

# THIRD CLASS IS THE LICENSE REQUIRED FOR RECREATIONAL FLYING SUCH AS G.A. AIRPORTS

Table 18. Summary Statistics of Active Airmen by Class and Year

			2016	2017	2018	2019	2020	2021	2022
Class Issued	First Class	Number of Active Airmen	206,024 (36.8%)	216,307 (39.7%)	231,934 (42.9%)	247,908 (45.2%)	254,740 (46.6%)	266,742 (47.6%)	294,920 (50.1%)
		Mean Age (Years)	40.5	40.3	39.7	39.1	38.5	37.9	36.9
		% Male	94.1	93.8	93.3	92.6	92.0	91.3	90.4
		% Special Issuance	5.0	5.3	5.4	5.7	5.5	5.7	5.7
	Second Class	Number of Active Airmen	110,728 (19.8%)	106,682 (19.6%)	103,677 (19.2%)	100,973 (18.4%)	98,061 (17.9%)	95,898 (17.1%)	93,154 (15.8%)
		Mean Age (Years)	43.8	43.8	43.9	44.0	44.1	44.3	44.4
		% Male	94.0	93.9	93.8	93.6	93.5	93.2	93.0
		% Special Issuance	5.7	5.8	6.0	6.4	6.4	6.9	6.9
	Third Class	Number of Active Airmen	243,400 (43.5%)	222,499 (40.8%)	205,144 (37.9%)	199,569 (36.4%)	193,702 (35.4%)	197,462 (35.3%)	201,168 (34.1%)
		Mean Age (Years)	44.7	43.7	42.4	41.9	41.5	41.5	41.2
		% Male	92.6	92.2	91.8	91.5	91.2	90.9	90.3
		% Special Issuance	7.7	6.2	5.8	5.9	5.8	6.0	5.7
	All Classes	Number of Active Airmen	560,152	545,488	540,725	548,450	546,503	560,102	589,242
		Mean Age (Years)	43.0	42.4	41.5	41.0	40.6	40.2	39.6
		% Male	93.4	93.2	92.8	92.4	92.0	91.5	90.8
		% Special Issuance	6.3	5.8	5.7	5.9	5.8	6.0	5.9

Table 1. Number of Medical Applications Processed by Year

Year	Number of Applications	Percent Change From Previous Year
2006	440,271	N/A
2007	452,594	2.8
2008 <sup>a</sup>	425,275	-6.0
2009	397,180	-6.6
2010	394,727	-0.6
2011	400,137	1.4
2012	396,377	-0.9
2013	394,532	-0.5
2014	391,749	-0.7
2015	393,523	0.5
2016	398,398	1.2
2017	390,263	-2.0
2018	401,169	2.8
2019	410,118	2.2
2020	369,962	-9.8
2021	408,679	10.5
2022	434,674	6.4

Note. N/A = not applicable.

<sup>a</sup> Policy change July 24, 2008 lengthened the time of certificate validity for those under age 40.

**SOURCE: FAA 2022 Aerospace Medical Certification Statistical Handbook November 2023 Final Report**

<https://atpflight school.com/become-a-pilot/airline-career/faa-medical-certificate.html>

# GILLESPIE FIELD DEVELOPMENT COUNCIL

Wednesday, January 17, 2024

AGENDA ITEM # 9

## FIFTH AMENDMENT TO INDUSTRIAL LEASE WITH VERIDIAM, INC.

Veridiam occupies airport-owned land that has been released by the FAA for non-aeronautical use. Such releases are only possible for land that is not suitable for aeronautical use and when the land is not needed to meet aviation forecasts. The land occupied by Veridiam is separated from Gillespie Field airport operations area by a flood control channel and Marshall Avenue. Federal law requires that the County receive market rent for non-aeronautical use of the land and that the revenue must be used for the operation and maintenance of the County-owned airports.



SOURCE: <https://www.sandiegocounty.gov/content/sdc/dpw/airports/gillespie/gfdc.html>



**NOTE: THE COUNTY WILL NOT RECEIVE ANY MONIES INTO THE GENERAL FUND FROM THIS PROJECT, OR ANY OTHER RENTS FROM LEASE AGREEMENTS**



## **PROJECT HIGHLIGHTS:**

- **Largest availability under one roof in Central San Diego County**
- **381,240 SF Industrial building (divisible to 95,310SF)**
- **64 loading docks, 4 grade level doors**
- **Rare excess land: 115 additional truck trailer stalls or concrete yard area\***  
*\* Former Cajon Speedway/70 acres*

**SOURCE:**

<https://static1.squarespace.com/static/629e26c9f7c44f75178640f9/t/62a37b2102f2057eeb907937/1654881068845/Weld+Brochure.pdf>



# ACRP LRD 40

LEGAL RESEARCH DIGEST

DECEMBER 2020

AIRPORT  
COOPERATIVE  
RESEARCH  
PROGRAM

## Permissible Uses of Airport Property and Revenue

This digest was prepared under ACRP Project 11-01, "Legal Aspects of Airport Programs," for which the Transportation Research Board (TRB) is the agency coordinating the research. Under Topic 11-01, this digest was prepared by Peter J. Kirsch and Christian L. Alexander, Kaplan Kirsch & Rockwell LLP, Denver, CO. The opinions and conclusions expressed or implied in this digest are those of the researchers who performed the research and are not necessarily those of the Transportation Research Board; the National Academies of Sciences, Engineering, and Medicine; or the program sponsors. The responsible program officer is Theresia Schatz.

If airport staff members are unaware of the contents or inattentive to the importance of the ALP, they and the development approval agencies may be surprised during consideration for approval. The narrower FAA review and approval of ALPs as a result of Section 163 of the FAA Reauthorization Act of 2018 reduces the risk of surprises. An ALP is a long-term planning document that often sets out development and land uses for a 20-year time horizon. **Regrettably, it is not uncommon for ALPs to be inaccurate, incomplete and dated\***. As a result, the FAA may require the airport proprietor to submit a revised ALP. The FAA also may need to complete an environmental review for revisions that require ALP approval and any other federal action, such as a release...

***\* Citizens Against Gillespie's Expansion Low Flying Aircraft respectfully request an AUDIT of Gillespie Field and the 8 Airports that San Diego County Airports operate/maintain.***

SOURCE: LRD 40 - Permissible Uses of Airport Property and Revenue.pdf