



Mar 17, 2020

Proposed CC&R Revisions to assist and clarify airport operations

The text of the original Covenants, Conditions and Restrictions (CC&R, as amended) for our subdivision, the Airpark Estates, include numerous misspellings, errors, etc., that will be corrected along with several substantive updates. The changes contemplated in this communication are limited to aircraft and airport matters and are intended to update our stale CC&Rs to reflect current practices, rules and regulations. Article 3 of the existing CC&Rs pertains to aircraft and the airport; the original text is presented along with comments and suggested revisions.

CURRENT CC&R

PROPOSED CC&R

(3) The following streets have been designed for joint use by regular vehicular traffic p.nd aircraft: Boeing Road, Baron Court, United Drive (only that certain portion east of Boeing Road), Bonanza Drive, Fairway Drive (only that certain portion north of Cambridge Road), Aoronicn Way, Western Drive, and Lockheed Court. Said streets shall hereinafter be referred to as "aircraft" streets. Ho aircraft shall proceed onto, over, or across any streets in Air Bark Estates except those designated herein as 'aircraft* streets. All use by owners of lots or parcels in said subdivision, occupants, and/or guests of aircraft streets shall be subiect to the following:



(3) The following streets have been designed for joint use by regular vehicular traffic and aircraft: Boeing Road, Baron Court, United Drive (only that certain portion east of Boeing Road), Bonanza Drive, Fairway Drive (only that certain portion north of Cambridge Road), Aeronca Way, Western Drive, and Lockheed Court. Said streets shall hereinafter be referred to as Aircraft Streets. Homeowner aircraft shall proceed onto, over, or across any streets in Air Park Estates except those designated herein as 'aircraft* streets. All use by owners of lots or parcels in said subdivision, tenants, occupants, and/or guests of aircraft streets shall be subject to the following:

COMMENT Sec. 3

Replace "aircraft" streets with Aircraft Streets throughout as a defined term. The second to last sentence in the paragraph seems to be in conflict with itself: ...aircraft shall proceed...except those designated herein as 'aircraft streets.' if not on Aircraft Streets, then where? Suggest corrected language to be in the affirmative (aircraft shall proceed only on those streets designated as Aircraft Streets).

CURRENT CC&R

PROPOSED CC&R

(a) All regular vehicular traffic shall travel within the center lanes indicated by stripes painted on the respective streets. Regular vehicular speed on "aircraft"¹ streets shall not exceed twenty-five (25) miles per hour. No parking of regular vehicles shall be permitted on any "aircraft"¹

(a) All regular vehicular traffic shall travel to the right. Regular vehicular speed on Aircraft Streets shall not exceed twenty-five (25) miles per hour. No parking of regular vehicles shall be permitted on any Aircraft Streets within this subdivision.

(b) All aircraft traffic shall be restricted to aircraft not in excess of 12,500 pounds gross weight, or of greater than 40 feet over-all width.



(b) All aircraft traffic on the airport surfaces and the Airport Streets shall be restricted to aircraft not in excess of 12,500 pounds gross weight, or of greater than 49 foot wingspan.

COMMENT Sec. 3 (b)

FAA Airplane Design Group I which is the appropriate model for Cameron Park Airport and sets tail height at 20 feet and wingspan to be less than 49 feet. Typical wingspans rounded to the foot: Beech 18- 47 feet, Debonair -33Ft , TBM 850-42Ft, Cessna 414 Ram- 45ft

(c) All aircraft traffic traveling on "aircraft" streets shall proceed in the outside lanes indicated by stripes painted on the respective streets. No parking of aircraft and/or automobiles shall be permitted on "aircraft" streets within this subdivision.



(c) All aircraft traffic traveling on Aircraft Streets shall proceed in the center of the street and move to the right when encountering oncoming traffic. No parking of aircraft, automobiles and/or regular vehicles shall be permitted on Aircraft Streets within the subdivision.

COMMENT Sec. 3 (c)

Current CC&Rs reflect the original street striping design and are no longer appropriate for the single yellow centerline configuration. To bring the subdivision into harmony with state and county vehicle code, aircraft yield to automobile traffic (discussion with County and CPD in process).

CURRENT CC&R

PROPOSED CC&R

(d) No aircraft shall use said "aircraft* streets for any purpose whatsoever except to taxi from a private parking area within the boundaries of a parcel or lot in said subdivision to and from the airport taxi-way and/or landing strip and at a rate not to exceed 1,000 r.p.m. and/or fifteen (15) miles per hour, whichever may be the lesser speed.



(d) No aircraft shall use Aircraft Streets for any purpose whatsoever except to taxi from a private parking area within the boundaries of a parcel or lot in said subdivision to and from the airport taxi-way and/or runway at a taxi speed not to exceed fifteen (15) miles per hour. Run-ups and high RPM testing within the subdivision is specifically prohibited.

COMMENT Sec. 3 (d)

Intent is to articulate use by aircraft of the Aircraft Streets is strictly limited to taxiing to the airfield. To provide for reasonable safety and noise conduct, taxi speeds must be modest and run ups, engine tests, etc., are to be performed only on the airfield side of the fence.

(e) No aircraft shall be permitted on the "aircraft" streets designated herein without adequate brakes.



(e) No aircraft shall be permitted on the Aircraft Streets designated herein without adequate brakes.

(f) No aircraft shall be permitted on "aircraft" streets without adequate landing lights, which shall be in operation thirty (30) minutes after sundown and thirty(30) minutes before sunrise, while aircraft is taxiing on the "aircraft" streets.



(f) No aircraft shall be permitted on Aircraft Streets without adequate landing lights, which shall be in operation thirty (30) minutes after sundown and thirty (30) minutes before sunrise, while aircraft is taxiing on the Aircraft Streets.

(g) Aircraft proceeding within the sub-division shall yield the right-of-way to pedestrians and to regular vehicular traffic.



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COMMENT Sec. 3 (g)

Similar to 3(c), to maintain harmony with state and county vehicle code, aircraft yield to automobile traffic. CHP indicates that vehicles and pedestrians have the right of way per the state vehicle code for public streets. This can only be changed by an exception approved at the state level. Ours appears to be one of the very few Residential-Through-The-Fence public use airparks that has joint use (vehicle and aircraft) on public streets. All other joint-use streets are in privately owned airparks and the roads clearly designated as private streets.

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PROPOSED CC&R

(h) Aircraft shall comply with all posted traffic signs, signals, and any other traffic regulation device that may be employed for vehicular operation.



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(i) Ho owners, occupants, or guasts shall disassemole for overhaul or repair major increments of any regular vehicle or aircraft or its power plant on any lot or lots within said subdivision. This restriction is not intended to preclude minor repairs or tune-up performed by an owner, occupant, or guest upon his own automobile or aircraft but is intended to prohibit major repairs involving dis-assembly of large parts which may remn i n. for several days in unenclosed spaces such as drives, or plane ports. Ho repairs of any kind shall be performed commercially on automobiles ar aircraft.



(i) Homeowners, occupants, or guests shall disassemble for overhaul or repair major increments of any regular vehicle or aircraft or its power plant on any lot or lots within said subdivision. This restriction is not intended to preclude minor repairs or tune-up performed by an owner, occupant, or guest upon his own automobile or aircraft but is intended to prohibit major repairs involving dis-assembly of large parts which may remain for several days in unenclosed spaces such as driveways, side drives, or plane ports. Homeowner repairs of any kind shall be not performed commercially on automobiles or aircraft.

(j) Ho fuel or oil may be stored in an unenclosed area an any lot or lots.



(j) Homeowners' fuel or oil may be stored in an unenclosed area an any lot or lots.

Added requirements (numbering corresponds to sections of existing CC&Rs sections)

1 (a) All properties within the subdivision shall comply with the obstruction height requirements in Part 77 (14CFR77), as amended, or as otherwise indicated by applicable federal, state, county and local codes.

1 (b) All properties shall bear equally the cost of building, improving, and maintaining the infrastructure of the Cameron Park Airport District in such a manner as the Board of Directors determines is necessary to provide aircraft located on the adjacent properties to the airport reasonable access to the runway and taxiway(s).

1 (c) Access to the airport by unauthorized users, through any properties in this subdivision, is prohibited. The specific policies, restrictions and access requirements as proscribed in the Cameron Park Airport Access Policy shall be followed.

3(k) All owners of real property in this subdivision are prohibited from using their property, or permitting any third party from using their property, for any commercial aeronautical purpose as defined in the prevailing Camer-

on Park Airport Policy.

3 (l) It is prohibited to commercially dispense (sell and/or dispense for compensation) aviation fuel on any property in the subdivision.

The FAA expects airport sponsors to establish their own policies, restrictions, and/or requirements to be imposed on fly-in guests who taxi from the airport property to visit off-airport residents

Specific Airport Policies as referenced in CC&Rs

Commercial Aeronautical Purpose, definition:

Any aeronautical business requiring airport access that requires construction/modification/installation of structures, customer aircraft access (other than visiting), and use of hazardous materials is prohibited. Refer to other applicable CC&Rs governing business operations for additional restrictions.

Airport Access Requirements:

Transient aircraft are permitted in the residential area for up to 36 hours. All transient aircraft shall follow all airport and residential area policies and procedures. Transient aircraft shall not be issued gate openers, property owners shall arrange with airport manager or use their issued opener to allow airport access.