

CLERK OF THE BOARD OF SUPERVISORS
EXHIBIT/DOCUMENT LOG

MEETING DATE & AGENDA NO. 1/28/2026 #02

STAFF DOCUMENTS (Numerical)

No.	Presented by:	Description:
1.		
2.		
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PUBLIC DOCUMENTS (Alphabetical)

No.	Presented by:	Description:
A.	Robert Germann	2- page document
B.		
C.		
D.		



Federal Aviation Administration

Memorandum

Date: April 4, 2025

To: Office of Airports Regional Directors, AXX-600s
Regional Airport Planning and Programming, AXX-610s
Airports District Office Managers, XXX-ADOs

DANIELLE J
RINSLER

Digitally signed by DANIELLE
J RINSLER
Date: 2025.04.04 12:10:21
-04'00'

From: Danielle J. Rinsler, Director, Airport Planning and Programming, APP-1

Subject: Reauthorization Program Guidance Letter (R-PGL) 25-01: Runway Projects

This Reauthorization Program Guidance Letter (R-PGL) 25-01 explains and implements provisions in the FAA Reauthorization Act of 2024 (the 2024 Act) (P.L. 118-63) impacting eligibility related to certain runway projects. This R-PGL is directed to Office of Airport's staff for the purpose of helping them implement statutory changes. This R-PGL is not legally binding in its own right and will not be relied upon by the FAA as a separate basis for affirmative enforcement action or other administrative penalty. The FAA will update FAA Order 5100.38D, Change 1, *Airport Improvement Program (AIP) Handbook*, to reflect these statutory changes to runway project eligibility.

Please be advised that unless expressly noted below, Infrastructure Investment and Jobs Act (IIJA) eligibility is generally broader than and more inclusive than AIP eligibility. All other applicable Federal statutes, regulations, Executive Orders, policy, and guidance apply unless expressly provided for otherwise in this R-PGL. For all planning and programming purposes, including System of Airports Reporting (SOAR) actions, refer to the latest Regional Implementation Guidance (RIG).

This R-PGL addresses the following specific provisions:

Bill Section	Topic	49 USC Section(s) Impacted
702(2)(A)	Non-Hub Secondary Runways	§ 47102(3)(A)
702(2)(G)	Legacy Crosswind Runways	§ 47102(3)
726(a)	GA Runway Extension Pilot Program	§ 47146
752	Prohibition on Certain Runway Length Requirements at Airports Co-Located with USAF or ANG Facilities	Does not amend existing statute

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Source:

https://www.faa.gov/airports/aip/guidance_letters/R-PGL-25-01-Runway-Projects

SHORTENING THE ONLY INSTRUMENT APPROACH RUNWAY AT GILLESPIE FIELD

THIS RUNWAY WAS INSTRUMENTAL IN THE AIR AMBULANCE JET CRASH IN DECEMBER 2021

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Date: **Monday 27 December 2021**
Time: **20:14 LT**

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 Post



Type: [Learjet 35A](#)
Owner/operator: Aeromedevac Air Ambulance
Registration: N880Z
MSN: 591
Year of manufacture: 1985
Total airframe hrs: 13582 hours
Engine model: Honeywell TFE731-2-2B
Fatalities: 4 / Occupants: 4
Other fatalities: 0
Aircraft damage: Destroyed, written off
Category: Accident
Location: El Cajon, San Diego -  [United States of America](#)
Phase: Approach
Nature: Ferry/positioning
Departure airport: Santa Ana-John Wayne International Airport, CA (SNA/KSNA)
Destination airport: El Cajon, CA
Investigating agency: NTSB
Confidence Rating:  Accident investigation report completed and information captured

Narrative:

A Learjet 35A crashed in a residential area, killing all on board. The aircraft was completing the turn for the final approach to runway 27R at San Diego-Gillespie Field, California. It struck Pepper Drive in a residential area of El Cajon, San Diego, 2,6 km east of the runway threshold and burst into flames.

Source:

<https://aviation-safety.net/wikibase/318887>