

**CLERK OF THE BOARD OF SUPERVISORS
EXHIBIT/DOCUMENT LOG**

MEETING DATE & AGENDA NO. 12/10/2025 #06

STAFF DOCUMENTS (Numerical)

No.	Presented by:	Description:
1.		
2.		
3.		
4.		

PUBLIC DOCUMENTS (Alphabetical)

No.	Presented by:	Description:
A.	Robert German	4-page document
B.	Dorothea Flanigan	5 photos
C.		
D.		

OFFICIAL RECORD
Clerk of the Board of Supervisors
County of San Diego

Exhibit No. A

Meeting Date: 12/10/2025 Agenda No. 06

Presented by: Robert Germann



**Federal Aviation
Administration**

Airports Safety &
Standards and
System Operations
Services



November 11, 2025

Distribution

Dear General Aviation Community:

A based aircraft, as defined on the [National Based Aircraft Inventory Program](#) website, is an aircraft that is operational & airworthy, which is typically based on a particular airport for a majority of the year.

A based aircraft meets the following four criteria:

- The aircraft is based at a specific airport (has an agreement with the airport for storage)
- The aircraft spends a majority of the year at a specific facility (greater than 6 months)
- The aircraft is operational (is capable of performing takeoff and landing)
- The aircraft is airworthy (has a valid/current FAA airworthiness certificate)

The requirement that an aircraft can only be counted for a single airport is believed to provide data integrity benefits that outweigh the disadvantage to some facilities, but this subject continues to be under review and it may be changed in the future. Although based aircraft counts are important, they are rarely if ever the sole criteria in decision making.

The FAA retains the right to review lists to decide which aircraft should be included in counts when important decisions hinge on a specific number of aircraft.

Note: 'Through the fence aircraft': A through-the-fence agreement allows people who own property with aircraft storage facilities near an airport to access the airport from off-airport property. Aircraft that are stored off airport but are allowed to access airfield facilities via through-the-fence should not be reported to the FAA as 'based' at the airport.

Sincerely,

Patricia Hiatt
Director (A)
Airports Safety & Standards

LaKisha A. Price
Vice President (A)
System Operations Services

Source:

20251111-FAA-Letter-Based-Aircraft-Definition.pdf

AIRPORTS

AOPA Joins Cleveland Burke Lakefront Airport Closure Battle

The city is eyeing the airport's 450 waterfront acres for redevelopment



With the city of Cleveland eyeing Burke Lakefront Airport's 450 acres of lakefront property for redevelopment, the industry is fighting to prevent its closure. © Mr. Zeman, CC BY-SA 3.0, via Wikimedia Commons

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By **CURT EPSTEIN** · Business Aviation Services Editor
November 20, 2025

Post

Opposition to the city of Cleveland's efforts to permanently shutter Burke Lakefront Airport (KBKL) is growing, with the Aircraft Owners and Pilots Association (AOPA) joining the fray as part of the Lakefront Airport Preservation Partnership (LAPP).

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Last month, Cleveland mayor Justin Bibb and Cuyahoga County executive Chris Ronayne issued a request to the federal government, asking it to relieve the city of its obligation to operate the airport, which opened in 1947.

Print

In a letter to Transportation Secretary Sean Duffy and several members of Ohio's congressional delegation, they asked for "partnership and support to begin the formal process—working with the Federal Aviation Administration (FAA) and regional stakeholders—of decommissioning Burke Lakefront Airport (BKL) and repurposing this uniquely situated, approximately 450-acre waterfront site for public access and job-creating development."

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The LAPP countered that request with a letter of its own, reminding the legislators and secretary that, according to the nearly \$20 million in airport improvement grants given by the FAA and the state of Ohio, KBKL is required to remain open until the late 2030s.

"By accepting these grants, the city has agreed to operate and maintain the airport," it stated. "Temporary politicians should not be able to ignore or undo commitments made by their predecessors, which will have negative long-term impacts."

Kyle Lewis, AOPA's Great Lakes regional manager, noted the airport remains a vital asset to northeast Ohio and the country. "Planes take off and land there more than 50,000 times each year, and the airport serves as an important link for public safety, medevac operations, Coast Guard missions and training, flight training, educational opportunities, and more."

Lewis added that many of the airports in the area are operating at near or full capacity. "In cases like this, if a public airport is going to close, the entity running that airport—in this case, the city of Cleveland—must prove to the FAA that the closure is in the public's best interest, and they must provide a plan for another local airport to absorb the traffic and infrastructure," he said. "Mayor Bibb has done none of that."

Source:

https://www.ainonline.com/aviation-news/business-aviation/2025-11-20/aopa-joins-clevelands-burke-lakefront-closure-battle?utm_campaign=AIN+Alerts&utm_medium=email&_hsenc=p2ANqtz-8w5Rhu_zTXva5fd8j-jeziX6f8zYF8iWiERPufbElef8rdSk-IAmSIOF9Pew-7FyhxUd_wEnG05pWuuf1SDFGETTMJQaCQ2U3uC-6zyzzuwPP_q8vU&_hsmi=391097690&utm_content=391097690&utm_source=hs_email&fbclid=IwY2xjawOPQhxlERuA2FbQlxMABicmlkETF3SXd3cXRYM0huT1IFa1Zlc3J0YwZhcHBfaWQQMjlyMDM5MTc4ODIwM-Dg5MgABHnk6EWF-U0BTeVyz9yKrdZehHp2yl_ObJvkbqixj0YnoAcCV-Zx2nEOJ8FdZ_aem_Gv2CcZJXbt4lix-Znq2PUQ&brid=rnd9QTX-0pHLqKngNJa5BNQ

GILLESPIE PILOTS ASSOCIATION

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

ptrombi@gillespielots.org
619-807-5178

MAY 14 2004
Gillespie Field

May 8, 2004

Noreen Crane, Airport Manager
Gillespie Field

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

Source:
GPALetter.pdf Gillies Pilot Assc.pdf

C.A.G.E. L.F.A.

**CITIZENS AGAINST GILLESPIE'S EXPANSION
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County of San Diego

Exhibit No. B

Meeting Date: 12/10/2025 Agenda No. 06

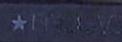
Presented by: Dorothea Flannigan

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W. Jason

CORNER
PIZZA

BEAUTY HOUSE

Be a Health Care
HERO With Us!

truecare
truecare.org/hero

A billboard advertisement for TrueCare HERO. The top half has a purple background with the text "Be a Health Care HERO With Us!" and the TrueCare logo and website "truecare.org/hero". The bottom half shows a male doctor in a white coat with a stethoscope around his neck, looking at a female patient in a purple lab coat. The doctor is wearing a yellow cape, suggesting a superhero theme.

P
ANY TIME

A rectangular white sign with a black border. At the top is a black circle with a diagonal slash over a black letter 'P'. Below the circle, the words "ANY TIME" are written in black, bold, sans-serif capital letters.