



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

July 22, 2016

Mr. Marc Baskel
Airport Manager
Gillespie Field Airport
1960 Joe Crosson Dr.
El Cajon, CA 92020

Gillespie Field Airport, El Cajon, CA
Request for Permanent Change in Traffic Pattern
Airspace Case No. 2016-AWP-1283-NRA

Dear Mr. Baskel:

The Federal Aviation Administration (FAA) has completed an airspace study review on your submitted proposal, on FAA Form 7480-1, *Notice of Landing Area Proposal*, dated May 19, 2016 for a permanent change to the existing traffic pattern for Runway 9R/27L. The request is for a permanent change in the traffic pattern altitude (TPA) from 1,188 MSL (800 AGL) to 1,388 MSL (1,000 AGL).

This determination was made with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns, the effects it would have on the existing airspace structure and projected programs of the FAA, and the effects that existing or proposed manmade objects and natural objects within the affected area would have on the airport proposal.

Our analysis has determined that establishment of the proposed traffic pattern adjustment will not adversely affect the safe and efficient use of the existing navigable airspace by aircraft; therefore, your request is hereby approved.

This case study has been coordinated with our Air Traffic Organization's (ATO) Flight Procedures office as well as Flight Standards and our Obstruction Evaluation Services Team. **Please have this change published within the Airport Facility Directory (AFD) for Gillespie Field Airport.** The completion of this case now formalizes an adjustment for the traffic pattern air traffic altitude change at Gillespie Field Airport.

If we can be of any further assistance to you in regards to this matter or should you have any questions, I may be contacted at 310-725-3648.

Sincerely,

Tim Hester
Airport Planner



Federal Aviation Administration

« OE/AAA

Case Data Part 77 Analysis Generate Letters Documents Corresp Archive Create Div Response Div Responses

ASN: 2016-AWP-1283-NRA

Prior Study: 2008-AWP-158-NRA

Description: The County of San Diego has submitted a 7480 to raise the 9R/27L traffic pattern altitude from 1188 MSL (800 AGL) to 1388 MSL (1000 AGL) at Gillespie Field. 7480 and associated documents providing some background information are attached.

City, State: SAN DIEGO/EL CAJON, CA
Latitude: 32-49-36.05N NAD 83
Longitude: 116-58-20.98W

Proposed
SE: 387 Ft
AGL: 0 Ft
AMSL: 387 Ft

Click on the division icon for response details

SBG Not Sent <input type="checkbox"/> Request	FP No IFR Effect <input type="checkbox"/> Unlock	FS No Objection <input type="checkbox"/> Unlock	USAF Auto Screen <input type="checkbox"/> Unlock	AP No Objection <input type="checkbox"/> Unlock	Tech Ops No Objection <input type="checkbox"/> Unlock	USN No Objection <input type="checkbox"/> Unlock	USA Auto Screen <input type="checkbox"/> Unlock	FM Auto Screen <input type="checkbox"/> Unlock	AT-OEG No Objection <input type="checkbox"/> Unlock	DHS Auto Screen <input type="checkbox"/> Unlock	AP(139) Auto Screen <input type="checkbox"/> Unlock	AT-OSG No Objection with Provision <input type="checkbox"/> Unlock
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AP Sponsor Not Sent <input type="checkbox"/> Request	FSDO Not Sent <input type="checkbox"/> Request	SMO Not Sent <input type="checkbox"/> Request	CASFO Not Sent <input type="checkbox"/> Request	Other Not Sent <input type="checkbox"/> Request
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Submit Form

Division	Requested By	Requested Date	Responded By	Responded Date	Response Type	Response	Duration (Days)
AT - ATCT/Facilities	Mark Griffin	05/26/2016	Tom Hayes (619) 448-1449	05/26/2016	No Objection with Provision	Air Traffic concurs with raising the traffic pattern altitude 200 additional feet; however, we do not want the County's published "footprint" of the traffic pattern to change.	0
AT-OSG	SYSTEM OEAAA	05/25/2016	Mark Griffin (425) 203-4518	06/06/2016	No Objection with Provision	Concur with ATCT	6
Air Force	SYSTEM OEAAA	05/25/2016	SYSTEM OEAAA 202-580-7500	05/25/2016	Auto Screen	No Conflict with USAF Conflux Program	0
Air Traffic Obstruction Evaluation Group	SYSTEM OEAAA	05/25/2016	Karen McDonald (310) 725-6557	07/21/2016	No Objection		39
Airports	SYSTEM OEAAA	05/25/2016	Tim Hester (310) 725-3648	07/22/2016	No Objection		40
Airports Part 139 Inspectors	SYSTEM OEAAA	05/25/2016	SYSTEM OEAAA 202-580-7500	05/25/2016	Auto Screen	Autoscreened for AP(139) - Not ALP or CSPP Proposal	0
Army	SYSTEM OEAAA	05/25/2016	SYSTEM OEAAA 202-580-7500	05/25/2016	Auto Screen	No Conflict with USA Conflux Program	0
Department of Homeland Security	SYSTEM OEAAA	05/25/2016	SYSTEM OEAAA 202-580-7500	05/25/2016	Auto Screen	No conflict with DHS radar or airport obstruction screening	0
Flight Procedures	SYSTEM OEAAA	05/25/2016	George Reese (425) 917-6749	06/06/2016	No IFR Effect		6
Flight Standards	SYSTEM OEAAA	05/25/2016	Dave Butterfield (858) 537-5863	06/17/2016	No Objection		16
Frequency Management	SYSTEM OEAAA	05/25/2016	SYSTEM OEAAA 202-580-7500	05/25/2016	Auto Screen	Autoscreened for FM- No frequencies	0
Navy	SYSTEM OEAAA	05/25/2016	Jason Anton (425) 227-2665	05/31/2016	No Objection		2
Tech Ops	SYSTEM OEAAA	05/25/2016	Terry Hersom (425) 227-1176	06/09/2016	No Objection		10

Case Popups: Saved Map Part 77 Summary Case Data Quick View Div Resp Design Surfaces Report Nearest Airport Circle Search Record 6 of 6

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