

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

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September 10, 2020

Cameron Park
El Dorado County*Making Conservation
a California Way of Life.*Mr. Kevin Cooksy, Airport Manager
Cameron Park Airport
3374 Mira Loma Drive
Cameron Park, CA 95682-8852Electronically Sent
manager@cameronparkairport.com

Dear Mr. Cooksy:

The California Department of Transportation (Caltrans), Division of Aeronautics, conducted a State permit compliance reinspection of the Cameron Park Airport (FAA Site No. 01369.8*A) on August 20, 2020. The specific and sole purpose of this inspection was to evaluate whether penetrations of certain Federal Aviation Regulation (FAR) Part 77 imaginary surfaces at the airport had been cleared and the suspension of airport night operations could be lifted. We appreciate your cooperation observing COVID-19 precautions during the inspection. We also acknowledge your efforts mitigating some of the FAR Part 77 obstructions noted in past inspections.

This re-inspection concerns three FAR Part 77 obstructions identified as discrepancy items 1, 2, and 3 of our September 29, 2017, December 6, 2018, and November 6, 2019, inspection letters (enclosed). Discrepancy items 1, 2, and 3 were noted in many past inspection letters and represent substantial penetrations of the FAR Part 77 Approach and/or Transitional Surfaces, and a violation of the California Public Utilities Code (PUC), section 21659. Failure to address the three discrepancy items led to suspension of night operations on December 10, 2018, (letter enclosed). The airport was provided notice of its responsibility to remove these potential hazards to navigable airspace and to comply with PUC, section 21659.

The PUC, section 21659, states the following, in part:

21659. (a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the CFR, Part 77, Subpart C.

Although considerable progress has been made toward the removal of obstructions noted in these three discrepancy items, many still exist. Therefore, the suspension of

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night operations shall remain in effect until Caltrans determines that the conditions requiring the suspension are addressed and the obstructions cleared or removed.

Our August 20, 2020, inspection revealed the following:

1. Although considerable tree trimming and brush clearing has occurred, trees and brush still penetrate the FAR Part 77, 20:1 Approach and 7:1 Transitional Surfaces. Removal of the closer-in trees and brush have exposed other obstructions, which still penetrate the Approach and Transitional surfaces. Trees and brush penetrating the approach and transitional surfaces must be trimmed to the height shown in enclosed Photograph 1 or be removed as soon as possible.
2. Trees located between 200 and 660 feet northwest of the Runway 31 Displaced Threshold and 250 to 350 feet southwest of the runway centerline penetrate the FAR Part 77, 7:1 Transitional Surface. Although trees closest to the runway have been trimmed at or below the level of the adjacent obstruction light, a comparison of photographs taken on October 16, 2019, to those taken on August 20, 2020, reveal that many trees still rise above the level of the obstruction lighting as well as penetrate the Transitional Surface. These trees must be trimmed at or below the height of the Transitional Surface or the obstruction light as shown in enclosed Photograph 2 or be removed as soon as possible.
3. Trees on a hillside between approximately 3,375 to 4,300 feet southeast of the Runway 31 Displaced Threshold penetrate the FAR Part 77, 20:1 Approach Surface. The tops of some trees appear to be at or just above the level of the lowest elevation obstruction light (Determination: 2006-AWP-1769-OE) on the ridgeline. Trees to the runway side of the lowest elevation obstruction light that penetrate the Approach Surface need to be trimmed below the Approach Surface or removed. Photographs supplied by Division of Aeronautics and airport staff show that this obstruction light and the other two obstruction lights are visible from the Runway 31, Displaced Threshold at night (please refer to enclosed Photograph 3). Trees still do penetrate the Approach and Transitional Surfaces but are under the level of the two other obstruction lights on the ridgeline. Trees adjacent to and above the level of each obstruction light on the ridgeline must be maintained at or below a height where the obstruction lights remain visible as shown in enclosed Photograph 4.

Until such time the three discrepancy items are addressed and the night operations suspension is lifted, please ensure that all of the following remain in place: All airport lighting remains de-energized (with the exception of the PLASI for daylight use only), the current airport closed sunset to sunrise Notice to Airman continues, and all operators using your facility are made aware that the night closure remains in effect.

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August 31, 2020

If you have questions or require assistance, please contact me at (916) 654-5450 or via email at christopher.brooks@dot.ca.gov.

Sincerely,

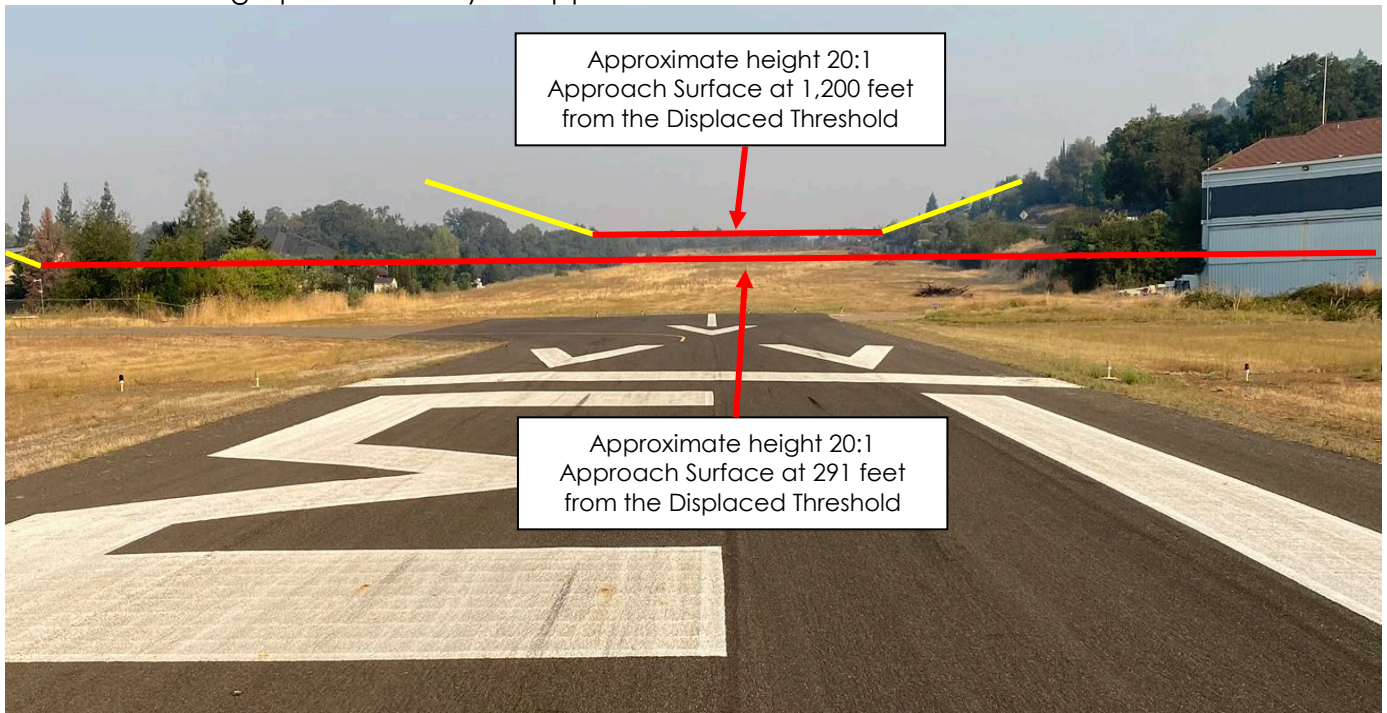
Original signed by

CHRISTOPHER BROOKS
Aviation Safety Officer

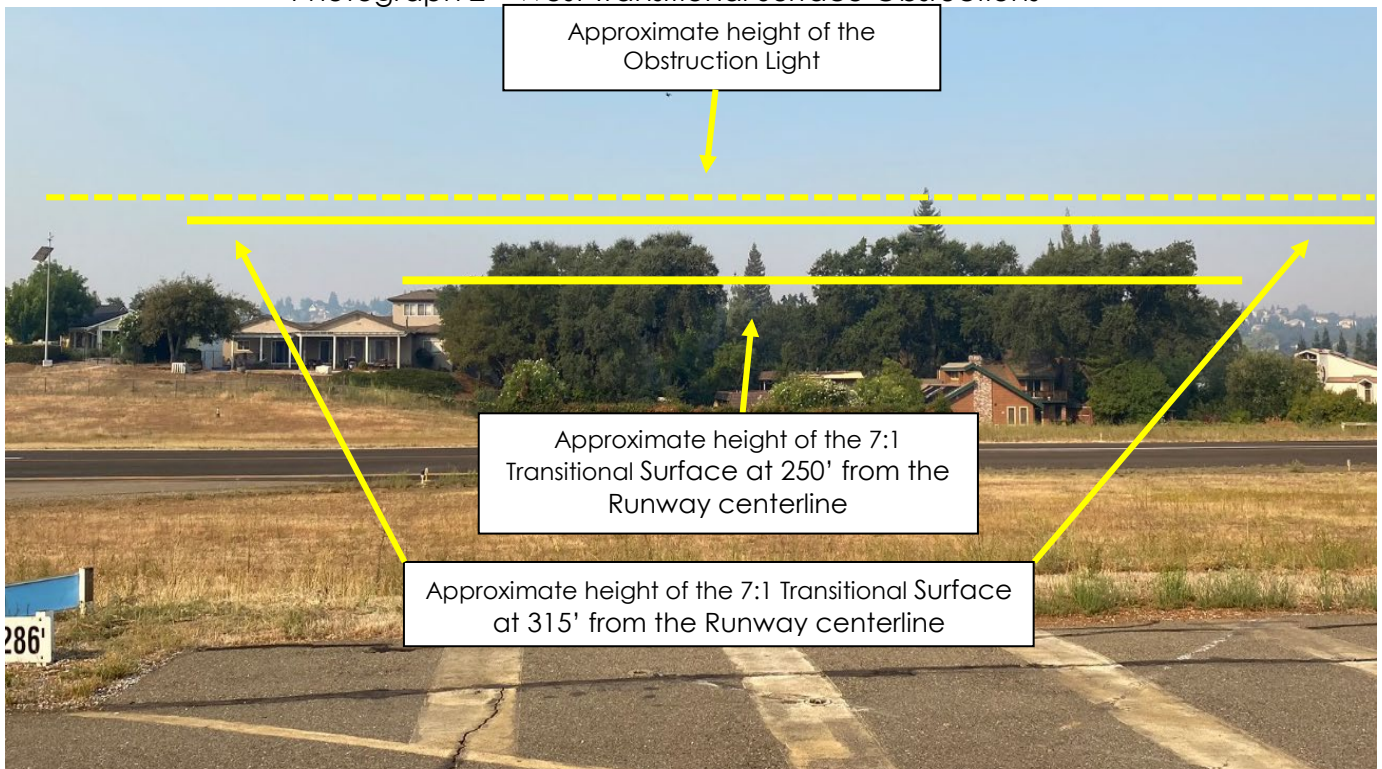
Enclosures

c: Laurie.Suttmeier@faa.gov

Photograph 1 - Runway 13 Approach and Transitional Surfaces Obstructions



Photograph 2 - West Transitional Surface Obstructions



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Photograph 3 – Obstruction lights marking the ridgeline southeast of the Runway 31 Approach



Photograph 4 – Runway 31 Approach and 7:1 Transitional Surfaces Obstructions

