

Residential Through-The-Fence

Access Plan

Cameron Park Airport - O61



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Exhibits

Exhibit A: Airport Layout Plan (2000) - [LINK](#)

Exhibit B: 2010 CPAD Municipal Service Review - [LINK](#)

Exhibit C: Right of Access Documentation (Airpark Estates CC&Rs) - [LINK](#)

Exhibit D: CPAD Rules and Regulations - [LINK](#)

Exhibit E: Avigation Easement - [LINK](#)

Exhibit F: Measure J - [LINK](#)

Exhibit G: Airpark Gate Access Control Policy - [LINK](#)

Exhibit H: Airpark Remote Gate Control Access Agreement - [LINK](#)

EXECUTIVE SUMMARY of **CAMERON PARK AIRPORT RTTF ACCESS PLAN**

The Cameron Park Airport (“Airport”) is a public-use general aviation airport that serves western El Dorado County. The airport is located approximately 30 miles East of the City of Sacramento, California. It is owned and operated by the Cameron Park Airport District, a local government agency, and is associated with Cameron Air Park Estates (“Airpark”), a residential airport community. Cameron Park Airport (O61) has a single paved runway on approximately 60 acres. The Airport is fenced on its perimeter with gated control access. On the southwest side and adjacent to the Airport is the residential Airpark, with two controlled gates for aircraft access.

Cameron Park Airport management and funding structure is unique as it is a Special District organized under the laws of the state of California. Cameron Park Airport District (CPAD) was formed in 1987 after the Airpark residents approved a proposition to form a special district to take over responsibility for the Airport operations and maintenance. El Dorado County quitclaimed the Airport deed and transferred maintenance of the streets within the residential Airpark to the newly formed special district.

Per California state law, CPAD is governed by a board made up of five members elected by registered voters in the adjacent residential Airpark. CPAD has one paid employee, the Airport manager. The five CPAD board directors are all volunteers. This Residential Through The Fence (RTTF) plan, describes the airpark and airport legal and ownership structure, funding, access control and agreements.

The Airport is not currently obligated by an active or prior Airport Improvement Program (AIP) grant, nor does the Airport have a grant application currently on file. However, the Airport wishes to participate in the AIP in the future and this RTTF access plan is provided to ensure compliance with all Federal Aviation Administration (FAA) guidelines and policies regarding RTTF airport access. The Airport sponsor is the Cameron Park Airport District (CPAD), which is a Special District duly constituted under applicable California laws and the county’s Local Agency Formation Commission (LAFCO) and is charged with operation, maintenance and management

of the airport. CPAD has jurisdiction over the publicly owned real property within the Airport boundary and maintenance of the streets within Air Park Estates (Airpark). NOTE: The streets within the Airpark are about 100-feet wide, used by aircraft and automobiles and are referred to as “joint use streets”.

The Airpark is part of the unincorporated village of Cameron Park and is a public neighborhood made up of privately owned single family homes. Located immediately adjacent to the Airport and accessible through two gated and controlled access points, the Airport and Airpark have operated in harmony since 1967 with pre-existing RTTF agreements dating back decades. The Airport, and the adjacent Airpark, occupy approximately 100 acres of land.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs the organization and reorganization of cities and special districts by local agency formation commissions established in each county, as defined and specified in California Government Code Sections 56000 et seq.

The Cameron Park AirPark Estates has 130 residential parcels with possible RTTF access, of which about 113 are fully developed with single-family houses. The airpark is relatively small, and its development is restricted by El Dorado County single-family residential zoning regulations. There are two gated entrances from the Air Park Estates to the airport that allow controlled RTTF access for Airpark residents that need aviation access to the airport runway and facilities. These gates are locked, and can only be opened with a remote control that is provided by the Airport Manager to Airpark residents who require this access. Residents who acquire a remote code to open these gates must sign this agreement ([Exhibit H](#)). Use of this gate access is strictly limited to Airpark residents who own aircraft or their guests for the sole purpose of taxiing their aircraft from their residence in the Airpark onto the Airport’s grounds.

Based upon the FAA definition of “existing RTTF access”, Cameron Park Airport has all three types of pre-existing RTTF access. A legal right of access from the property to the airport has existed since 1967. The residential airpark access was confirmed in 1987 in the documentation establishing the local government agency sponsor, Cameron Park Airport District. Finally, the

attempt at an Airport Layout Plan dated October 15, 1999, as converted to a digital file on April 30, 2013 (see [Exhibit A](#)) clearly shows the RTTF access points.

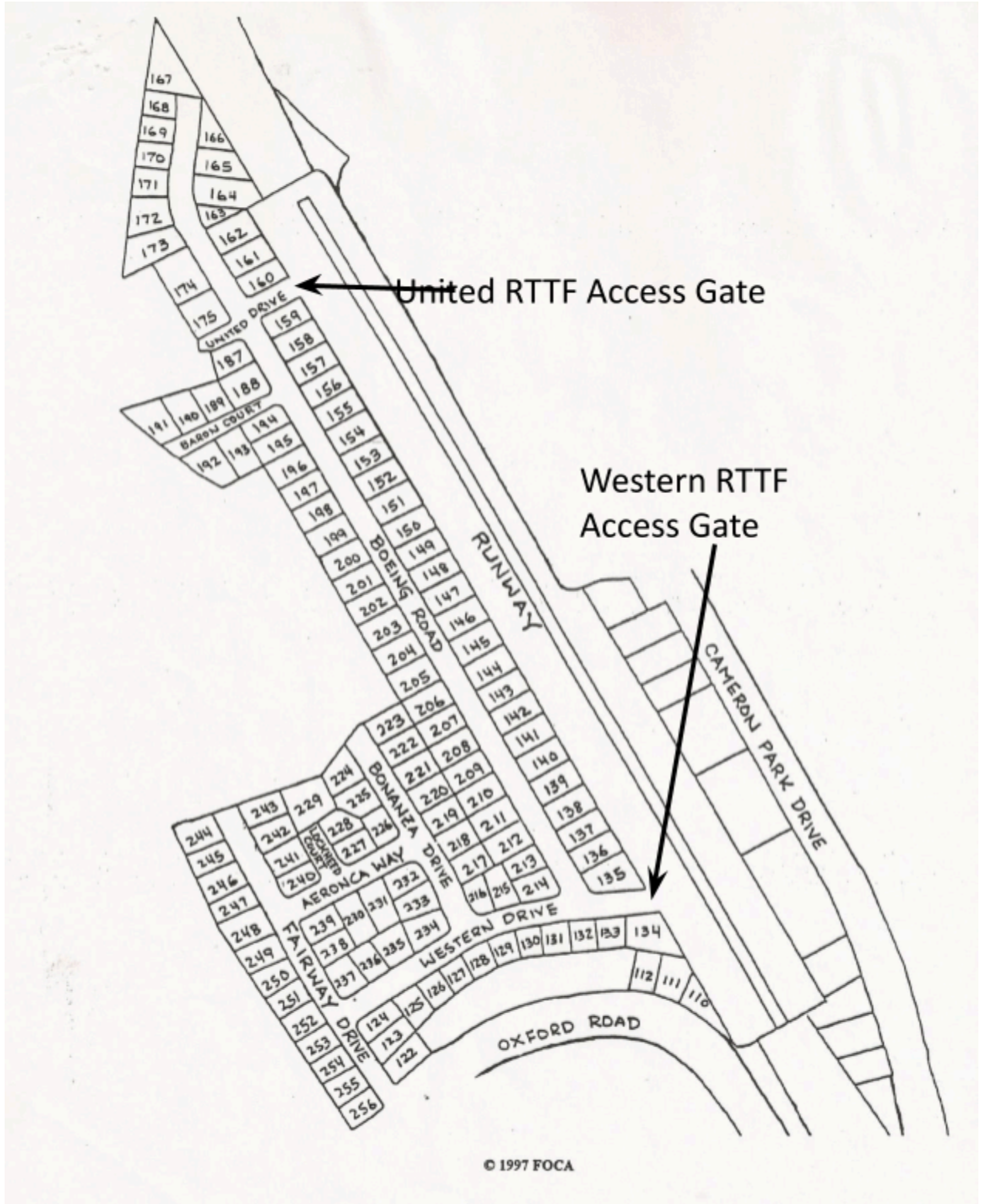
Airport and Access Drawing

The Airport Layout Plan, created on October 15th, 1999, is attached as [Exhibit A](#) in a 1"=500' scale. The RTTF access points are at the eastern ends of Western Drive and United Drive (locally known as the 'South Gate' and the 'North Gate', respectively). An aerial photo provides a good orientation.



Cameron Park Airpark and Airport Picture, source Google Maps

A simple depiction of the RTTF gates and the adjacent residential subdivision is as follows:



Airpark and Airport Parcel Map

Summary Table

Because each and every lot within the adjacent Airpark subdivision is treated identically with respect to the issues within the scope of this report, no summary table listing each lot/parcel, their particular access points, zoning designation, access fee, and other variables is included. Each variable listed in the FAA ACO-100 Guidance Letter is applied equally and universally per lot having RTTF access to the Airport.

There is no ability for one Airpark resident to enable RTTF access to the Airport by permitting non-Airpark individuals to cross his or her Airpark parcel. Such access is physically impossible because of an encircling stream on the southwestern edge of the subdivision, a lake to the west, drainage berms in many areas, and public roads along the other boundaries.

Description of Airport, Aircraft and Operations

Location: 3374 Mira Loma Drive, Cameron Park, County of El Dorado, State of California. The airport is located about 35 miles ENE of downtown Sacramento.

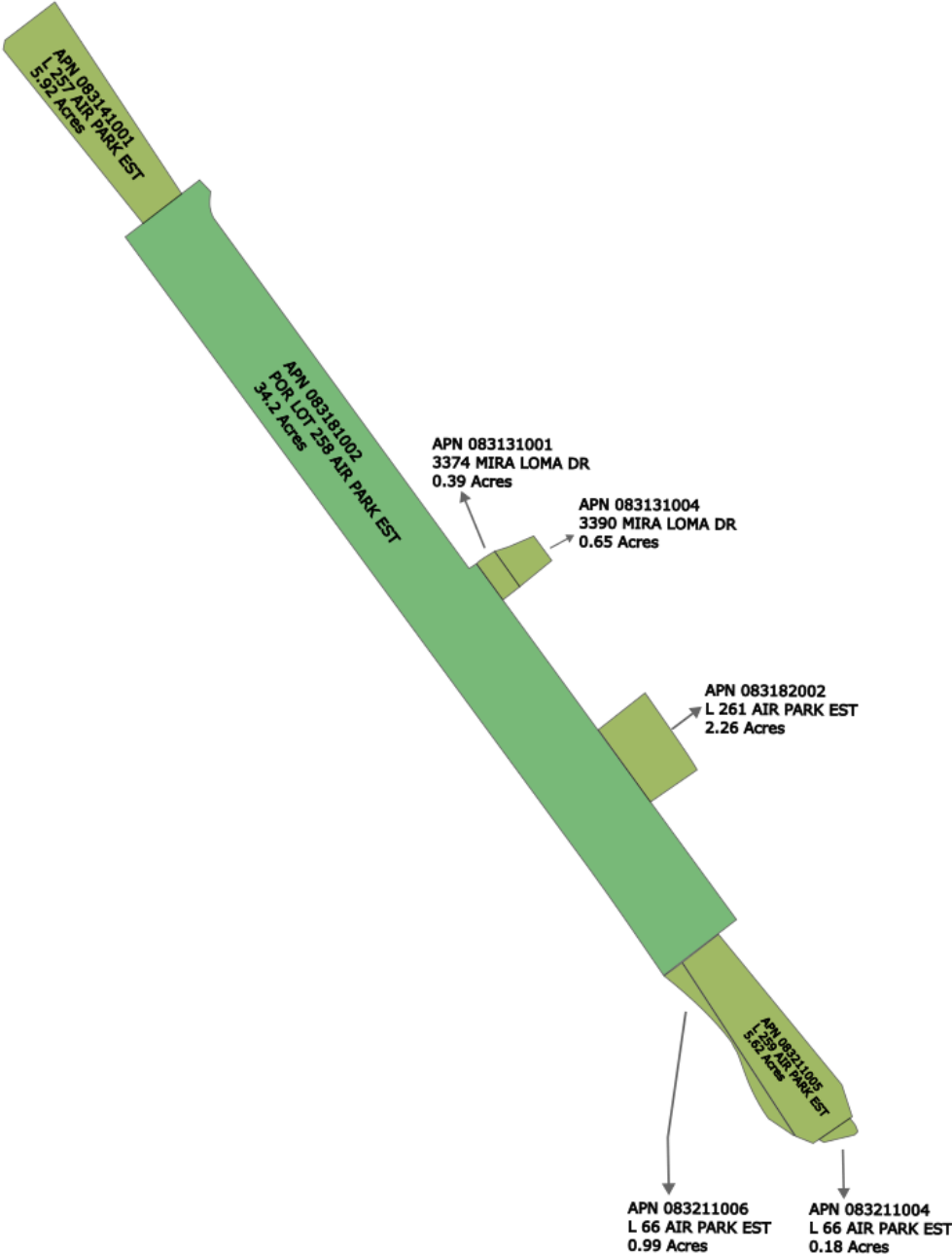
Airport Reference Code:	O61
California State Airport Permit Number:	ED-006
Airport Elevation:	1280' msl
Dimensions:	4051' x 50 ft. / 1235m x 15m
Surface:	Asphalt
Runway 31:	2542' / 50' (Orient 323°) (Displaced Threshold at 1,509')
Runway 13:	3858' / 50' (Orient 143°) Displaced Threshold at 193'
Visual Approach Aids:	PLASI - Runway 31
Instrument Approaches:	None
Land Within the Airport Boundary:	62 Acres
Percentage Developed Within the Airport Boundary:	100% Note: Some uses are low-impact, such as RV storage, see Google Earth Map above.
Aircraft Based on the Public Airport (11/23 estimate):	50
Aircraft Based in RTTF User Subdivision (11/23 estimate):	80
Estimated Number of Local and Itinerant Operations (11/23 estimate):	30,000 Annually
Type and Method of Fuel Sold by CPAD	100LL Self-serve

Description of On-airport Hangars, Tie-downs and Commercial Activities

All commercial activities are located east of the runway. At the southernmost end, there is an aerospace machining business. Moving northward, the next operation is a combination hangar/commercial use in which the lower floor contains four (4) hangars which open to the taxiway on the airport side while offices and retail are on the second floor and face the public street. Next northerly is a 4,000sq. ft. office building with a large hangar below. Next northerly is a full-service aviation repair station with six (6) tie-down spaces. Next is a series of thirteen (13) T-hangars and one large box hangar. All of these aforementioned operations are on privately owned parcels and are privately owned and operated businesses. Immediately northward, there is transient and long-term aircraft parking with twenty-five (25) tie-down spaces owned and operated by CPAD. Next northerly is a privately owned five-acre area storage business. Next is a privately owned aircraft restoration business with one (1) hangar space facing the airport and manufacturing/workshop building facing the parallel roadway. Lastly, CPAD owns and operates the Fuel Dispensing Facility, eight (8) hangars and a small FBO-type office. The next ½ mile on the east side of the runway are privately owned commercial properties that are across a surface street from the airport. These lots are not within the airport boundary and without any form of access the airport. At the very northern and eastern corner of the runway, there is a single two-use structure with a single (1) hangar located below and about 5,000 sq. ft. of office space above. Only the hangar has airport access.

In sum, the only privately owned commercial aviation operations located on the Airport are the one maintenance shop and the hangars. The transient parking and tie-downs, the fuel service and several hangars are publicly owned by the CPAD, the airport sponsor. It should be noted that the Airpark is nearly completely built out and there is a long successful cooperative history between the Airpark and the Airport.

Cameron Park Airport (O61) Parcel Drawing



Cameron Park Airport Parcel Drawing

Authority for Control of Airport Land and Access

Description of the RTTF Arrangement

The Cameron Park Airport is a publicly owned and publicly operated general aviation airport located in El Dorado County, California. The Cameron Park Airport District (CPAD), a “special district” authorized and established by the County of El Dorado, is composed of the airport facility and the adjacent residential area legally described as AirPark Estates (referred to as “Airpark” within this document). See [Exhibit B](#) for a 2010 Municipal Service Review of CPAD for its “sphere of influence” and overall jurisdictional authority. The special district’s responsibility extends to the management, operation, and maintenance of the airport facility, the adjacent residential joint-use streets and associated drainage on CPAD property within the Airport. The joint-use streets that run through Airpark are one-hundred (100’) feet wide.

The Airport and CPAD control airport access points via distribution of coded electronic remote devices that open electronic security gates located at Western and United Drives. These remotes are available only to Airpark parcel owners. In order to get a working gate remote code users must sign the Gate Remote Code Agreement ([Exhibit H](#)). Each gate also has a specific Knox key system for local police, fire and emergency services personnel. The airport is routinely used for emergency medical evacuation via Helicopter Emergency Medical services (HEMS). Emergency response personnel have access to the airport at will and have a demonstrated need and expediency to be able to access the airport through the United and Western security gates.

To date, the airport has virtually no history of unauthorized access through the residential airport security gates. Infrequently, there have been cases of unauthorized access through unlocked or unattended commercial operations on the east side of the airport. Such instances have been immediately corrected.

Governing Documents

All RTTF access has been in effect since 1967 when the Airpark was first subdivided with the approval of El Dorado County. This access was formally first granted by the County in recording of the 1967 subdivision map. This granted access easements to each parcel within the Airpark

subdivision via the joint-use streets and the Western and United gates. In 1987, CPAD was created, and all deeded property was transferred to the new District thus ending the County's ownership of the airport and maintenance of the adjacent joint-use streets throughout the residential subdivision. The airport access was expressly confirmed in the 1988 deed. This access is clearly described in the Airpark Estates CC&Rs, attached as [Appendix C](#). These agreements meet the FAA Interim Policy guidance regarding "existing access".

Avigation Easements

Since Airpark Estates is zoned by El Dorado County for only residential use, this precludes any commercial operation from the residential users. El Dorado County and CPAD cooperate to ensure that development within the subdivision does not breach restrictions documented in zoning regulations, CC&Rs, and the recording of Avigation Easements. At the time of development, improvement or subdivision, the County imposes a requirement that property owners sign and record an avigation easement if the subject property is located within the Airport area Overlay. A sample of the El Dorado County Avigation Easement is found at [Exhibit E](#) — these are identical for all airports countywide.

Subordination of Access Rights to RTTF Users

In each of the foregoing grants of access rights to the RTTF users, there are express conditions authorizing the collection of fees and imposition of regulations. All access is expressly "subject to the enforcement of federal, state and local statutes, ordinances, rules, regulations, zoning and permitting processes and fees thereof, including the El Dorado County, Cameron Park Airport Comprehensive Land Use Plans (e.g. pg. 4, Para. 4 of the County settlement agreement dated March 31, 1987 at [Exhibit C](#)).

In addition, California Public Utility Code §21659(a) prohibits hazards near airports, so CPAD draws enforcement authority from both the access grants and public law. Thirdly, the Airpark Estate CC&Rs (which encumber all residential airpark parcels), grants power to any owner of any such parcel (now including CPAD) to seek judicial enforcement of its regulations against any other such parcel owner.

Land Use Planning and Zoning

CPAD, as airport sponsor, must review and approve all requests for on-airport. For areas near the airport, once a permit is requested from the County planning/building department, and it is determined to be within the CPAD Sphere of Influence, the permit request is first routed through CPAD for review and comment. Within the Airpark, the County requires that all requests be subjected to a design review as required by the CC&Rs. A committee reviews and comments upon those requests. Both the CPAD and the CC&R review processes have denial authority (Page 4, Section 8 Airpark Estates [CC&Rs](#)).

Zoning changes act in much the same way. Variances and changes to zoning codes are routed to CPAD for review and comment prior to approval at the County level. Section 17.38.062 of Chapter 17.38 of Title 17 of the El Dorado County Ordinance Code describes the Avigation Easement as it applies to the Cameron Park Airport:

No discretionary permit of any type or a permit for a new, expanded, or replacement of a legal nonconforming non-compatible structure, as defined in the Comprehensive Land Use Plans (CLUP), shall be approved for development or activity subject to the airport safety (AA) regulations until the county has forwarded the application to the agency responsible for the administration of the CLUP for review as to consistency with the plan and the county has received any recommended conditions or restrictions in order to ensure the public health, safety and general welfare, including but not limited to the requirement for an appropriate avigation and/or noise easement.

State and Local Prohibitions of Incompatible Uses/Structures

CPAD provided input into El Dorado County's Land Use Commission development of the current Airport Land Use Compatibility Plan (ALUCP) ([LINK](#)). This county process controls development around the Cameron Park Airport and other county airports. Building permits must comply with the ALUCP. This process is controlled by the county at the time a building permit application is submitted. CPAD is required to review and concur/non-concur with proposed development. The latest ALUCP update is 2012. This is a successful process that protects the airport from encroachment. There is virtually no undeveloped land adjacent to the airport in the RTTF user subdivision at this date and although it is possible that future development may pose an

encroachment hazard, it is extremely unlikely. CPAD, as the airport sponsor, believes that the ALUCP process minimizes the potential for non-compatible land use adjacent to the airport boundary consistent with Grant Assurance 21, Compatible Land Use.

Signing, Marking and Fencing at Access Points

RTTF users are governed by Federal Aviation Regulations (FARs) regarding notification procedures when entering the airport. Because the residential streets are legally described as joint-use streets and because the pavement at the gate is marked as entering the Airport Operations Area, users are expected to make radio advisory calls customary to uncontrolled airports as they enter the runway area. This process is also described in the Safety of Airport Operations section of this plan. Cameron Park Airport uses a fence and electronic gate system to separate residential properties from the airport. This provides a clear delineation of property lines and provides a reasonable level of security against inadvertent entry of pedestrians, vehicles, pets, etc., to the airport property.

A chain link fence separates the Airport property from the Airpark. At both ends of the runway are taxiways that lead into the Airpark. Secure access to the Airport from the Airpark is only through normally closed, remotely controlled sliding gates. RTTF users are issued coded gate remotes by the airport office. The remainder of the Airport perimeter is secured by 6' high chain link fencing with controlled vehicle access points on Mira Loma Drive (manager's office) via a card lock remote controlled sliding gate and on Cameron Park Drive via a Medco/Knox key/padlocked manual swinging gate. Gate cards and keys are strictly controlled by the Airport office. "No unauthorized entry" signage is posted every twenty (20) ft. along the Airport perimeter fencing and "No Pedestrians – No Automobiles – No Public Access – Aircraft Only Beyond This Point" signage is posted at the RTTF taxiway gates to the runway. Pedestrian gates have locks that are opened with combinations that are referenced using codes that are familiar to pilots but unfamiliar or random to non-pilots and those without relevant aviation knowledge.

No Aeronautical Services by RTTF Users

RTTF users are not allowed to offer aeronautical services within the Airpark. The prohibition against commercial aircraft repair is found in paragraph 3 (i) of the Airpark Estates CC&Rs (See

[Exhibit C](#), page 3, section i and page 4 section 5). The county will not grant a business license within AirPark Estates due to its R-1 residential zoning as set forth in Regulation No. 9411, Regulations for R-1 District of El Dorado County, Department of Planning. The exception to this is that businesses that are operated out of a home office are allowed. This restriction is enforced at the county level where applicants for business licenses must show that proposed businesses are compatible with the permitted property use. CPAD is not aware of any aeronautical service businesses being operated within the residential subdivision.

Limitations Resulting from Residential Use

Currently, there are no conflicts between airport use and any known or planned RTTF development. Cameron Park Airport is not currently in conflict with any off-airport structures. Off-airport aircraft maintenance, flight training, aircraft charter, banner towing, crop dusting, parachuting, aircraft storage enterprises are not permitted due to zoning and the provisions of the current airport access agreement.

Noise Complaint Procedure & Outreach

Noise complaints are tracked and cataloged through the Cameron Park Airport Office. Airport “Good Neighbor” brochures are available describing the Airport’s noise abatement procedures and the importance of airports to the national transportation system. RTTF users have the same responsibilities and exhibit the same consideration for noise reduction procedures as non-resident users of the airport. The RTTF users constitute no incremental or unusual noise hazard by their operations. All persons who purchase real property within an Airport Influence Area are required to be informed in writing of the potential noise and risk associated with airport operations nearby. (Cal Civil Code §1103.4) RTTF users are a part of that cohort and are notified as part of their purchase documentation that they elect to live in an airport noise and vibration zone and that they are subject to an aviation easement at time of purchase of property within the Airpark.

Community Outreach and RTTF User Awareness

The Airport is likely the single most common reference for members of the Cameron Park community. Many large community activities occur adjacent to the airport because of the sheer space and parking afforded by the Airpark and in nearby public parks. CPAD directors and

airport community members productively interface with community groups and local agencies. The needs of the airport are respected and appreciated by the community. The community is curious about airport activities and operations with frequent sharing of grounds-keeping equipment and occasional labor.

Each year there are three major community events which highlight airport activities. There is a supportive interaction between the airport and the nearby communities. Airport Management and District Board Members meet with RTTF users and the general public on a monthly basis regarding airport and community issues and opportunities. Local Community Services District and public safety personnel (Cal Fire etc.) are invited and may attend topically.

Adjacent Community Support of the Airport

Cameron Park Airport cannot survive economically without RTTF from Airpark residents. Much of the airport's financial support comes from the fees, assessments, and fuel revenue flowing from the RTTF community. RTTF revenue strongly supports the Airport's operations.

Should airport security concerns increase in the future, there may be a need to upgrade airport perimeter fencing and gates. Currently installed fencing and gates are 4 feet high on the Airpark side. Thus far, there has been no threat assessment to justify security improvements to the existing barriers.

Safety of Airport Operations

RTTF User Compliance

This section addresses the safety concerns that are present when residential properties have direct access to an airport. As a general comment, the Airport has a very successful operating history with regard to the Airpark RTTF users that extends over fifty-six years. There is no documented case of a runway incursion where an RTTF user has entered the airport environment in an unlawful or unsafe manner.

It should be noted that CPAD’s jurisdiction extends into the residential area by virtue of both its ownership and control over the Airpark streets as well as the local government agency in charge of those streets. County ordinances cover speed limits, use of aircraft taxi lights at night, right-of-way between aircraft and vehicles, and right-of-way between aircraft and pedestrians on the joint use streets. A discussion with the Airport’s FAA representatives in 2021 included questions about the Airpark to which the FAA employee replied “Our jurisdiction and interest in the Airport does not extend through the gates to the Airpark.”

Uniformity of Rules and Regulations

A set of the CPAD rules and regulations is attached at [Exhibit D](#). They apply equally to on-airport and off-airport (RTTF) users. There is not a separate set of rules that apply only to Airpark RTTF users.

Sanctions and Enforcement

Section 1.8 of the CPAD rules permits sanctions and enforcement by CPAD. The CC&Rs permit enforcement by any of the property owners, of whom CPAD is one of the largest. CPAD can obtain enforcement of the local land use, zoning, and ordinances of the County.

Guests Who Visit RTTF Users

Visitors wishing to taxi off the airport to the Airpark may do so by exiting through the RTTF electronic gates. The gates contain a sensor that automatically opens the gate when an operating aircraft engine is within five (5) ft. of the gates. This permits exit from the runway environment for visitors and in the case of an emergency when an expedited exit is required. There is no automated re-entry back onto the airport surface. Visitors may re-enter the airport (i.e., leave the residential area) only with the cooperation of a sponsoring Airpark RTTF resident who is authorized by CPAD to open the gate with his/her keyed remote control.

Guests are the responsibility of the sponsoring Airpark resident. Due to the limited transient parking at Cameron Park Airport, guests are encouraged to park on their sponsor’s residential lots. Guests who violate RTTF rules and regulations may cause the sponsoring resident to lose RTTF access. The AirPark Estates [CC&Rs](#) also place guest responsibilities upon the property

owner, and enforcement provisions/options are available to CPAD by virtue of the Cameron Park Service District enforcement mechanisms for CC&R regulations.

Aircraft and Vehicular Traffic Separation

In 1967, the CC&Rs of the original subdivision developers addressed the joint-use streets within the subdivision. There are right of way protocols in the CC&Rs along with other expected rules adopted by CPAD which control the joint use. In fifty-six (56) years, there has not been a single instance of conflict between vehicles and airplanes. The primary reason for this compatible use is that none of the joint-use streets are through streets. Nobody can use the joint-use roadways for anything other than to drive or taxi to a home. In addition to there being no through-way in the Airpark neighborhood, there is only one common entrance and exit to the RTTF Airpark from the outside public-use streets. Finally, aircraft versus automobile interaction is non-existent because the majority of users are pilots and families of pilots, fully familiar with the risks and safety issues associated with joint-use operations.

The one-hundred (100) ft. width of the taxiways/streets provides instant notification to all who use them that there is something very unusual about the streets. There is plenty of space for vehicles and planes to pass each other if two vehicles, including two aircraft, find themselves together on the joint-use streets.

Domestic Activities Upon Airport Property

The RTTF Users Agreement delineates safety procedures in effect within the district. Failure to comply with the procedures may result in a loss of RTTF access. Kite-flying, remote control aircraft, laser lights and similar potentially conflicting activities are prohibited. In addition to airport personnel monitoring, many residents are pilots whose safety depends upon compliance, so there is no shortage of monitoring and enforcement.

Wildlife Attractants

Cameron Park Airport is located in an area that the local FAA Flight Standards Office describes as “built up”. For that reason, wildlife incursions are manageable. The CC&Rs prohibit RTTF users from maintaining “animals, livestock, or poultry of any kind”. Breeding of household pets is likewise not permitted. Cameron Park Lake is located within the boundaries of the airport traffic

pattern and is a destination for migratory waterfowl. Occasional (seasonal) waterfowl migration is highlighted in the Airport's advisory announcements (on AWOS-1) and web page. Deer that are native to the greater El Dorado County area are hindered from the Airport grounds by the chain link fence described above. Regular inspection of the Airport perimeter ensures continuity of the fence and proper operation of all normally closed gates. The airport is surrounded by existing in-fill development and is bordered by a major local traffic artery to the east. The RTTF users live in a highly developed residentially zoned area.

Runway Threshold Design Requirements

RTTF users enter a taxiway immediately upon passing through the electronic security gates located at either of Western and United Drives. The taxiways are properly marked to notify pilots before they enter onto the runway. RTTF taxi routes marking aircraft egress onto Airport property comply with all FAA Design Standards.

Recovery of Costs of Operating the Airport

California's Department of Transportation conducts oversight of airport operations with respect to compliance with adopted FAA and state standards for public airports. This includes annual compliance inspections and other assistance as necessary to maintain the Airport's operating permit under applicable regulations. The Airport is eligible for certain grant awards from California Department of Transportation (DOT). In the past, DOT and CPAD have jointly funded improvements to the airport taxiways, parking ramp, and obstruction lights. CPAD also received FAA funding for its upgraded security fence. The Airport also benefited from significant investment by the District itself, including renovation of the fuel system in 2009 and an upgraded dispensing system in 2023.

CPAD obtains its second largest net revenue source from RTTF access fees (after Fuel Sales). FAA AIP Grant Assurance 24, Fee and Rental Structure, requires an Airport District to maintain a fee and rental structure for the facilities and services at an airport to make it as self-sustaining as possible under the circumstances existing at the airport. CPAD has been self-sustaining since its inception in 1987. CPAD sets and establishes RTTF access fees through a public process. When the CPAD Board determines that a fee adjustment is necessary, the proposed fee must be

presented through an open meeting process that complies with the Brown Act. CPAD adheres to the rules for this budgeting process by way of formally noticed regular and special CPAD board meetings. In the case of proposed fee or rate changes, a notice is duly published using the same public notice process required for all public agency meeting activities. A fee adjustment can only be accomplished through a recorded vote in a public meeting where the item has been listed on the agenda in advance. An example of this process is Measure J, passed in November, 2022. Following that community vote, CPAD adjusted the allocation of funds at the March, 2023 board meeting. Measure J is included here in [Exhibit F](#).

Fees Assessed to RTTF Users Compared to On-Airport Users

Airpark Residents

RTTF users Airpark residents or guests under the responsibility of an Airpark resident. Residents of the Airpark pay a pro-rata annual fee for access to the Airport. That fee is a significant component of the Airport's annual operating budget and ensures adequate funding for much of the routine operations. CPAD is solely responsible for Cameron Park Airport's operation and maintenance and, additionally, for maintenance of the joint-use streets within the Airpark. The fees charged by CPAD to Airpark RTTF users (residents) is based on the fees charged to non-RTTF tenants that maintain either a tiedown or hangar. As such, using this common denominator ensures that charges to all users are equitable, regardless of whether the airport-user is a tiedown lessee or an RTTF resident of the Airpark.. As mentioned in the section above, CPAD actively engages the RTTF community in structuring the distribution of both RTTF fees and renter/lessee fees. Measure J is included here in [Exhibit F](#).

CPAD collects airport access fees from RTTF Airpark parcels by enlisting the assistance of the El Dorado County tax assessor's office. The County tax assessor is enabled to include the access fee with its collection of routine county property tax and assessments. Unpaid fees are treated exactly the same as uncollected taxes. Unpaid fees will convert to liens against the property in the county tax records. CPAD has not had an issue with collection of the airport access fee.

As the fees are collected they are allocated by CPAD in compliance with the relevant ballot measure for either street or airport budgets. CPAD maintains separate accounts for the airport

and streets as required by CPAD policy. Every Airpark resident pays this fee, regardless of whether they have been granted RTTF access. Not all Airpark residents own an active aircraft and need access to the Airport property; nevertheless, the fee is assessed equally to all Airpark parcels.

As mentioned above, Airpark RTTF residents pay an airport access charge that is arithmetically equitable to tenants and operators on-airport making similar use of the Airport.

Airpark residents bear the obligation and cost of constructing and maintaining any Airpark infrastructure the airport sponsor (CPAD) determines is necessary to provide aircraft located in the Airpark safe access to the Airport grounds. As stated in the Airpark CC&Rs, ([Exhibit C](#)), Airpark residents are prohibited from using their property, or permitting any third party from using their property, for any commercial aeronautical purpose. Access to the airport by unauthorized users, through the property of Airpark residents, is prohibited. Airpark users are also prohibited from selling aviation fuel on their property.

Rate-Setting Methodology

The RTTF user rate is set as equal to the commercial operations on the airport. At this time, four (4) commercial operators on the airport property are engaged in activities requiring aviation access. These businesses are charged a flat fee of \$900 *per parcel* per year after a recent vote to update the fee in 2022. By CPAD precedent and recorded vote, the flat fee has been charged to the RTTF users on a *per parcel* basis. Through this practice, RTTF users and businesses are in parity.

CPAD elects to either maintain or raise the airport access fee based upon the financial projections of the district using both a short term as well as a longer-term strategic budgeting process. The airport and district have a long history of operating in a solvent financial manner using this rate setting methodology.

In-Kind Contributions

At the present time, there is no credit issued for in-kind contributions by RTTF users. There is a large and recurring maintenance program undertaken by volunteers from the RTTF community

which reduces the cost of airport operations, but those efforts are considered voluntary community activities rather than an offset against user fees.

RTTF Visitors Fees

The district does not charge for visiting aircraft who visit off-airport residents or on-airport commercial operators. The district desires visitors to park off-airport if they are being hosted by a resident and the resident has parking space available. The district does have a nominal transient parking fee for airplanes parked overnight in the transient parking area located on the airport proper.

Airport Costs Exclusive to RTTF Access

The airport has no costs exclusive to the RTTF access process. As described earlier, police, fire and emergency personnel at the city and county level require immediate access to the airport at any time through the gates located at the Western and United electronic gate access points. Although RTTF users enter the airport through these same gates, so do other authorized non-RTTF users who have a compelling documented requirement (EMS). The infrastructure costs of resurfacing the joint-use streets in the Airpark are borne entirely by the RTTF residents residing in the subdivision.

Far from being a cost burden for the Airport, RTTF users are a major and critical revenue source. The RTTF users pay a substantial amount to the continued operations of the airport. This is a reflection on the small number of commercial operations located at the Airport, and as a note, this has always been the case. The RTTF users are a major financial support of the Airport.

Protection of Airport Airspace

The long history of public operations at Cameron Park Airport demonstrates that the Airpark structures do not impinge on the airport. From its inception, the airport and the adjacent residential properties “grew up” together with a strict set of building parameters that prevented a conflict. The airport is subject to annual inspections by California Department of Transportation (DOT) to ensure that no encroachment into Part 77 and airport surface clear zones has occurred. The Airpark only impacts the western airport boundary and this boundary area is nearly completely built out. Within the past five years, RTTF users as well as numerous

property owners in nearby and adjacent parcels, have trimmed or removed trees that had penetrated these regulated surfaces.

Airpark Construction

As noted in this document, an active Avigation Easement and associated review process exists for the Airport. Prospective purchasers of property in Airpark are notified of the easement as well as the noise impact of nearby aircraft operations. Along the Airport's western boundary, RTTF residences on the east side of Boeing Road abut the Airport property. Boeing Road has a total of thirty-two (32) lots on the Airport boundary. Only two (2) lots are undeveloped, with the remainder all having residences with hangars in place. There are no instances where a structure interferes with the Part 77 surfaces or otherwise impact airport airspace. The airport is annually inspected by CALTRANS through use of a precision surveying tool for penetration of the Part 77 surfaces. Nor is there any likelihood that a building permit for an interfering structure will be issued due to the stringent review process at the El Dorado County and CPAD district level. A building permit cannot be issued without a review and concurrence from County of El Dorado DOT and CPAD.

New Construction

All construction must be permitted by the county who coordinates with CPAD to ensure that construction is consistent with airport safety and operations. Annual inspections by California Department of Transportation Airport Division verify that no new penetration of the Part 77 imaginary surfaces has occurred. Additionally, this process monitors tree growth and will require the airport to remove/trim trees that constitute a hazard. The district actively controls tree and other obstruction issues within the RTTF area (as well as outside the RTTF area) and has trimmed and removed trees several times over the decades. The Airpark CC&Rs empower CPAD to obtain legal enforcement measures for anything that may be considered a nuisance or hazard.

Hazard Removal

There are no obstruction hazards on the RTTF adjoining property. There are no outstanding hazards that require removal or mitigation. The district has a strict monitoring policy regarding the possibility that trees may grow into the required clearance zones around the airport. Within

the last eight (8) years, the California DOT and CPAD have concluded a construction program of obstruction lighting and tree removal to ensure that the airport is compliant with standards. The Airport's last Caltrans Aero permit inspection was conducted in Jan 12, 2024 and the Airport was found to be in safe and compliant condition receiving only observations for certain non-safety related matters.

**U.S. Department of Transportation
Federal Aviation Administration
Airport Improvement Program**

**SPONSOR CERTIFICATION FOR SUBMISSION of
RESIDENTIAL THROUGH-THE-FENCE ACCESS PLAN**

Cameron Park Airport District
(Sponsor)

Cameron Park Airport (O-61)
(Airport)

Title 49, United States Code, Section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on Residential Through-the-Fence (RTTF) access are in the FAA Modernization and Reform Act of 2012 (P.L. 112-95 Section 136, February 14, 2012) and further explained in the FAA's Compliance Guidance Letter 2021-3. The AIP project grant agreement contains a specific assurance on RTTF and may contain a special condition regarding the status of RTTF at this airport.

FAA Reauthorization Act of 2018 (P.L. 115-254, Section 185, October 5, 2018.) permits the grandfathering of certain RTTF agreements that are noncommercial, and considered perpetual and cannot be readily changed.

This certification does not relieve the sponsor from fully complying with all applicable statutory and administrative standards.

I certify that the attached RTTF access plan submitted to the FAA is correct and complete.

Cameron Park Airport District

By _____ Date _____

Terry Bohlen

President, Cameron Park Airport District, Board of Directors