.

Sincerely,



Phyllis Trombi, President
Gillespie Pilots Association