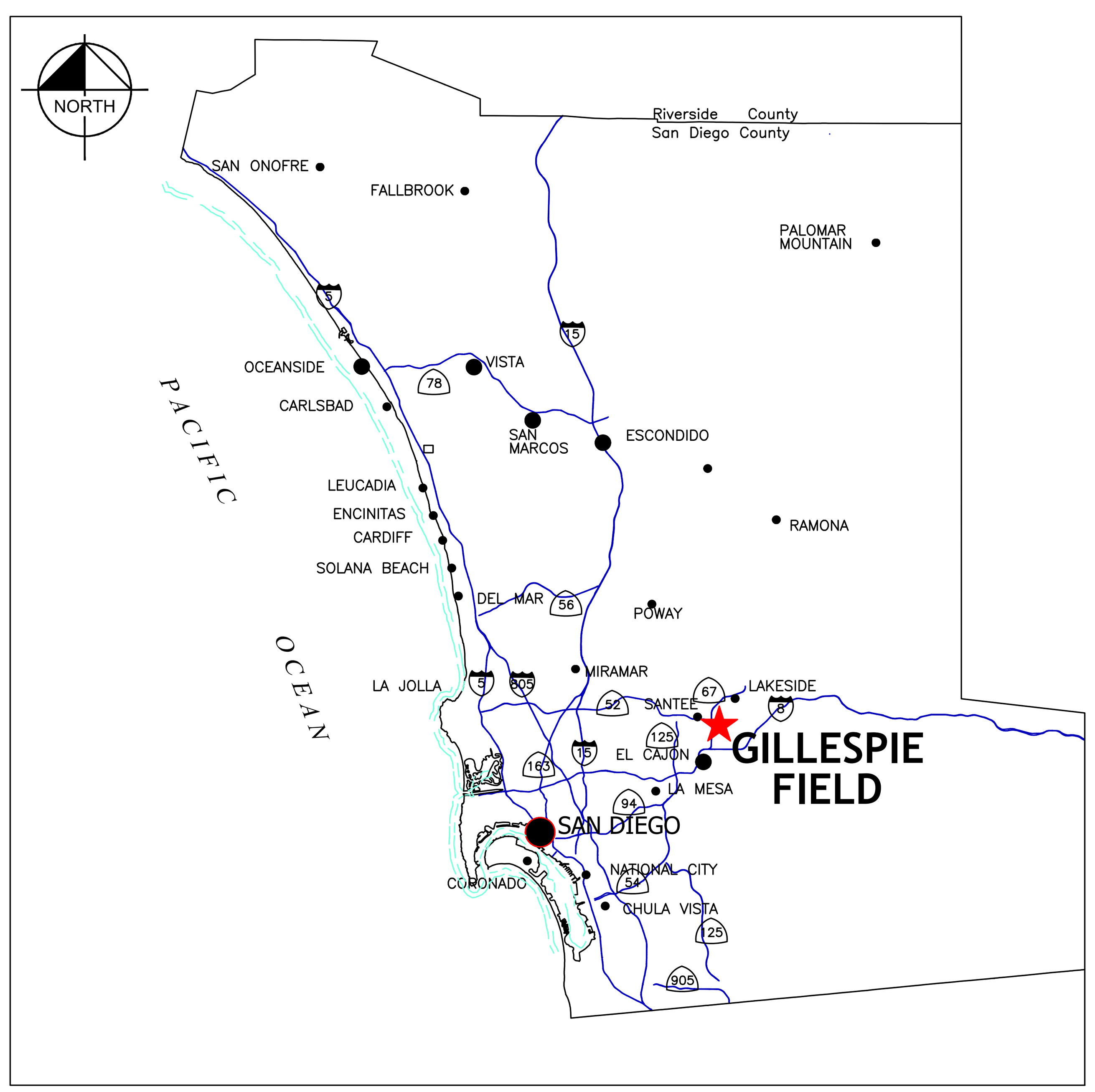
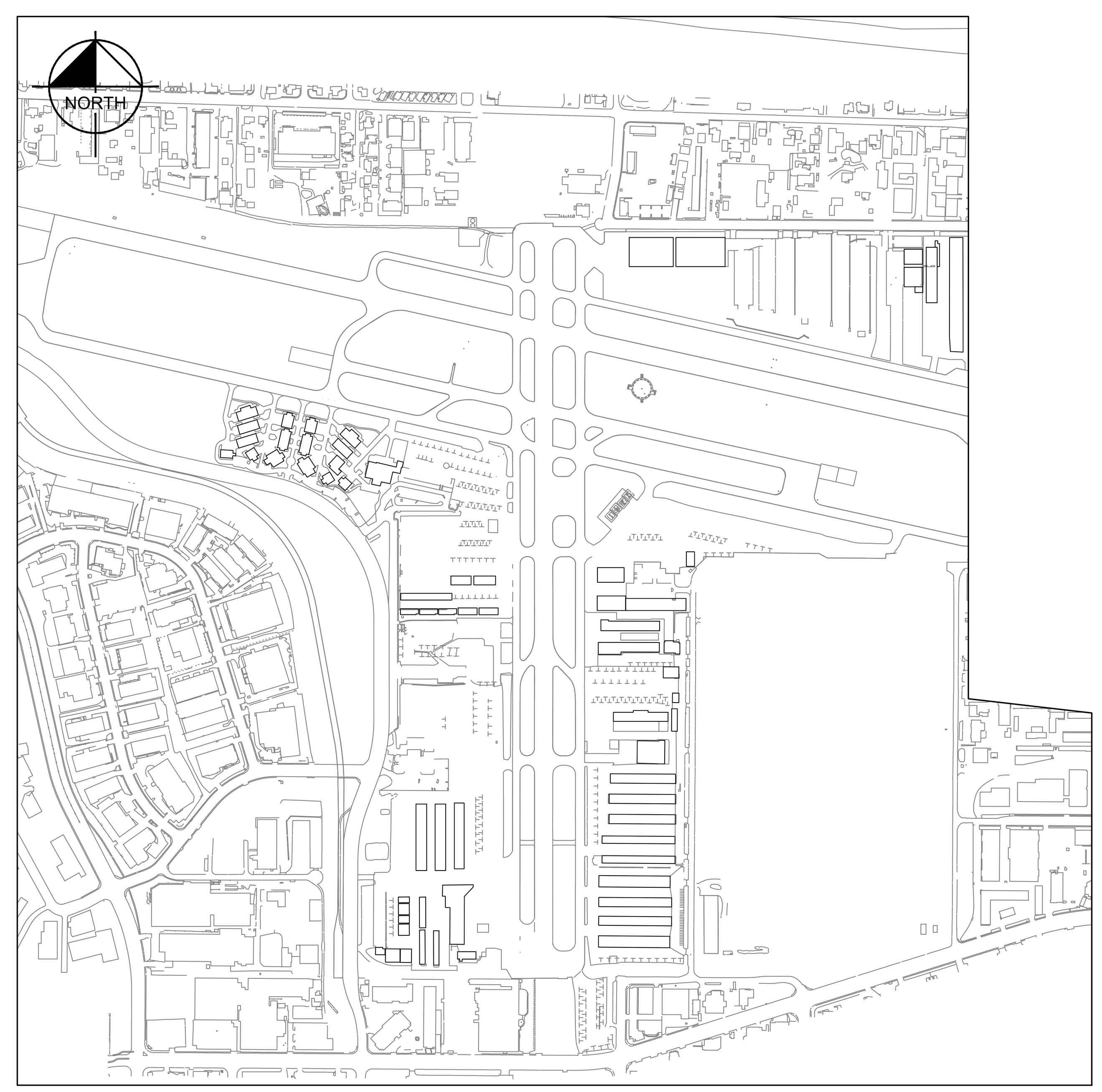
FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

PLANS	BY	DATE
DESIGNED	BG	01/2023
CHECKED	AS	01/2023
DELINEATED		

GILLESPIE FIELD
AIRPORT LAYOUT PLAN UPDATE
FEBRUARY 2023



LOCATION MAP
GRAPHIC SCALE IN FEET
0 1600 3000 6150



VINCINITY MAP
GRAPHIC SCALE IN FEET
0 375 750 1500

LIST OF DRAWINGS

NO.	TITLE
1.	TITLE SHEET
2.	AIRPORT DATA SHEET
3.	AIRPORT LAYOUT PLAN
4.	AIRPORT BUILDING/FACILITIES PLAN
5.	AIRPORT AIRSPACE PLAN
6.	RUNWAY PROTECTION ZONE PLAN
7.	EXHIBIT A

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1295

REVISIONS	BY	APPROVED	DATE
ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP		02/2023
ALP UPDATE AS-BUILTS AND CONCEPTUAL CAJON CENTER	JP		03/2015

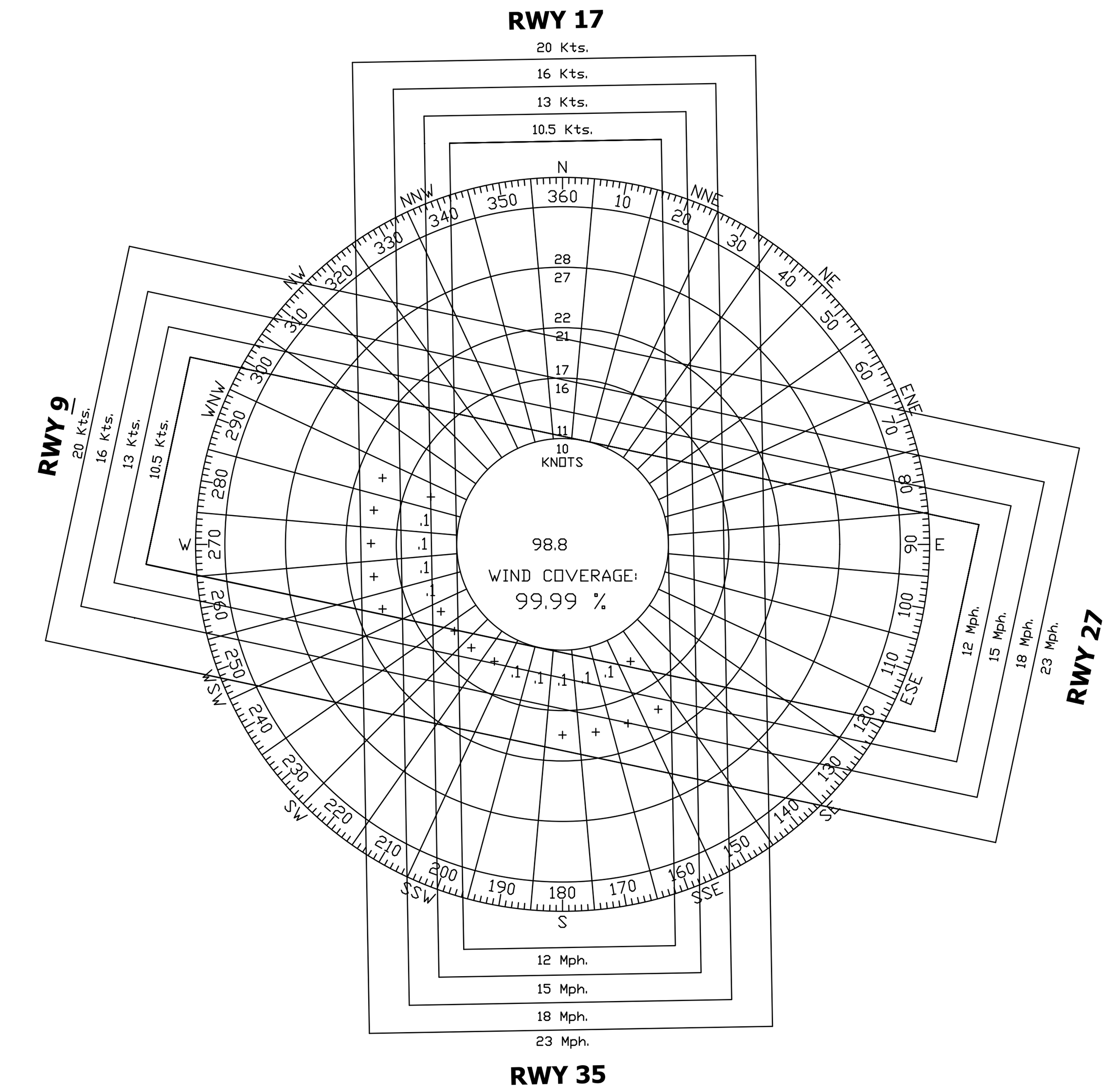
COORDINATE INDEX
XXXXXX N. XXXXXX E.
CONST. COMPL.
FIELD REVISIONS

GILLESPIE FIELD AIRPORT
A COUNTY OF SAN DIEGO AVIATION FACILITY– EL CAJON CALIFORNIA
AIRPORT LAYOUT PLAN DRAWINGS
TITLE SHEET

SCALE: HOR. NONE VERT. NONE
W.A. XXXXXX R.S. XXX
SHEET 1 OF 7 SHEETS

RUNWAY DATA

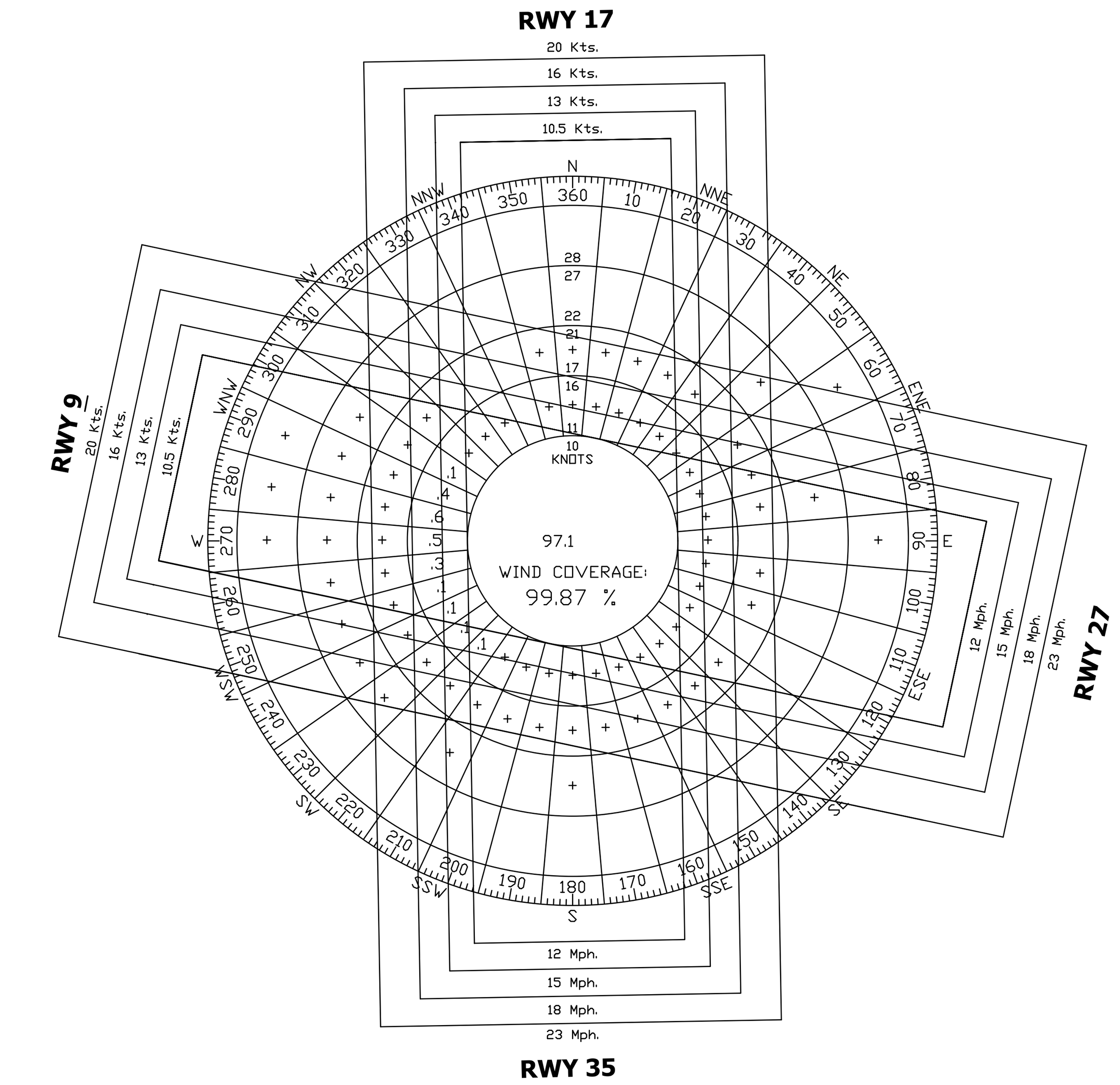
DESCRIPTION		RUNWAY 9L-27R EXISTING	RUNWAY 9L-27R ULTIMATE	RUNWAY 9R-27L EXISTING	RUNWAY 9R-27L ULTIMATE	RUNWAY 17-35 EXISTING	RUNWAY 17-35 ULTIMATE
DESIGN AIRCRAFT	MODEL	FALCON 50	SAME	CESSNA 182	SAME	FALCON 50	CESSNA 182
	WINGSPAN (FEET)	61'10.5"	SAME	36'1"	SAME	61'10.5"	36'1"
	UNDERCARRIAGE WIDTH	23'9"	SAME	8'4"	SAME	23'9"	8'4"
	APPROACH SPEED (KNOTS)	99.5 KNOTS	SAME	92 KNOTS	SAME	99.5 KNOTS	92 KNOTS
	MAX. TAKEOFF WEIGHT	38,800 LBS.	SAME	2,800 LBS.	SAME	38,800 LBS.	2,800 LBS.
AIRPORT REFERENCE CODE		B-II	SAME	B-I (SMALL)	SAME	B-II	B-I (SMALL)
EFFECTIVE/MAX GRADIENT (IN %)		.53/2.5	SAME	.49/2.5	SAME	.45/2.5	.39/SAME
PAVEMENT STRENGTH (000 LBS)		56(S),94(D),190(DT)	SAME	30(S),53(D),87(DT)	SAME	58(S),106(D),195(DT)	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL		ASPHALTIC-CONC.	SAME	ASPHALTIC-CONC.	SAME	ASPHALTIC-CONC.	SAME
APPROACH VISIBILITY MINIMUMS		1 1/2 MILE	1MILE / 1 MILE	VISUAL/VISUAL	SAME	1 1/2 MILE/VISUAL	SAME/SAME
RSA LENGTH BEYOND STOP END OF RWY		300'	SAME	240'	SAME	300'/4'	240'
RSA WIDTH		150'	SAME	120'	SAME	150'	120'
ROFA LENGTH BEYOND STOP END OF RWY		300'	SAME	240'	SAME	31'/4'	240'
ROFA WIDTH		500'	SAME	250'	SAME	500'	250'
OFZ LENGTH BEYOND STOP END OF RWY		200'	SAME	200'	SAME	31'/4'	200'
OFZ WIDTH		400'	SAME	250'	SAME	400'	250'
DISTANCE FROM R/W CL TO HOLD BARS		130'	SAME	125'	SAME	128'	SAME
RUNWAY MARKINGS		NON-PRECISION	SAME/PRECISION	VISUAL	SAME	NON-PRECISION/VISUAL	SAME
APPROACH CATEGORY (FAR PART 77)		NON-PRECISION	SAME/PRECISION	VISUAL	SAME	NON-PRECISION/VISUAL	SAME
RW CL TO PARALLEL TW CL		225'	SAME	207.5	SAME	150'/200'	SAME
TXY CL TO FIXED OR MOVEABLE OBJECT		62'	SAME	62'	SAME	62'	SAME
TXY OBJECT FREE AREA WIDTH		124'	SAME	124'	SAME	124'	SAME
TXY SAFETY AREA WIDTH		79'	SAME	79'	SAME	79'	SAME
TXY WINGTIP CLEARANCE		22.5'	SAME	22.5'	SAME	22.5'	SAME
RUNWAY LIGHTING		MIRL	SAME	NONE	SAME	MIRL	SAME
NAVIGATIONAL AIDS		LOC(27R), DME(27R)	SAME	NONE	SAME	NONE	SAME
VISUAL AIDS		PAPI(9L)/PAPI,REIL(27R)	SAME	NONE	SAME/PAPI	VASI	PAPI/PAPI
RUNWAY LENGTH		5,341'	SAME	2,737'	3,162'	4,147'	3,160'
RUNWAY WIDTH		100'	SAME	60'	SAME	100'	SAME
MAXIMUM ELEVATION ABOVE MSL		387.2'	SAME	379.5'	SAME	384.8'	379.5'
ELEVATION RUNWAY ENDS		379.5'/387.2'	SAME	366.1'/358.7'	SAME	366.1'/384.8'	367.2'/379.5'
ELEVATION RUNWAY HIGH AND LOW POINTS		387.2'/358.7'	SAME	366.1'/379.5'	SAME	366.1'/384.8'	367.2'/379.5'
APPROACH SURFACES		34:1	SAME	20:1/20:1	SAME	20:1/20:1	34:1/20:1
INSTRUMENT APPROACH AIDS		NONE	LPV/LPV	NONE	NONE	LP(17)	SAME
WIND COVERAGE % (13 KNOTS)		99.99%	SAME	99.99%	SAME	99.99%	SAME
RUNWAY DEPARTURE SURFACE		YES/YES	SAME	YES/YES	SAME	YES/YES	SAME



IFR
WIND ROSE

SOURCE: "722907 GILLESPIE FIELD AIRPORT ANNUAL PERIOD RECORD 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022". BASED ON 8,162 OBSERVATIONS.

10.5 KNOT CROSS WIND COVERAGE	13 KNOT CROSS WIND COVERAGE	16 KNOT CROSS WIND COVERAGE	20 KNOT CROSS WIND COVERAGE
99.99%	100.0%	100.0%	100.0%



ALL WEATHER
WIND ROSE

SOURCE: "722907 GILLESPIE FLD ANNUAL PERIOD RECORD 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022". BASED ON 169,251 OBSERVATIONS.

10.5 KNOT CROSS WIND COVERAGE	13 KNOT CROSS WIND COVERAGE	16 KNOT CROSS WIND COVERAGE	20 KNOT CROSS WIND COVERAGE
99.87%	99.98%	100.0%	100.0%

THRESHOLD SITING SURFACES OBSTRUCTIONS

RUNWAY	OBS ID	DESCRIPTION	MSL	PENT	COMMENTS
27R/L					
	06-027855	BLDG	813	34.95'	OL on BLDG
	06-027858	FENCE	802	31.56'	Non airport property with no power at the fence
	KSEE0044	BUSH	981	208.84'	Non airport property with no power on-site
	KSEE0050	TREE	499	20.75'	Tree will be removed
	KSEE0051	TREE	522	33.22'	Tree will be removed
	KSEEL042	TREE	480	8.59'	Tree will be removed
	KSEEL051	TREE	566	11.52'	Tree will be removed
	KSEEL060	GROUND	783	13.68'	Non airport property with no power on-site
	KSEEL064	TREE	824	43.43'	Tree will be removed
17					
	06-027870	BLDG	388	4.71'	OL on BLDG
	KSEE0083	TREE	435	21.29'	Tree will be removed
35					
	KSEE0004	TREE	473	11.96'	Tree will be removed
	KSEE0005	TREE	465	7.83'	Tree will be removed

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION		387'	SAME
NPIAS SERVICE CATEGORY (SERVICE LEVEL)		RELIEVER AIRPORT	SAME
CALIFORNIA FUNCTIONAL CLASS		REGIONAL (B/C*)	SAME
AIRPORT REFERENCE POINT	LATITUDE	32°49'34.43" N	32°49'35.85" N
(ARP) COORDINATES (NAD 83)	LONGITUDE	116°58'20.82" W	116°58'21.41" W
AIRPORT AND TERMINAL NAVAIDS		LOCALIZER	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH		88.9° JULY	SAME
AIRPORT REFERENCE CODE		B-II	SAME
GPS AT AIRPORT		YES	SAME
MISCELLANEOUS FACILITIES		ATCT, AWOS REIL(27R)	SAME, ARFF

*BUSINESS/CORPORATE

TAXIWAY DATA

TAXIWAY	WIDTH/TDG
A	40' / B-II
A1	100'/ B-II
A2	50' / B-II
A3	40' / B-II
A4	50' / B-II
A6	100'/ B-II
B	50' / B-II
B1	90' / B-II
B2	50' / B-II
B3	40' / B-II
B4	50' / B-II
B5	215'/ B-II
B6	65' / B-II
C	40' / B-II
C2	40' / B-II
C3	170'/ B-II
D	50' / B-II
D1	50' / B-II
D2	50' / B-II
D3	30' / B-I
D4	40' / B-I
D5	60' / B-II
D6	178'/ B-I
D7	50' / B-II
D8	50' / B-II
(F) A1	50' / B-II
(F) B1	50' / B-II

DECLARED DISTANCES DATA

DISTANCE	RUNWAY 9L	RUNWAY 27R	RUNWAY 9R	RUNWAY 27L	RUNWAY 17	RUNWAY 35
	EXISTING					
TAKEOFF DISTANCE AVAILABLE	5,341'	5,341'	2,737'	2,737'	4,147'	4,147'
TAKEOFF RUN AVAILABLE	5,341'	5,341'	2,737'	2,737'	4,147'	4,147'
ACCELERATE STOP DISTANCE AVAILABLE	5,341'	5,341'	2,737'	2,737'	3,851'	3,876'
LANDING DISTANCE AVAILABLE	5,341'	4,635'	2,737'	2,737'	3,166'	3,426'
	ULTIMATE					
TAKEOFF DISTANCE AVAILABLE	SAME	SAME	SAME	SAME	3,160'	3,160'
TAKEOFF RUN AVAILABLE	SAME	SAME	SAME	SAME	3,160'	3,160'
ACCELERATE STOP DISTANCE AVAILABLE	SAME	SAME	SAME	SAME	3,160'	3,160'
LANDING DISTANCE AVAILABLE	SAME	SAME	SAME	SAME	3,010'	3,160'

RUNWAY DISPLACED THRESHOLD DATA

RUNWAY		COORDINATES	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
27R	LATITUDE	32°49'36.45" N	SAME	381.75'	SAME
	LONGITUDE	116°57'59.38" W	SAME		
17	LATITUDE	32°49'41.79" N	SAME	367.7'	SAME
	LONGITUDE	116°58'20.90" W	SAME		
35	LATITUDE	32°49'12.02" N	REMOVED	379.5'	REMOVED
	LONGITUDE	116°58'20.68" W			

NO.	DATE	REVISION	BY	APP.
3	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
2	11/2016	ALP UPDATE RUNWAY 09L APPROACH	MB	
1	03/2015	ALP UPDATE AS BUILT AND CONCEPTUAL CAJON PLAZA	JP	

DEVIATIONS FROM FAA DESIGN STANDARDS

	DESIGN STANDARD	REQUIRED	EXISTING	ACTION
A	RUNWAY OBJECT FREE AREA GRADING	MATCH RSA	+10' OF RSA	TERRAIN PENETRATION TO BE REMOVED
	OBSTACLE FREE ZONE (OFZ)	FREE OF OBJECTS	TERRAIN	TERRAIN PENETRATION TO BE REMOVED
B	RSA BEYOND END OF RUNWAY	300'	4'	RUNWAY RECLASSIFICATION
	OFZ BEYOND END OF RUNWAY	200'	4'	RUNWAY RECLASSIFICATION
	ROFA BEYOND END OF RUNWAY	300'	4'	RUNWAY RECLASSIFICATION
C	OFZ BEYOND END OF RUNWAY	200'	29'	RUNWAY RECLASSIFICATION
	ROFA BEYOND END OF RUNWAY	300'	29'	RUNWAY RECLASSIFICATION
D	RUNWAY - TAXIWAY SEPARATION	240'	150 '	RUNWAY RECLASSIFICATION
E	RUNWAY - TAXIWAY SEPARATION	240'	200'	RUNWAY RECLASSIFICATION
F	RUNWAY - TAXIWAY SEPARATION	240'	225'	REALIGN TAXIWAY C
G	RUNWAY PROTECTION ZONE	NO STRUCTURES	STRUCTURES EXIST	RUNWAY RECLASSIFICATION
H	RUNWAY PROTECTION ZONE	NO STRUCTURES	STRUCTURES EXIST	TO REMAIN, ACQUIRE AVIGATION EASEMENTS
I	TAXIWAY OBJECT FREE AREA (TOFA)	65.5' TO OBJECT	56'	ADDRESS DURING DRAINAGE PROJECT
J	RUNWAY OBJECT FREE AREA	300'	PERIMETER FENCE	TO REMAIN-ADDRESS DURING DRAINAGE PROJECT
K	RUNWAY VISIBILITY ZONE	CLEAR	OBSTRUCTED	TO BE ADDRESSED WHEN LEASES EXPIRES
L	BUILDING RESTRICTION LINE	NO BUILDINGS	EXISTING BUILDINGS	RUNWAY RECLASSIFICATION
M	TAXIWAY OBJECT FREE AREA (TOFA)	65.5' TO OBJECT	PROPOSED T/W C PROVIDES 56' TOFA	PROPOSE RECTIFICATION TO ACQUIRE LAND

RUNWAY END DATA

RUNWAY		EXISTING	ULTIMATE	EXIST. ELEV.	ULT. ELEV.
9L	LATITUDE	32°49'46.05" N	SAME	358.7'	SAME
	LONGITUDE	116°58'52.50" W	SAME		
27R	LATITUDE	32°49'34.99" N	SAME	387.2'	SAME
	LONGITUDE	116°57'51.29" W	SAME		
9R	LATITUDE	32°49'38.56" N	32°49'39.44" N	366.1'	362.5'
	LONGITUDE	116°58'34.46" W	116°58'39.31" W		
27L	LATITUDE	32°49'32.90" N	SAME	379.5'	SAME
	LONGITUDE	116°58'03.09" W	SAME		
17	LATITUDE	32°49'46.25" N	32°49'43.28" N	366.1'	367.2'
	LONGITUDE	116°58'20.95" W	116°58'20.93" W		
35	LATITUDE	32°49'05.22" N	32°49'12.02" N	384.8'	379.5'
	LONGITUDE	116°58'20.62" W	116°58'20.68" W		

AIRPORT DATA SHEET

GILLESPIE FIELD
EL CAJON, SAN DIEGO

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123-1295

DESIGNED: B.G.	CHECKED: A.S.	SHEET 2 OF 7
DRAWN: H.P.	DATE: 02/2023	

02/08/23 14:24 K:\pts_aviation\sd county\see alp update - hnungesh\CADD\alp - 2022\sheet set\C003 - DATA SHEET.dwg

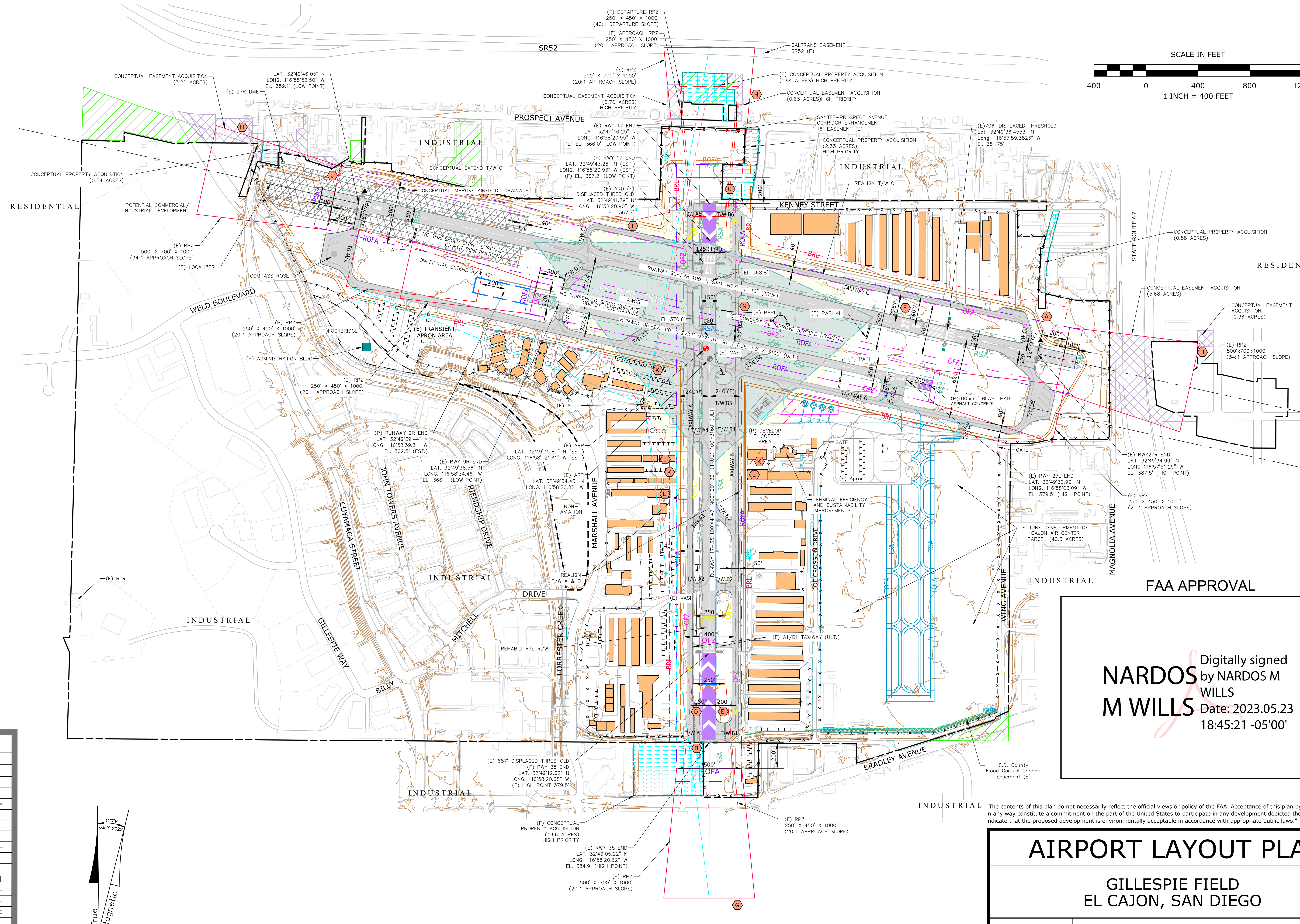
NOTES:
1. Ground contour elevations are in feet above Mean Sea Level (MSL).
2. California Coordinate System, Zone 6 NAD 83.
3. All elevations are in feet above mean sea level (MSL) with NAVD 88 datum.
4. Air Traffic Contol Tower to be rehabilitated.
5. The airport is part of the Rancho El Cajon and has not been sectioned. The nearest section corner is approximately 3 miles south of the airport.
6. Rehabilitate airfield pavements every 10 years as per the Pavement Management Plan.
7. Ultimate replacement of VASI with PAPI.
8. Instrument approach procedure based on GPS
9. Buildings within ATCT Line of Sight may be restricted based on height.
10. All Plans of the Cajon Air Center are conceptual in nature and subject to change.
11. Acquisition of property and/or establishment of avigation easements are high priority in R/W 17/35 RSA, ROFA and RPZ.
12. For Threshold Sitings Surfaces Obstructions Table see Sheet 3.
13. Approximate blast pad dimensions (Length x Width):
Runway 9L: 300'x100'
Runway 27R: 300'x100'
Runway 9R: 245'x60'
Runway 27L: (E)100'x60'; (P)200'x60'
Runway 17: (E)N/A; (P)305'x100'
Runway 35: (E)N/A; (P)683;100'

ABBREVIATIONS:

ARP	Airport Reference Point
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observing System
BRL	Building Restriction Line
(E)	Existing
(F)	Future
MIRL	Medium Intensity Runway Edge Lights
OFZ	Obstacle Free Zone
(P)	Potential
PAPI	Precision Approach Path Indicator
REIL	Runway End Identifier Lights
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RVZ	Runway Visibility Zone
R/W	Runway
T/W	Taxiway
VASI	Visual Approach Slope Indicator

LEGEND

	EXISTING	FUTURE
SEE PARCELS		
LOC CRITICAL AREA		SAME
AIRFIELD PAVEMENT		SAME
AIRPORT BOUNDARY		
AIRPORT REFERENCE POINT (ARP)		
AVIGATION EASEMENT		
CONCEPTUAL PROPERTY ACQUISTION	N/A	
BUILDING RESTRICTION LINE (BRL)		
BUILDINGS		
FENCE		SAME
GROUND CONTOURS	995'	NOT SHOWN
ATCT LINE OF SIGHT		
OBSTACLE FREE ZONE (OFZ)		
SERVICE ROAD (RSAT)		
RUNWAY LIGHTS/MIRL		SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY VISIBILITY ZONE (RVZ)		
BLAST PAD		
HOLDING MARKINGS		SAME
MONUMENTS		SAME
WINDSOCK/SEGMENTED CIRCLE		SAME
RUNWAY LIGHTS/PAPI		
RUNWAY LIGHTS/VASI-2		SAME
REIL		SAME
RPZ		
CLOSED TAXIWAY MARKING	N/A	X



FAA APPROVAL

NARDOS M WILLS Digitally signed by NARDOS M WILLS Date: 2023.05.23 18:45:21 -05'00'

"The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws."

NO.	DATE	REVISION	BY	APP.
7	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
6	03/2015	ALP UPDATE AS-BUILT AND CONCEPTUAL CAJON AIR CENTER	HP	
5	1/2010	ALP UPDATE PARCELS FOR AVIGATION EASEMENTS/ACQUISITION		
4	3/2009	ALP REVALIDATED WITH CONDITIONS OF 3/05 OUTSTANDING		
3	3/2005	ALP UPDATE & NARRATIVE REPORT		
2	9/2004	INCORPORATE FAA COMMENTS OF 6/4/04 AND 9/1/04		
1	5/1983	ALP APPROVED BY FAA		

AIRPORTS ENGINEER:	Forga, Jason (Digitally signed by Forga, Jason Date: 2023.02.13 11:20:51 -08'00') JASON FORGA	DATE
PROJECT MANAGER:	Marc J Baskel (Digitally signed by Marc J Baskel Date: 2023.02.13 14:50:29 -08'00') MARC J. BASKEL	DATE
DIRECTOR OF AIRPORTS:	Abbott, Jamie (Digitally signed by Abbott, Jamie Date: 2023.02.13 15:06:37 -08'00') JAMIE ABBOTT	DATE

Conditionally approved: Subject to Environmental Review

AIRPORT LAYOUT PLAN

GILLESPIE FIELD
EL CAJON, SAN DIEGO

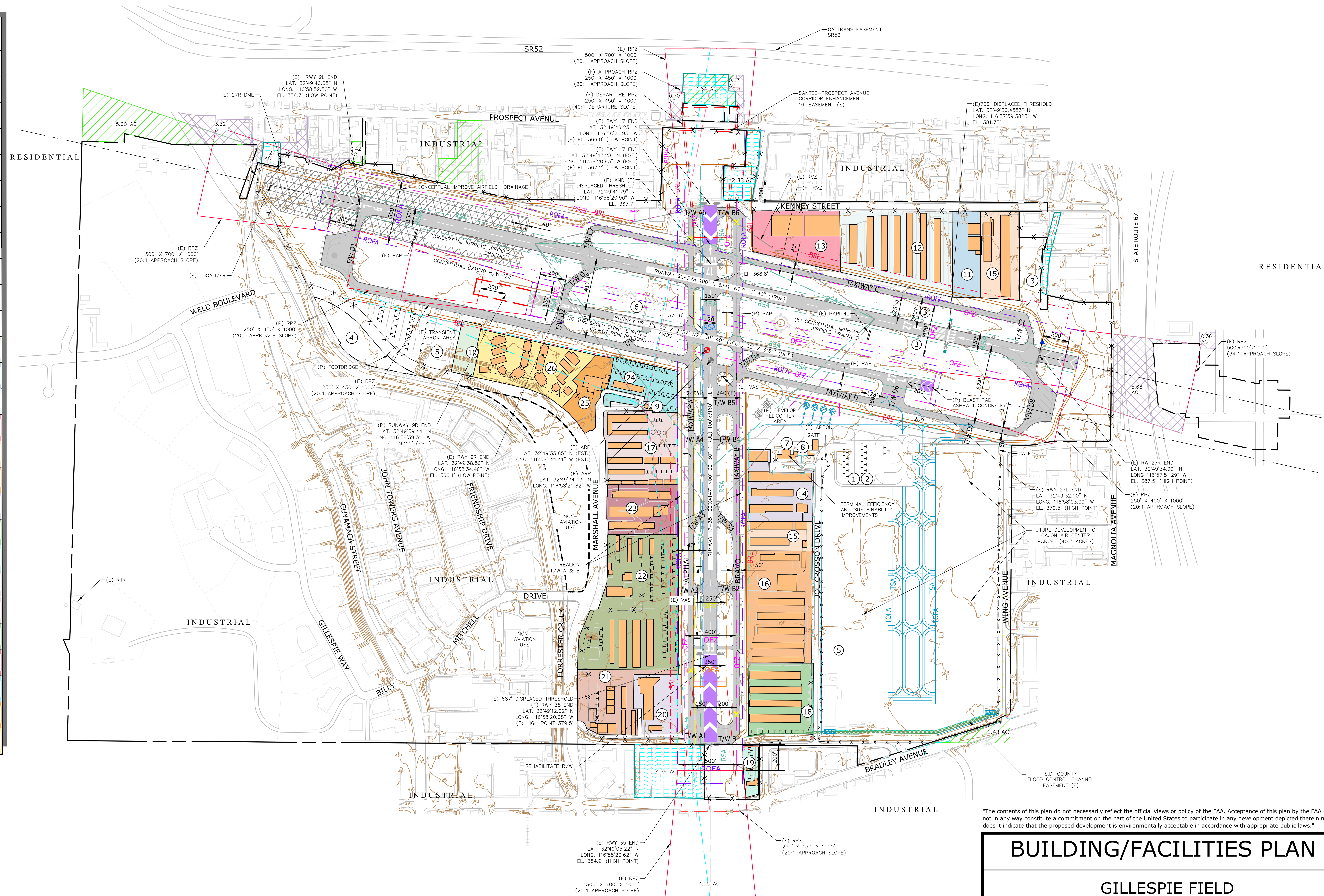
COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123-1295

DESIGNED: B.G.	CHECKED: A.S.	SHEET 3 OF 7
DRAWN: H.P.	DATE: 02/2023	

02/08/23 14:24 K:\pln_aviation\sd county\see alp update - hheungseok\CADD\alp - 2022\sheet set\C002 - ALP.dwg

BUILDING/FACILITY KEY

○	DESCRIPTION	ELEVATION MSL (E)	ELEVATION MSL ULT.
1	Potential Aircraft Maintenance	NA	TBD
2	Potential Tie-downs	NA	TBD
3	Future Aircraft Rescue and Fire Fighting Building	NA	TBD
4	Potential Multi Modal Terminal/Administration Building/Museum Study Area	NA	TBD
5	Potential Pilot Facility	NA	TBD
6	Automated Weather Observation System	NA	TBD
7	Existing Terminal/Administration Building	389.07	SAME
8	Potential Operations Facility	373.35	SAME
9	Air Traffic Control Tower Site	443.15	SAME
10	FBO Hangars	405.36	SAME
11	FBO Hangars	424.92	SAME
12	FBO Hangars	397.87	SAME
13	FBO Hangars	407.14	SAME
14	FBO Hangars	401.63	SAME
16	FBO Hangars	399.25	SAME
17	FBO Hangars	406.96	SAME
18	FBO Hangars	399.50	SAME
19	FBO Hangars	397.28	SAME
20	FBO Hangars	400.57	SAME
21	FBO Hangars	411.32	SAME
22	FBO Hangars	390.69	SAME
23	FBO Hangars	396.80	SAME
24	FBO Hangars	395.86	SAME
25	FBO Hangars	390.51	SAME
26	FBO Hangars	398.01	SAME



"The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws."

SCALE IN FEET

400 0 400 800 1200

1 INCH = 400 FEET

True Magnetic

11°7' E JULY 2022

ANNUAL RATE OF CHANGE 0°5' W MIN/YEAR

NO.	DATE	REVISION	BY	APP.
2	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
1	03/2015	ALP UPDATE AS-BUILT AND CONCEPTUAL CAJON AIR CENTER	JP	

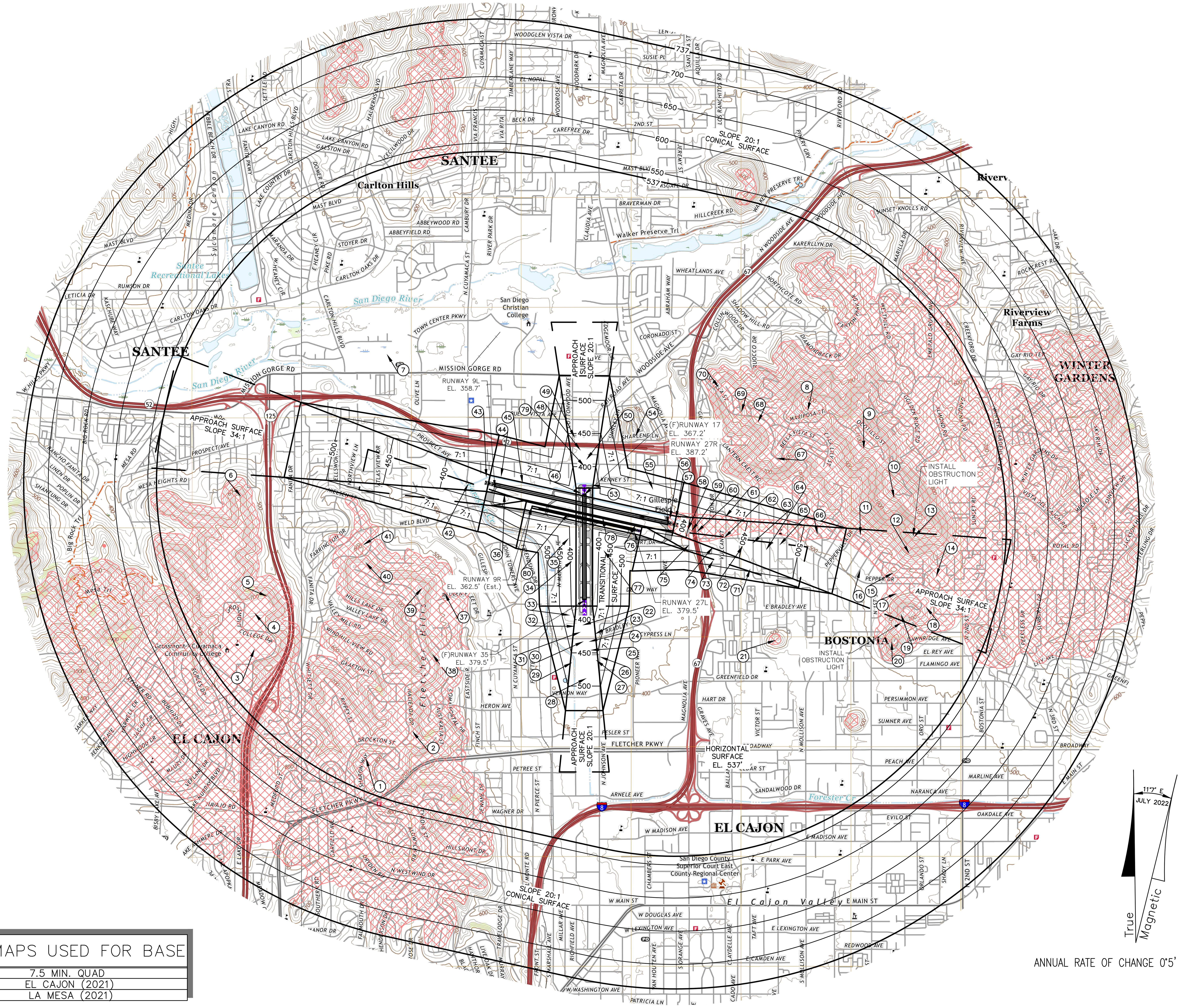
BUILDING/FACILITIES PLAN

GILLESPIE FIELD
EL CAJON, SAN DIEGO

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123-1295

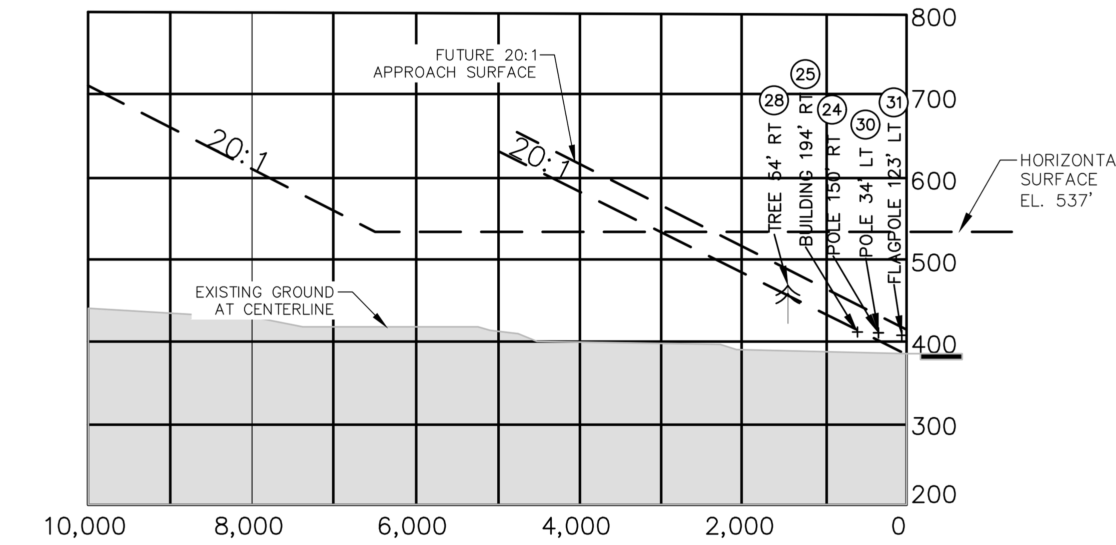
DESIGNED: B.G. | CHECKED: A.S.
DRAWN: H.P. | DATE: 02/2023

02/08/23 14:25 K:\ptc_aviation\sd county\gee alp update - heungsook\CADD\alp - 2022\sheet set\C004 - BUILDING AND FACILITIES PLAN.dwg



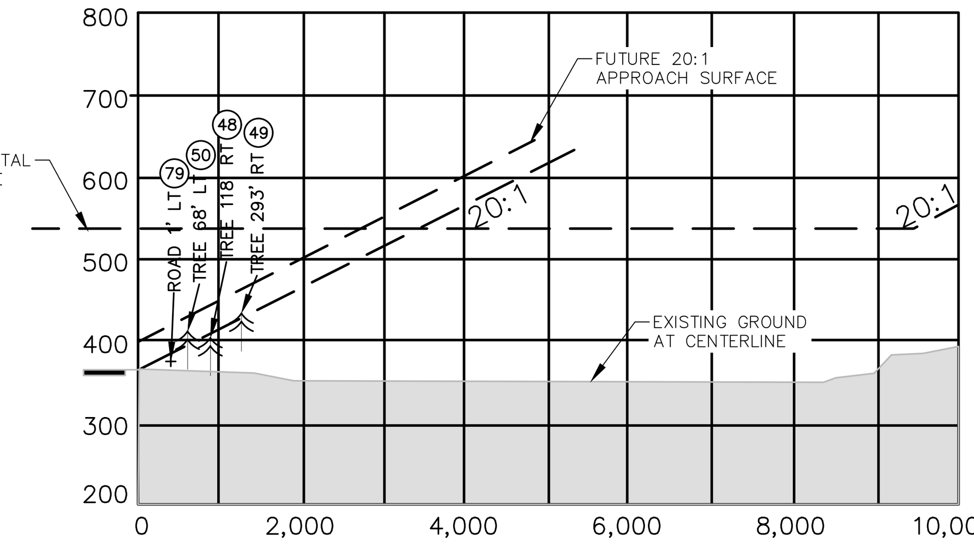
ANNUAL RATE OF CHANGE 0°5' W MIN/YEAR

USGS MAPS USED FOR BASE
7.5 MIN. QUAD
EL CAJON (2021)
LA MESA (2021)



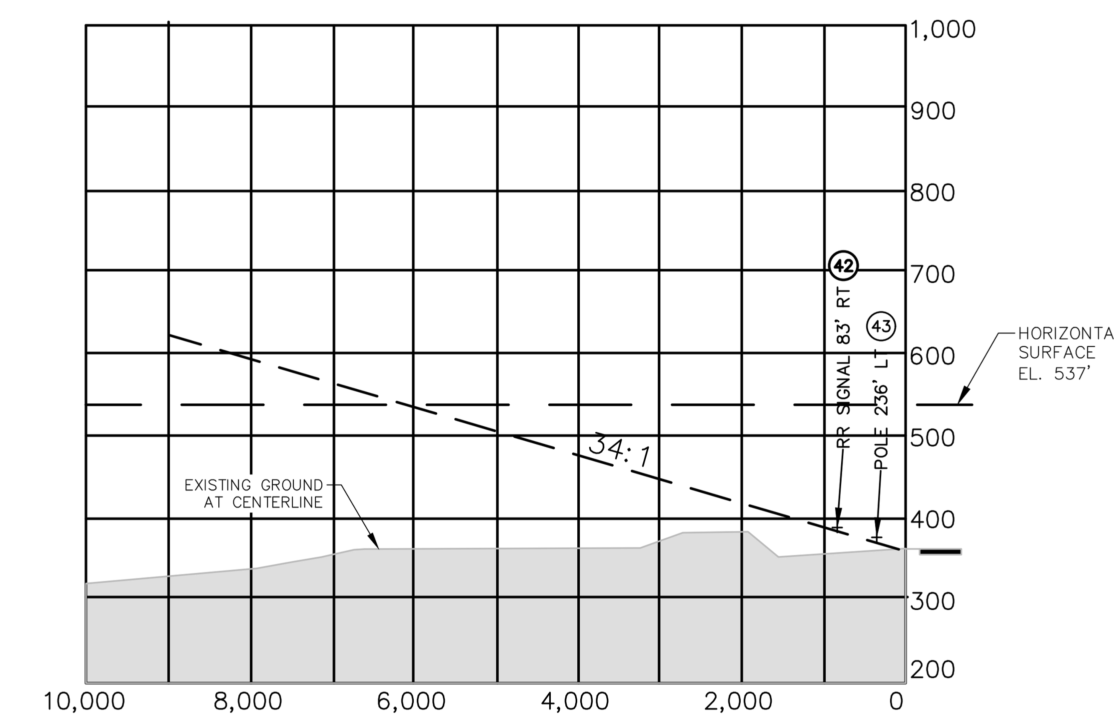
RUNWAY 35 APPROACH PROFILE

SCALE: HORIZ. 1" = 2000'
VERT. 1" = 200'



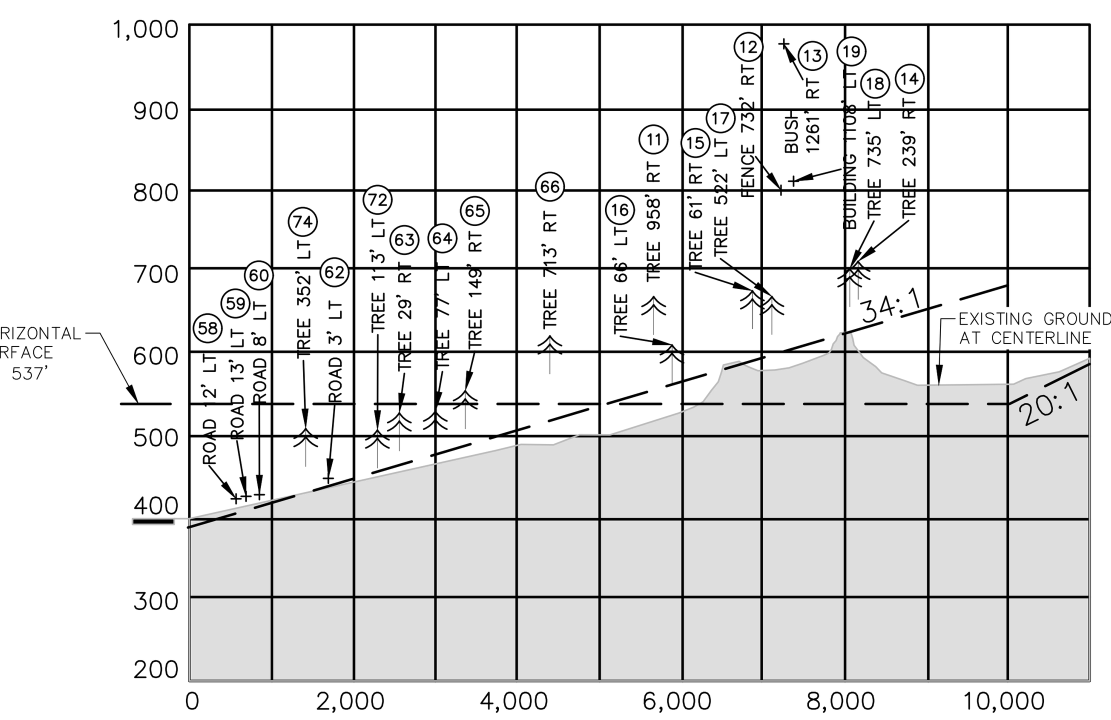
RUNWAY 17 APPROACH PROFILE

SCALE: HORIZ. 1" = 2000'
VERT. 1" = 200'



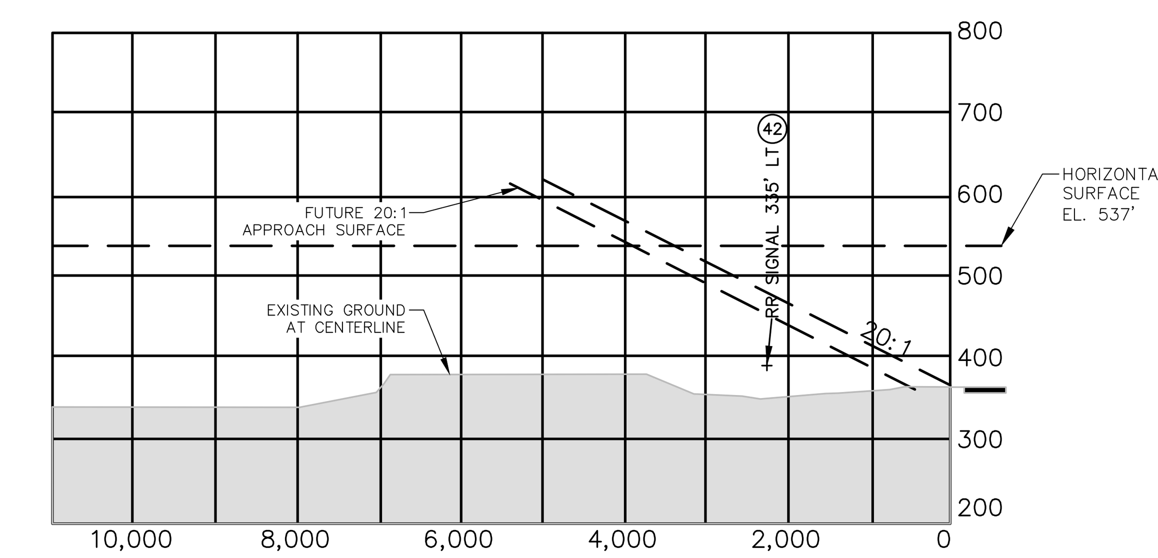
RUNWAY 9L APPROACH PROFILE

SCALE: HORIZ. 1" = 2000'
VERT. 1" = 200'



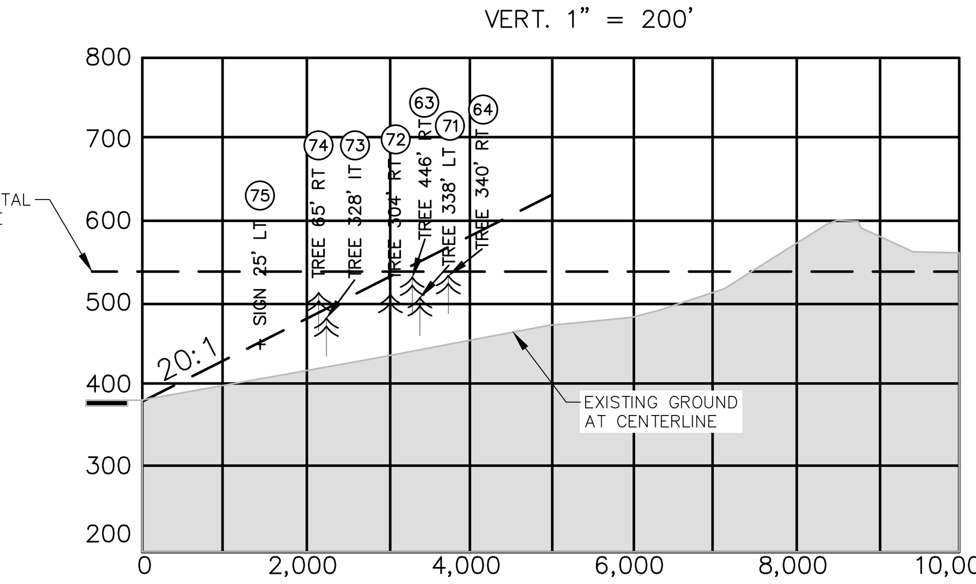
RUNWAY 27R APPROACH PROFILE

HORIZ. 1" = 2000'
VERT. 1" = 200'



RUNWAY 9R APPROACH PROFILE

SCALE: HORIZ. 1" = 2000'
VERT. 1" = 200'



RUNWAY 27L APPROACH PROFILE

SCALE: HORIZ. 1" = 2000'
SCALE: VERT. 1" = 200'

SCALE IN FEET

2000 0 2000 4000 6000

1 INCH = 2000 FEET

OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION	OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION	OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
1	TREE	898'	361'	HORIZONTAL	TO REMAIN	28	TREE	472'	−16'	APPROACH	TO REMAIN	55	ROCKET	473'	−12'	TRANSITIONAL	TO REMAIN
2	TREE	870'	333'	HORIZONTAL	TO REMAIN	29	TREE	473'	32'	TRANSITIONAL	TRIM/REMOVE	56	GROUND	395'	8'	PRIMARY	TO BE REMOVED
3	TREE	795'	258'	HORIZONTAL	TO REMAIN	30	POLE	414'	−20'	APPROACH	TO REMAIN	57	GROUND	398'	11'	PRIMARY	TO BE REMOVED
4	TREE	788'	251'	HORIZONTAL	TO REMAIN	31	FLAGPOLE	411'	−14'	APPROACH	TO REMAIN	58	ROAD	425'	26'	APPROACH	TO REMAIN
5	GROUND	745'	208'	HORIZONTAL	TO REMAIN	32	POLE	428'	38'	TRANSITIONAL	TO REMAIN	59	ROAD	428'	25'	APPROACH	TO REMAIN
6	BUSH	722'	185'	HORIZONTAL	TO REMAIN	33	WINDSOCK	411'	1'	TRANSITIONAL	TO REMAIN	60	ROAD	430'	23'	APPROACH	TO REMAIN
7	TOWER	533'	−4'	HORIZONTAL	TO REMAIN	34	HANGAR	393'	0'	TRANSITIONAL	TO REMAIN	61	TREE	519'	67'	TRANSITIONAL	TRIM/REMOVE
8	BUSH	1052'	515'	HORIZONTAL	TO REMAIN	35	ANTENNA	471	63'	TRANSITIONAL	TO REMAIN	62	ROAD	450'	18'	APPROACH	TO REMAIN
9	POLE	1172'	635'	HORIZONTAL	TO REMAIN	36	WINDSOCK	366'	9'	PRIMARY	TO REMAIN	63	TREE	530'	72'	APPROACH	TO REMAIN
10	ANTENNA	1273'	736'	HORIZONTAL	TO REMAIN	37	TREE	655'	118'	HORIZONTAL	TO REMAIN	64	TREE	532'	61'	APPROACH	TO REMAIN
11	TREE	672'	123'	APPROACH	TO REMAIN	38	TREE	783'	246'	HORIZONTAL	TO REMAIN	65	TREE	557'	75'	APPROACH	TO REMAIN
12	FENCE	802'	207'	APPROACH	TO REMAIN	39	ANTENNA	821'	287'	HORIZONTAL	TO REMAIN	66	TREE	624'	112'	APPROACH	TO REMAIN
13	BUSH	981'	385'	APPROACH	TO BE LIGHTED	40	TREE	721'	184'	HORIZONTAL	TO REMAIN	67	POLE	944'	407'	HORIZONTAL	TO REMAIN
14	TREE	715'	92'	APPROACH	TO REMAIN	41	TREE	654'	117'	HORIZONTAL	TO REMAIN	68	GROUND	877'	340'	HORIZONTAL	TO REMAIN
15	TREE	679'	94'	APPROACH	TO REMAIN	42	RR SIGNAL	390'	14'	APPROACH	TO REMAIN	69	POLE	825'	288'	HORIZONTAL	TO REMAIN
16	TREE	613'	57'	APPROACH	TO REMAIN	43	POLE	378'	27'	APPROACH	TO REMAIN	70	FENCE	690'	153'	HORIZONTAL	TO REMAIN
17	TREE	672'	80'	APPROACH	TO REMAIN	44	TREE	428'	54'	TRANSITIONAL	TRIM/REMOVE	71	TREE	505'	26'	TRANSITIONAL	TO REMAIN
18	TREE	706'	86'	APPROACH	TO REMAIN	45	BUILDING	387'	16'	TRANSITIONAL	TO REMAIN	72	TREE	509'	59'	APPROACH	TO REMAIN
19	BUILDING	813'	213'	APPROACH	TO BE LIGHTED	46	WINDSOCK	373'	8'	PRIMARY	TO REMAIN	73	TREE	480'	−1'	TRANSITIONAL	TO REMAIN
20	POLE	774'	237'	HORIZONTAL	TO REMAIN	47	TREE	435'	31'	TRANSITIONAL	TRIM/REMOVE	74	TREE	511'	87'	APPROACH	TO REMAIN
21	TREE	632'	95'	HORIZONTAL	TO REMAIN	48	TREE	408'	−49'	APPROACH	TO REMAIN	75	SIGN	448'	29'	TRANSITIONAL	TO REMAIN
22	FENCE	393'	8'	PRIMARY	TO BE REMOVED	49	TREE	438'	−41'	APPROACH	TRIM/REMOVE	76	WINDSOCK	383'	6'	PRIMARY	TO REMAIN
23	BUILDING	421'	22'	TRANSITIONAL	TO BE REMOVED	50	TREE	416'	−31'	APPROACH	TO REMAIN	77	ANTENNA	424'	1'	TRANSITIONAL	TO REMAIN
24	POLE	416'	−36'	APPROACH	TO BE LIGHTED	51	TREE	411'	45'	PRIMARY	TO BE REMOVED	78	WINDSOCK	399'	30'	PRIMARY	TO REMAIN
25	BUILDING	415'	−22'	APPROACH	TO REMAIN	52	TREE	431'	60'	APPROACH	TO BE REMOVED	79	ROAD	379'	−39'	APPROACH	TO REMAIN
26	TREE	470'	23'	TRANSITIONAL	TRIM/REMOVE	53	BUILDING	388'	22'	PRIMARY	ACQUIRE & REMOVE	80	ANEMOMETER	391'	26'	TRANSITIONAL	TO REMAIN
27	TREE	465'	30'	TRANSITIONAL	TRIM/REMOVE	54	TREE	622'	85'	HORIZONTAL	TO REMAIN						

NOTES:

1. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
2. OBSTACLE DATA BASED ON OC 5402 – EDITION 8. SURVEY MARCH 1997. NATIONAL GEODETIC SURVEY.
3. GROUND PROFILE REPRESENTS TERRAIN ON THE EXTENDED CENTERLINE.
4. OBSTACLES SHOWN IN PROFILES ARE WITHIN THE APPROACH SURFACE. SEE SHEET 6 FOR CLOSE–IN OBSTRUCTIONS.
5. NEGATIVE ELEVATIONS IN THE OBSTRUCTION IDENTIFICATION TABLE REPRESENT DISTANCE CLEAR TO SPECIFIED SURFACE.
6. PENETRATION VALUES WITHIN THE OBSTRUCTION IDENTIFICATION TABLE REPRESENTS THE ULTIMATE CONDITION FOR OBSTACLES WITHIN THE RUNWAY 17/35 APPROACH SURFACES.

SURFACE ELEVATION

SURFACE	ELEV.
END OF RUNWAY 9L	358.7'
END OF RUNWAY 27R	387.2'
END OF RUNWAY 9R	362.5' (Est.)
END OF RUNWAY 27L	379.5'
END OF RUNWAY 17	366.1'
END OF RUNWAY 35	384.8'
HORIZONTAL SURFACE	537'
CONICAL SURFACE (UPPER LIMIT)	737'
APPROACH SURFACE (9L)–UPPER LIMIT	608.7'
APPROACH SURFACE (27R)–UPPER LIMIT	681.3'
APPROACH SURFACE (9R)–UPPER LIMIT	612.5'
APPROACH SURFACE (27L)–UPPER LIMIT	629.5'
APPROACH SURFACE (17)–UPPER LIMIT	616.1'
APPROACH SURFACE (35)–UPPER LIMIT	634.8

LEGEND:
GROUND PENETRATION

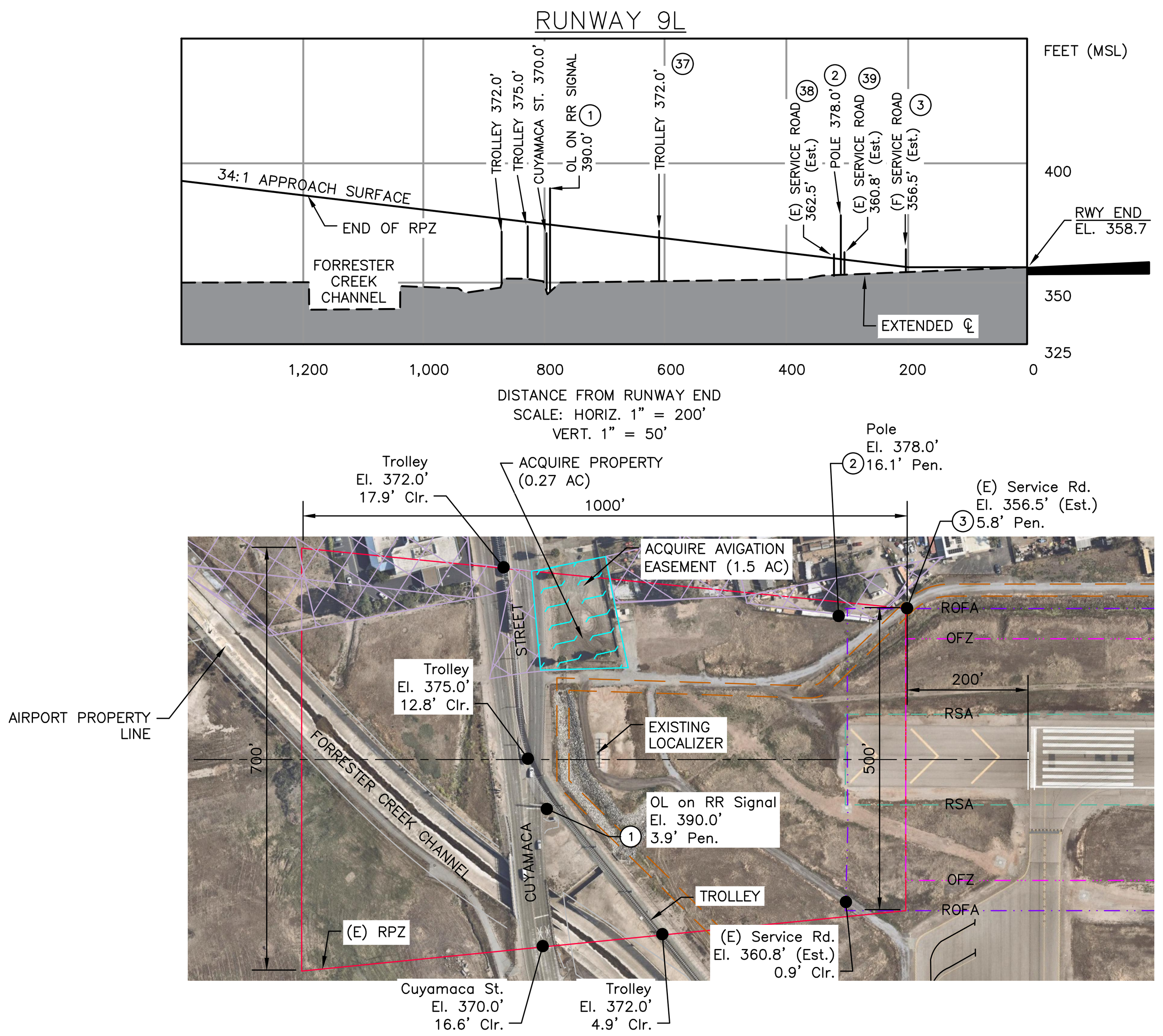
NO.	DATE	REVISION	BY	APP.
7				
6				
5				
4				
3				
2	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
1	01/2014	ALP UPDATE	JP	

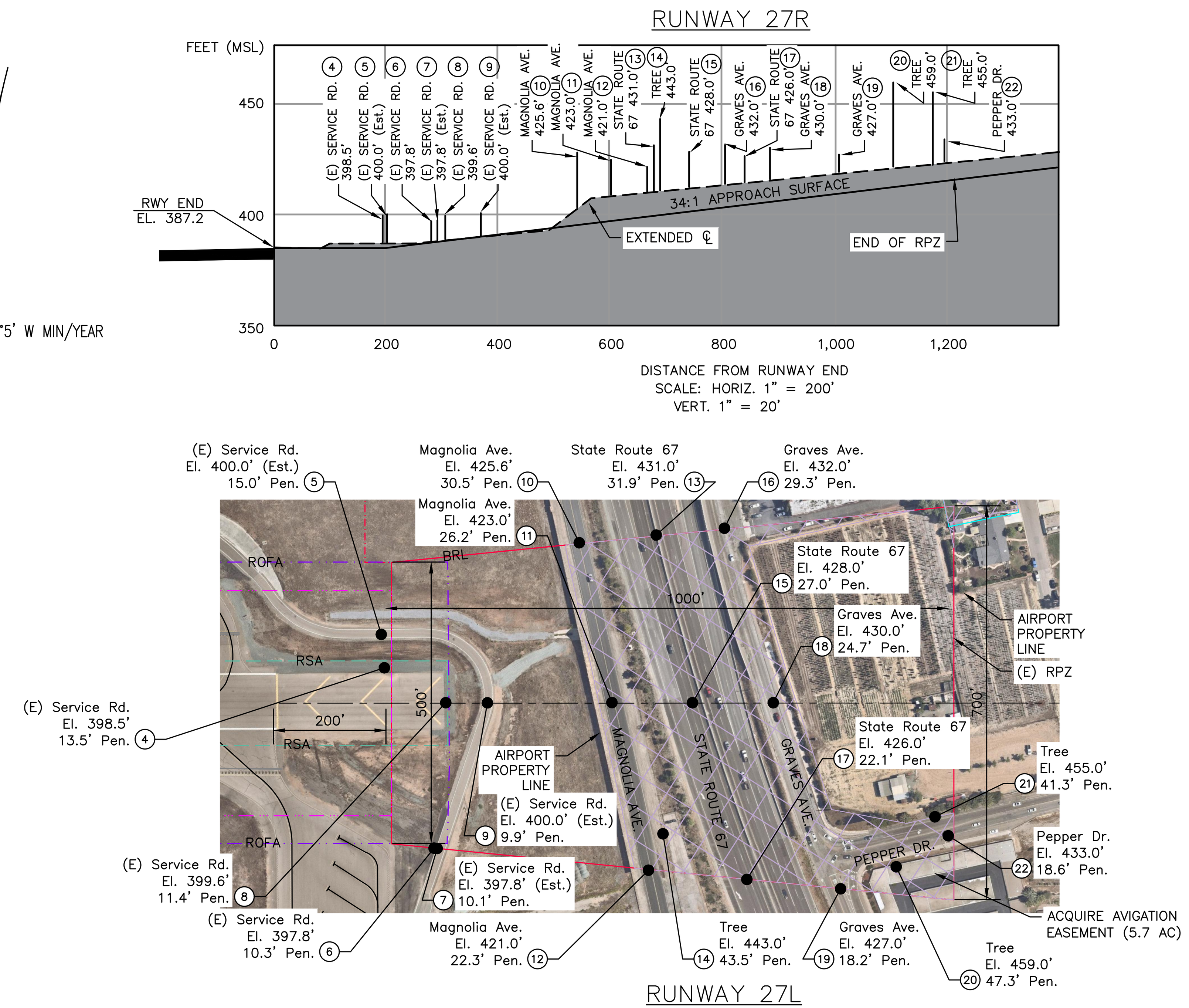
AIRPORT AIRSPACE PLAN

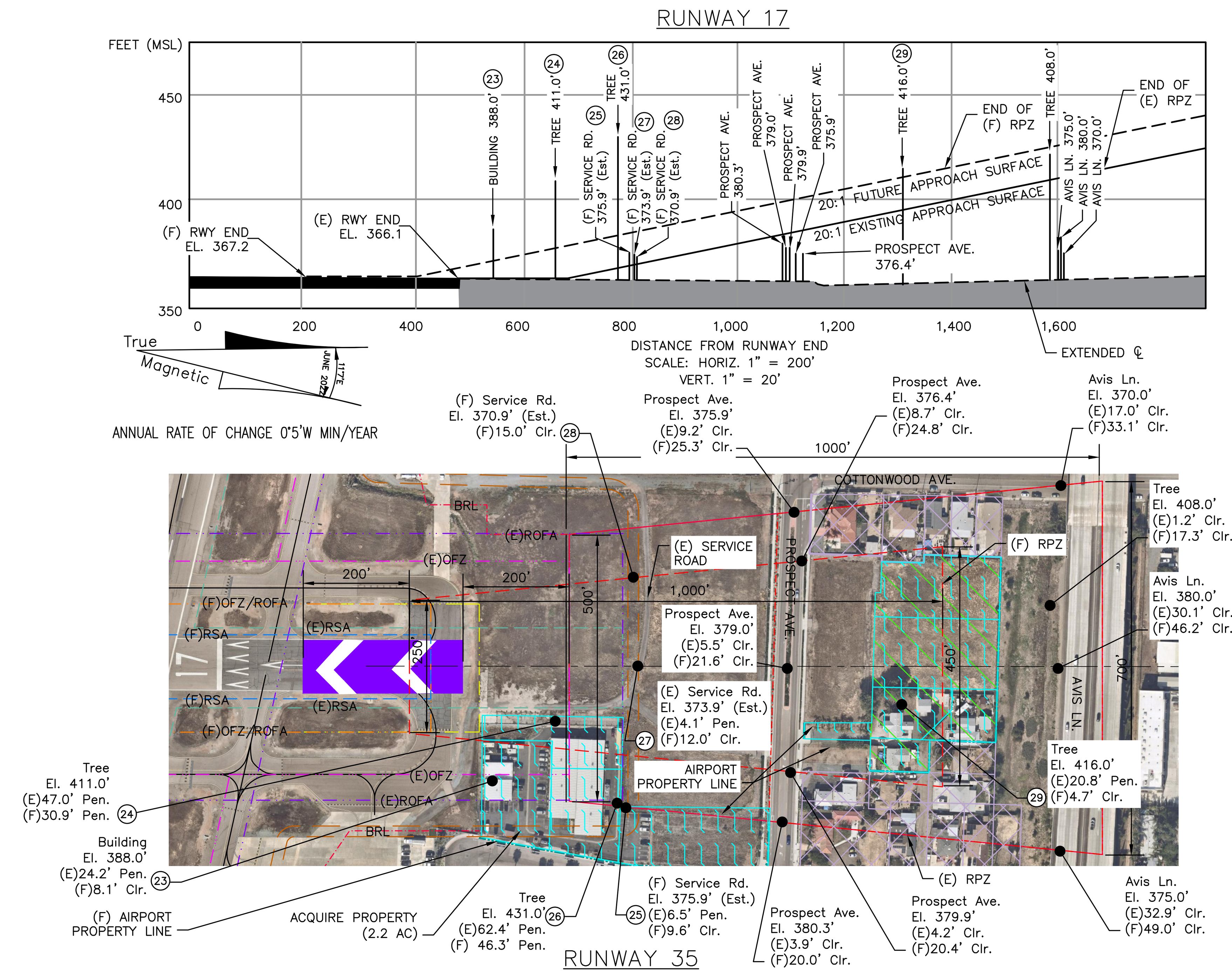
GILLESPIE FIELD
EL CAJON, SAN DIEGO

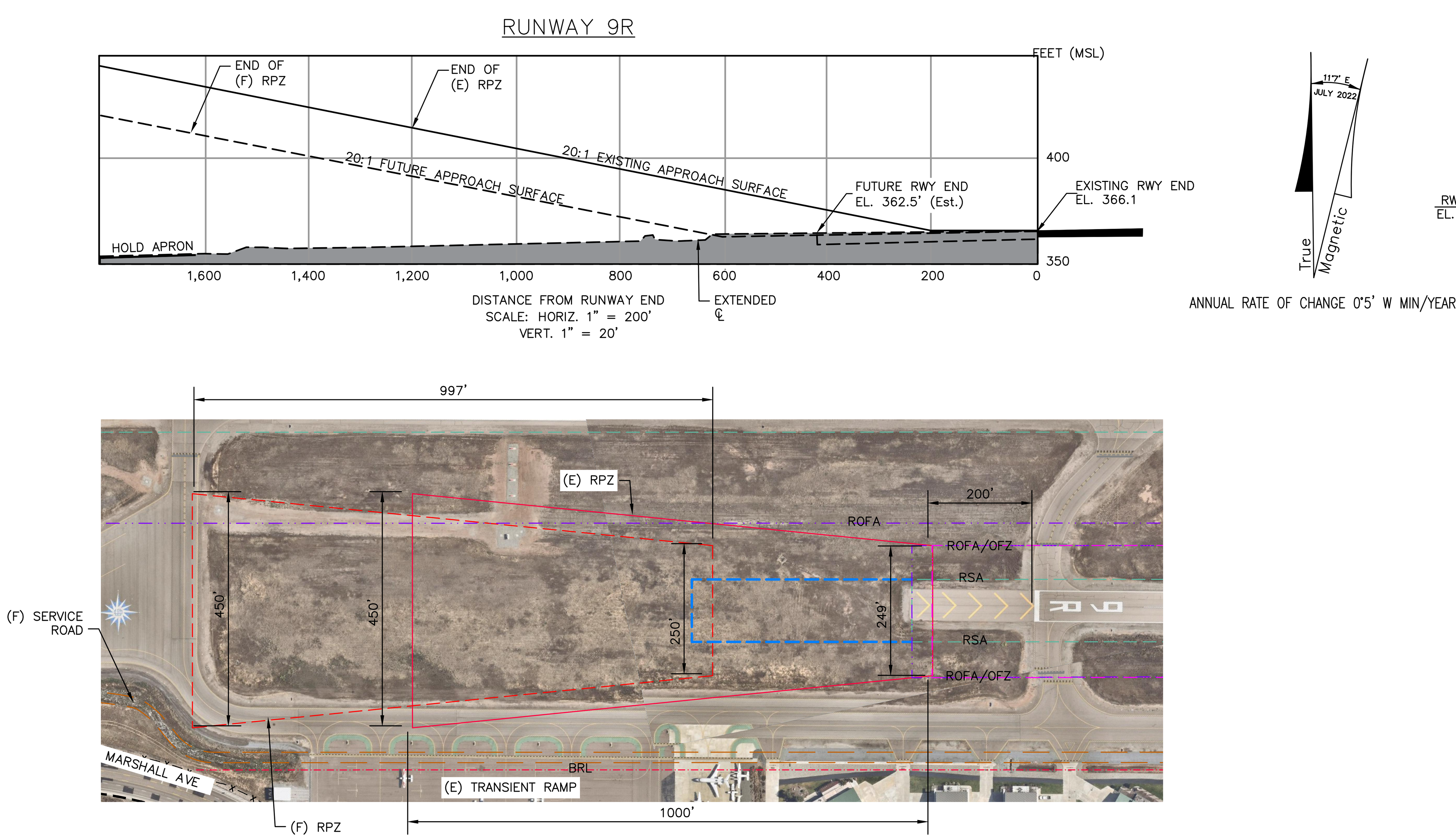
COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123–1295

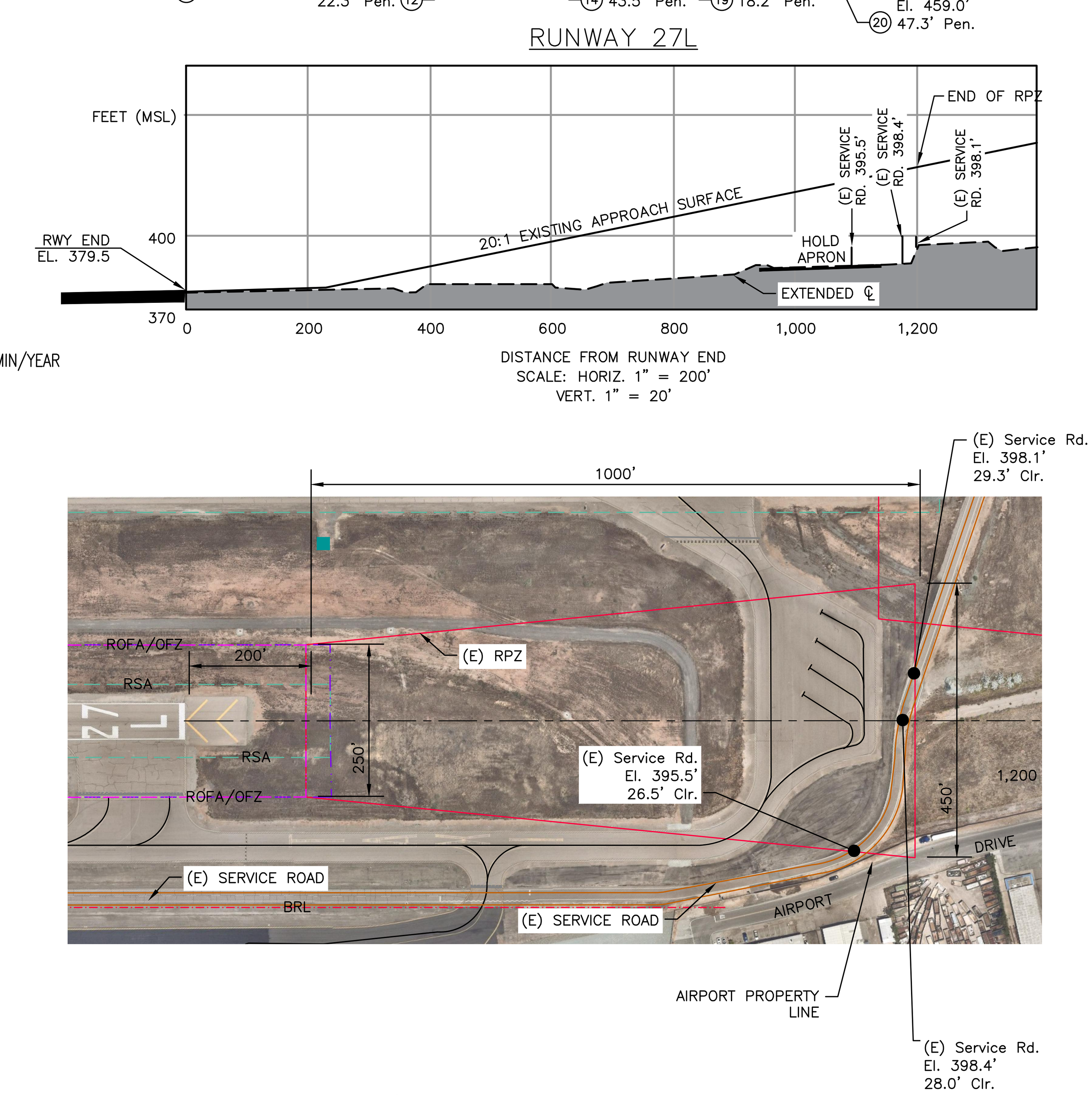
DESIGNED: B.G.	CHECKED: A.S.	SHEET 5 OF 7
DRAWN: H.P.	DATE: 02/2023	

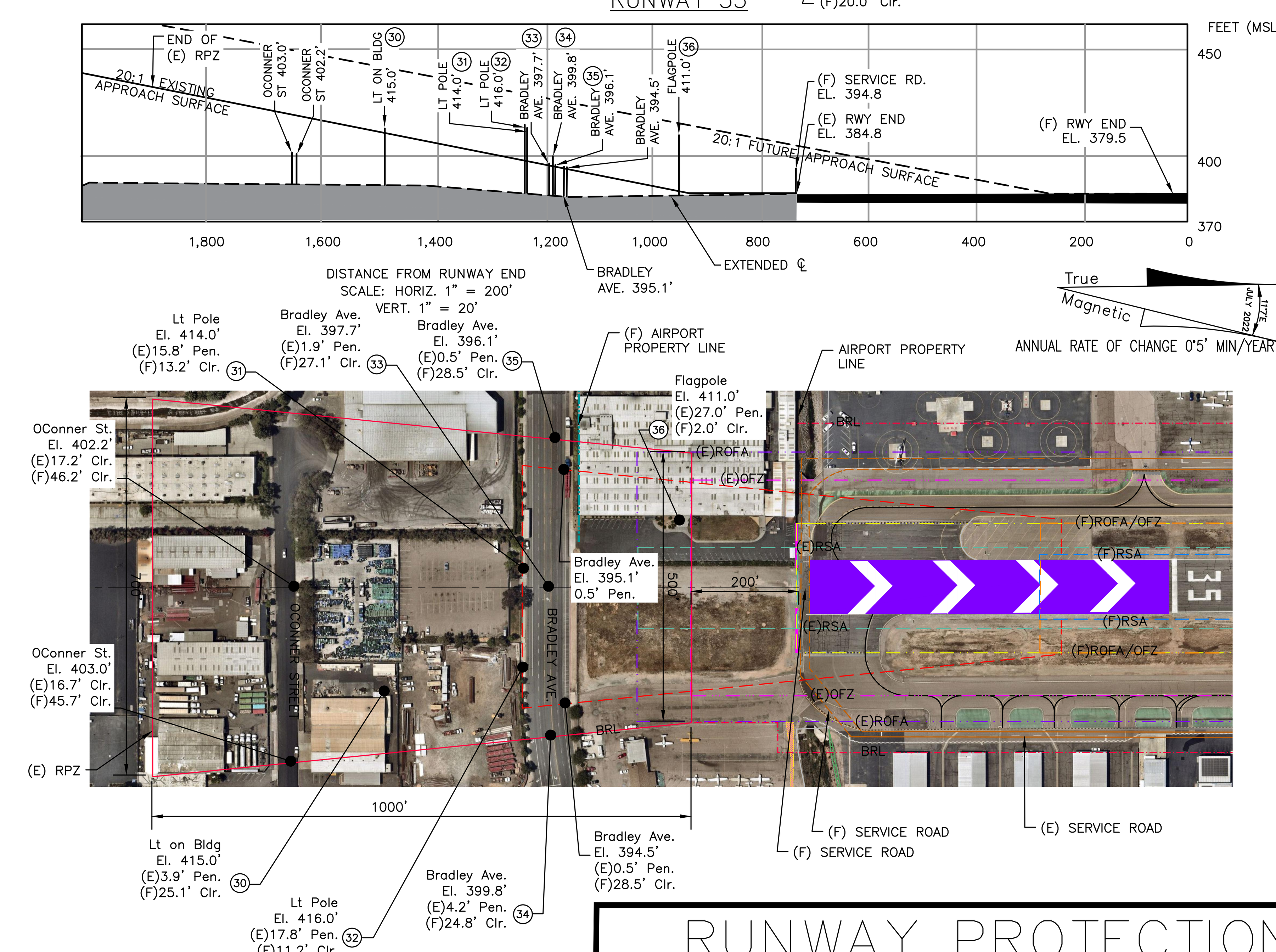












OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	(E)PENETR.	(F)PENETR.	PROPOSED ACTION	OBS. No.	DESCRIPTION	ELEV.	(E)PENETR.	(F)PENETR.	PROPOSED ACTION
1	OL ON RR SIGNAL	390.0'	21.9'	SAME	TO REMAIN	20	TREE	459.0'	47.3'	N/A	TO BE REMOVED
2	POLE	378.0'	34.1'	SAME	TO REMAIN	21	TREE	455'	41.3'	N/A	TO BE REMOVED
3	(F) SERVICE RD.	356.5'*	6.2'	SAME	TOWER CONTROLLED	22	PEPPER AVE.	433.0'	18.6'	SAME	TO REMAIN
4	(E) SERVICE RD.	398.5'	13.5'	N/A	TO BE RELOCATED	23	BUILDING	388.0'	24.2'	−8.1'	ACQUIRE & REMOVE
5	(F) SERVICE RD.	400.0'*	15.0'	SAME	TOWER CONTROLLED	24	TREE	411.0'	47.0'	30.9'	TO BE REMOVED
6	(E) SERVICE RD.	397.8'	10.3'	N/A	TO BE RELOCATED	25	(F) SERVICE RD.	375.9'*	6.5'	−9.6'	TOWER CONTROLLED
7	(F) SERVICE RD.	397.8'*	10.1'	SAME	TOWER CONTROLLED	26	TREE	431.0'	62.4'	46.3'	TO BE REMOVED
8	(E) SERVICE RD.	398.5'	13.5'	N/A	TO BE RELOCATED	27	(F) SERVICE RD.	373.9'*	4.1'	−12.0'	TOWER CONTROLLED
9	(F) SERVICE RD.	400.0'*	9.9'	SAME	TOWER CONTROLLED	28	(F) SERVICE RD.	370.9'*	N/A	−15.0'	TOWER CONTROLLED
10	MAGNOLIA AVE.	425.6'	30.5'	SAME	TO REMAIN	29	TREE	416.0'	20.8'	−4.7'	TO BE REMOVED
11	MAGNOLIA AVE.	423.0'	26.2'	SAME	TO REMAIN	30	LT ON BLDG	415.0'	3.9'	−25.1'	TO REMAIN
12	MAGNOLIA AVE.	421.0'	22.3'	SAME	TO REMAIN	31	LT POLE	414.0'	15.8'	−13.2'	TO REMAIN
13	STATE ROUTE 67	431.0'	31.9'	SAME	TO REMAIN	32	LT POLE	416.0'	17.8'	−11.2'	TO BE LIGHTED
14	TREE	443.0'	43.5'	N/A	TO BE REMOVED	33	BRADLEY AVE.	397.7'	1.9'	−27.1'	TO REMAIN
15	STATE ROUTE 67	428.0'	27.0'	SAME	TO REMAIN	34	BRADLEY AVE.	399.8'	4.2'	−24.8'	TO REMAIN
16	GRAVES AVE.	432.0'	29.3'	SAME	TO REMAIN	35	BRADLEY AVE.	3961'	0.5'	−28.5'	TO REMAIN
17	STATE ROUTE 67	426.0'	22.1'	SAME	TO REMAIN	36	FLAGPOLE	411.0'	4.4'	−2.0'	TO BE REMOVED
18	GRAVES AVE.	430.0'	24.7'	SAME	TO REMAIN	37	TROLLEY	372.0'	2.8'	SAME	TO REMAIN
19	GRAVES AVE.	427.0'	18.2'	SAME	TO REMAIN	38	(E) SERVICE RD.	362.5'	2.2'	SAME	TO REMAIN
* Elevations are estimated.						39	(E) SERVICE RD.	360.8'	2.7'	SAME	TO REMAIN

ABBREVIATIONS:

AVE.	Avenue
BLDG	Building
C	Centerline
CLR.	Clear
DR.	Drive
(E)	Existing
EL	Elevation
EST.	Estimate
(F)	Future
LT.	Light
OL	Obstruction Light
PEN.	Penetration
RD.	Road
RR	Railroad
ST.	Street

NOTES:

1. Elevations in feet above Mean Sea Level (MSL).
2. Obstacle data based on OC 5402 – Edition 8. Survey March 1997. National Geodetic Survey.
3. Profile views reflect extended runway center lines.

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

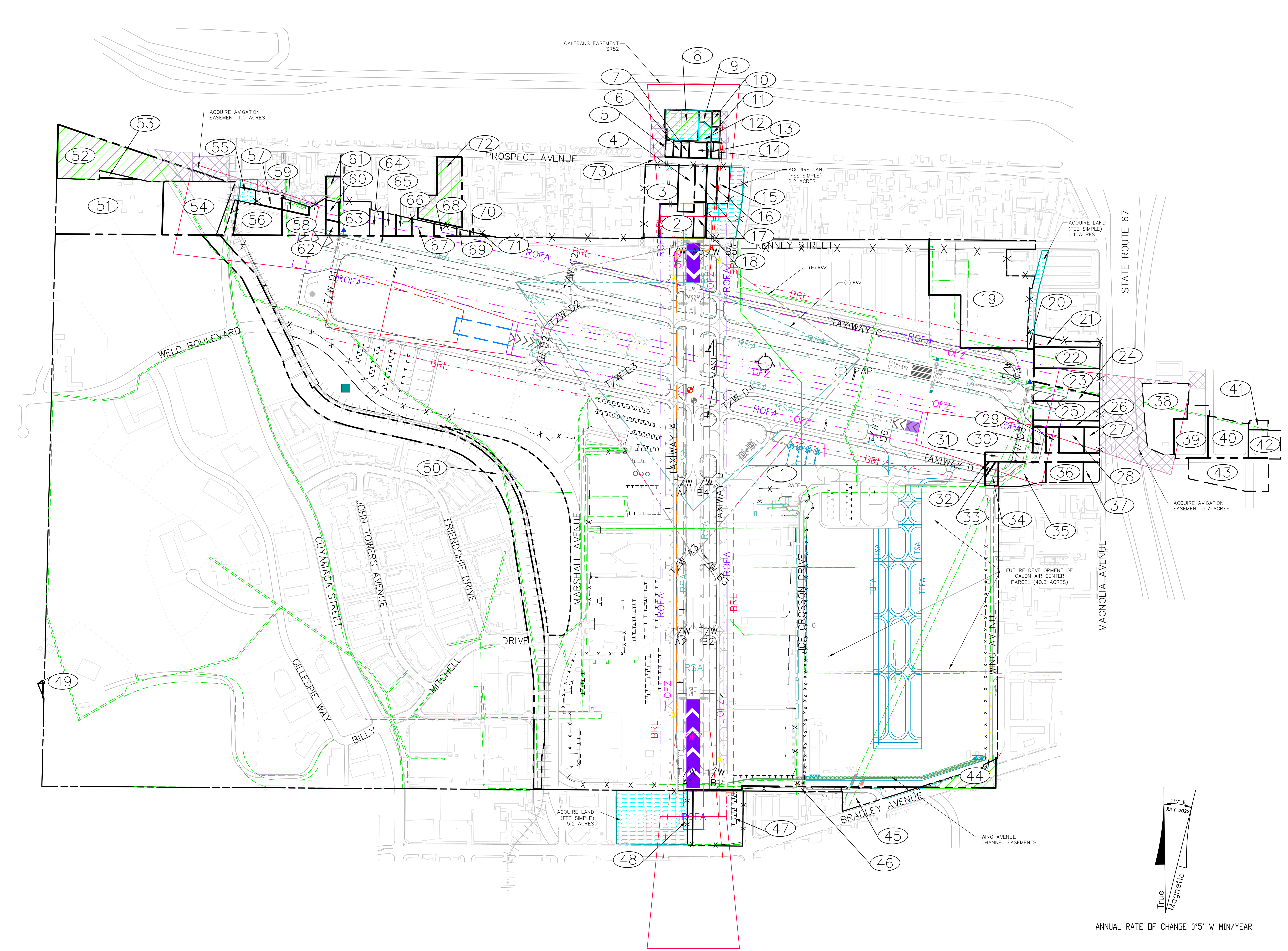
NO.	DATE	REVISION	BY	APP.
7				
6				
5				
4				
3				
2	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
1	01/2014	ALP UPDATE – REMOVED 4, 7, 8, 24, AND 26	JP	

RUNWAY PROTECTION ZONE PLAN

GILLESPIE FIELD
EL CAJON, SAN DIEGO

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123–1295

DESIGNED: B.G. | CHECKED: A.S.
DRAWN: H.P. | DATE: 02/2023



TRACT	TYPE OF INTEREST	BOOK	PAGE	DOC. #	ACREAGE	DATE	COMMENTS
1	FEE	4888	301		671.940	06/11/53	
	FEE	5675	487			06/10/55	RE-RECORDED
2	FEE			73-185853	1.350	07/05/73	
3	FEE			73-308046	2.590	11/02/73	
4	FEE			74-240707	1.020	09/05/79	
5	FEE			77-443741	0.210	10/27/77	
6	FEE			77-490260	0.170	11/29/77	
7	FEE			78-098829	0.170	03/14/78	
8	ESMT			81-199573	1.340		APPROACH SURFACE ESMT
9	ESMT			77-400602	0.230	09/29/77	APPROACH SURFACE ESMT
10	ESMT			77-530431	0.170	12/23/77	APPROACH SURFACE ESMT
11	ESMT			77-400603	0.160	09/29/77	APPROACH SURFACE ESMT
12	ESMT			77-516847	0.310	12/14/77	APPROACH SURFACE ESMT
13	FEE			77-471183	0.170	11/15/77	
14	FEE			77-468240	0.360	11/14/77	
15	FEE			74-266633	0.530	10/03/74	
16	FEE			76-028800	0.510	01/30/76	
17	FEE			76-030653	0.057	02/02/76	
18	ESMT			73-0019B1	0.550	05/26/05	AVIGATION ESMT
	FEE			78-134859		04/06/78	
19	FEE			74-117088	11.290	05/07/79	
20	FEE			74-117767	0.050	05/07/79	
21	FEE			74-117088	0.720	05/07/74	
22	FEE			65-068819	1.820	04/19/65	
23	FEE			65-074717	1.740	04/28/65	
24	FEE	6456	551		1.100	02/14/57	
25	FEE	6180	541		1.650	07/15/56	
26	FEE	6171	423		0.570	07/10/56	
27	FEE	6702	268		0.470	08/12/57	
28	FEE	6173	339		0.850	07/11/56	
29	FEE	7798	212		0.450	07/29/56	
30	FEE	6204	4		0.450	08/01/56	
31	FEE			61-138626	1.370	08/11/61	VAC
32	FEE			61-70103	0.010	04/24/61	
33	FEE			61-31336	0.100	02/21/61	
34	FEE			61-70103	0.310	04/24/61	
35	FEE			61-88020	1.400	08/22/61	
36	FEE			71-138263	0.970	06/28/71	
37	FEE			71-182001	0.370	08/16/71	
38	FEE	6306	205		3.440	10/19/56	
39	FEE	6157	9		2.140	06/26/56	
40	FEE	6994	190		2.070	03/14/58	
41	FEE	6157	9		0.240	06/27/56	
42	FEE	6469	203		1.160	02/25/57	
43	FEE	7798	215		2.950	07/29/59	
44	ESMT			76-432583	1.430		AVIGATION ESMT
45	ESMT			82-303492	1.140	10/01/82	
46	ESMT/FEE			61-127557	0.520	07/18/61	
47	FEE			73-186911	3.560	07/06/73	FLOYD SMITH DRIVE (DEDICATED)
48	FEE			76-173525	0.480	06/07/76	
49	FEE			68-22394	0.070	12/31/68	
50	FEE			79-451653	13.290	10/26/79	
51	FEE	6403	225		7.860	01/03/57	
52	ESMT			66-176211	5.600	11/04/60	AVIGATION ESMT
						06/24/66	AVIGATION ESMT
				66-176212		11/04/66	AVIGATION ESMT
53	FEE	6343	507		0.300	11/15/56	
54	FEE	6433	52		4.430	01/25/57	
55	ESMT			66-76296	0.270	05/06/66	AVIGATION ESMT TO BE AQUIRED IN FEE
56	FEE	6346	221		1.870	11/16/56	
57	FEE			63-212968	0.530	02/20/64	
						07/14/66	AVIGATION ESMT
				74-296024		11/07/74	AVIGATION ESMT
58	FEE	6249	294		1.570	09/07/56	
59	FEE			63-156147	0.380	08/30/63	
60	FEE			64-032086	0.350	02/20/64	
61	ESMT			73-272684	0.420		AVIGATION ESMT
62	FEE	6475	513		0.260	02/28/57	
63	FEE			63-163493	1.620	09/13/63	
64	FEE			64-032086	0.450	02/20/64	
65	FEE			63-163491	0.400	09/13/63	
66	FEE			63-156280	0.410	08/30/63	
67	FEE			63-156147	0.460	08/30/63	
68	FEE			63-196042	0.320	10/31/63	
69	FEE			64-032086	0.120	02/20/64	
70	FEE			64-032085	0.070	02/20/64	
71	FEE			64-096933	0.020	05/20/64	
72	ESMT			90-548149	2.770	10/05/90	AVIGATION ESMT
73	ESMT			13-0533712	0.235	8/27/13	PROSPECT AV ROW ESMT

LEGEND

EXISTING PROPERTY LINE	
ULTIMATE PROPERTY LINE	
PARCEL LINES	
TRACT NUMBER	1
UTILITY EASEMENT	
EXISTING AVIGATION EASEMENT	
FUTURE AVIGATION EASEMENT	
FUTURE ACQUISITION IN FEE	

SCALE IN FEET

400 0 400 800 1200

1 INCH = 400 FEET

NOTES:

1. AIRPORT PROPERTY LINE BASED ON AN AUTOCAD FILE PROVIDED BY THE COUNTY OF REAL PROPERTY.
2. PARCEL BOUNDARY LINES WERE ESTABLISHED FROM: GILLESPIE FIELD PROPERTY ACQUISITIONS, PROPERTY RECORD DRAWING, DATED 6-27-83, WHICH WAS OBTAINED FROM THE COUNTY DEPARTMENT OF REAL PROPERTY.
3. ACREAGES OF PARCELS ARE CALCULATED IN AUTOCAD.

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	REVISION	BY	APP.
7				
6				
5				
4				
3				
2	02/2023	ALP UPDATE RUNWAY 17/35 RECLASSIFICATION	HP	
1	03/2015	ADD TRACT 72 AND 73	JP	

EXHIBIT A

GILLESPIE FIELD
EL CAJON, SAN DIEGO

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5500 OVERLAND AVENUE, SAN DIEGO CA 92123-1295

DESIGNED: B.G.	CHECKED: A.S.	SHEET 7 OF 7
DRAWN: H.P.	DATE: 02/2023	