



# County of San Diego

## DEPARTMENT OF PUBLIC WORKS

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June 22, 2004

Gillespie Airports Lessees Association  
Dick McDowell, President  
Wayne Breise, Secretary  
1905 N. Marshall Ave.  
El Cajon, CA 92020

Dear Mr. McDowell and Mr. Breise:

This letter is written in response to your May 10, 2004 correspondence regarding the ALP Narrative. Issues you have raised are noted below in bold and are followed by Airports response.

**“Thank you for meeting with our organization. We believe significant progress was made and that all present now share a better understanding of most issues. Here are some of our thoughts and remaining questions. We would like to continue reserving our right to submit our final thoughts prior to May 21.”**

**It was encouraging to hear that we can add a comment #12 to the ALP that states that building beyond the “Control Tower Clear Line of Sight line” will be allowed providing that the building does not interfere with the line of sight between the Control Tower and the runway / taxiway system. We look forward to reviewing the language for this comment.”**

→ A comment # 12 has been disapproved by the FAA to add to the ALP. County Airports had submitted the proposed language to the FAA for review and approval. At this point in time, building beyond the ‘Control Tower Clear Line of Sight line’ or the ‘Building Restriction Line’ is still not allowed.

**“The proposed comment #12 on the ALP will reduce the amount of lost building area on the San Diego Aircraft leasehold from about 5 acres to about 2 ½ acres (see attached diagram) and will eliminate the problem related to La Jolla Investments, Safari West, & El Cajon Flying Service. The remaining 2 ½ acres at**

**San Diego Aircraft is contained in the “Runway Visibility Zone” (The area shown in yellow on the proposed ALP). Aircraft tie downs will be allowed in this area, however we are told that no buildings will be allowed.”**

→ All of the area you refer to is within the Building Restriction Line (BRL). At this point in time, there will be no further buildings allowed to be constructed within the BRL.

**“If 2 ½ acres of the San Diego Aircraft leasehold has lost the opportunity for future development, how can this be mitigated?”**

→ The area you are referring to may still be used for the purpose it is being used for currently (tiedowns).

**“It appears that the “runway visibility points” on runway 17/35 and 27L that were used to create the Runway Visibility Zone are incorrect. Are these points correctly identified on the proposed ALP? See AC150/5300 503 b (2) & (3)”**

→ The points you refer to have been located on the taxiway to avoid a ‘line of sight’ or ‘non-movement area’ problem on the taxiway as well as the runway.

**“Can the BRL west of 17/35 be maintained at 250 ft rather than increased to 300 ft without changing the B-11 design of this runway? Taxiway B meets B-11 standards, we believe that a B-11 runway only requires one taxiway, so an exception/deviation for taxiway A sounds reasonable. This would allow additional capital improvements and would prevent the eventual removal of existing buildings.”**

→ No. FAA has been consulted on this issue and prefers that the design standards be adhered to.

→ Due to safety reasons, County Airports does not wish to make exceptions or deviations to FAA standards. Taxiway ‘A’ has been built with Federal funds, grant assurances require us to keep the taxiway in place.

**“It was encouraging to hear that the County would be receptive to a reasonable proposal from Golden State that would allow them to continue in their present location providing that they give up a portion of their ramp to comply with the ALP.”**

→ The Golden State lease expires 2/28/2007. County Airports will work constructively with Golden State Aviation to allow them to remain viable until that time and will consider other options for the future.

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**“It was also encouraging to hear that the County intends to offer future parcels in an open process to all qualified developers and to maintain established leasehold development standards, such as 5 acre minimum size parcels and \$5,000 per acre per year minimum capital improvements. This would maintain the level of playing field and will allow the successful bidder to determine the details of the aviation development. We believe that the marketplace is best qualified to determine the highest and best aviation use for each parcel.”**

→ It is the intent of County Airports to put all new leases to a public proposal process. Proposals will respond to a set of pre-established criteria which has yet to be defined, although it is likely that it will be consistent with currently established criteria such as 5 acre parcels and \$5,000 per acre per year of term. There will be opportunity for public comment regarding the criteria prior to determination. However, the County continues to reserve the right to alter the size and shape of parcels to best meet the needs of the airport, users and lessees.

**“In an effort to resolve these final issues we would propose an additional meeting at the earliest possible date.”**

→ A meeting was held on Monday May 17, 2004. GALA presented options and a written response was sent.

If you if have any further questions please contact Principal Airport Manager, Sherry Miller at (619) 956-4800.

Sincerely,

Peter Drinkwater  
Director of Airports

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