Chapter 7

Cameron Airpark Airport and Environs

BACKGROUND DATA

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Background Data: Cameron Airpark Airport and Environs

INTRODUCTION

The Cameron Airpark Airport is a public-use general aviation airport that serves western El Dorado County. The airport is located approximately 10 miles west of the City of Placerville. It is owned and operated by the Cameron Park Airport District and is associated with Cameron Airpark Estates, a residential airport community.

Airport Master Plan and Airport Layout Plan Status

The Cameron Park Airport District initiated the development of a master plan for the Cameron Airpark Airport in 2010 and the plan is scheduled for completion in 2012. The current Airport Layout Plan (ALP) was approved by the Federal Aviation Administration (FAA) in 2000. The information contained on the FAA-approved ALP and supplemental data provided by the Cameron Park Airport District serve as the basis for this *Cameron Airpark Airport Land Use Compatibility Plan*. As part of this compatibility planning process, the ALP was accepted by the California Division of Aeronautics to serve as the basis for this ALUCP.

Airfield Configuration

The airport's single runway is 4,051 feet long and oriented northwest to southeast. Because of high terrain to the south, the landing threshold at the south end of the runway is displaced northward a distance of approximately 1,500 feet. No instrument approach procedures are established. The building area and on-airport aircraft parking positions are located southeast of the runway. Taxiway access is provided between the airport and private residences, which include attached hangars and aircraft storage areas. No airfield improvements having land use compatibility implications are planned.

Aviation Forecasts

Typically, compatibility plans base the expected level of future activity on the forecast activity levels contained in the airport master plan. Since a master plan is not available for Cameron Park Airport at this time, a forecast was generated to determine the number of operations that may take place at the airport during the 20-year planning horizon which the *Compatibility Plan* is required to address.

The number of existing operations (36,000 operations) and the number of based aircraft (112 aircraft) were provided by the Airport District. Dividing the number of annual operations by the num-

ber of based aircraft yields a ratio of 322 operations per based aircraft. This ratio is similar to the ratio reported for other general aviation airports that serve a similar role.

To determine the number future operations at the airport, the ratio of operations to based aircraft was applied to the estimated number of future based aircraft provided by the Airport District (207 aircraft). Using this formula, approximately 66,000 annual operations are anticipated to occur at the airport in 20 years. For the purposes of the *Compatibility Plan*, a total of 66,000 annual operations is used as the forecast activity level for the planning period.

Surrounding Land Uses

Cameron Airpark Airport is located within the unincorporated community of Cameron Park which was developed concurrently with the airport. The community consists extensively of single-family residential uses with some commercial areas, particularly along the east side of the airport and along a major road a mile to the north. Green Valley Elementary School is located northwest of the airport, and Cameron Park Lake is located west of the airport. Hilly areas to the east and southeast remain as open space.

Most of the community is already built out, thus little change to the existing development pattern is anticipated. New development will consist mostly of infill.

BACKGROUND INFORMATION

The following exhibits present the data upon which *Compatibility Plan* policy maps are based:

- Exhibit CAM-1 – Airport Location: Presents the location of the airport in the context of existing environment (aerial photograph).
- Exhibit CAM-2 – Airport Features Summary: Presents data pertaining to existing and proposed infrastructure (runways, taxiways, etc.), traffic patterns, and approach data.
- Exhibit CAM-3 – Airport Layout Plan (ALP): Presents existing airport facilities and proposed facilities as conditionally approved by FAA.
- Exhibit CAM-4 – Airport Activity: Presents aviation forecasts for the planning period.
- Exhibit CAM-5 – Noise and Overflight Factors: Presents the geographic area over which aircraft operating at Georgetown Airport routinely fly, as well as the noise contours based on the planning period forecasts.
- Exhibit CAM-6 – Safety Factors: Presents the locations of safety zones using the guidance and templates presented by the California Division of Aeronautics in its manual, *California Airport Land Use Planning Handbook*. Adjustments to the generic zones are also depicted.
- Exhibit CAM-7 – Part 77 Airspace Surfaces: Depicts the Federal Aviation Regulations Part 77 airspace surfaces which should be kept free of obstructions.
- Exhibit CAM-8 – Airport Environs: Presents site data, existing and planned land uses, affected jurisdictions, and compatible land use measures.
- Exhibit CAM-9 – Existing Land Uses: Presents existing land uses based on El Dorado County GIS data and aerial photography.
- Exhibit CAM-10 – Land Use Designations: Presents future land uses based on the adopted El Dorado County General Plan.

Cameron Airpark Airport Land Use Compatibility Plan

Airport Location

(June 2012)

Map Feature Key

- Airport Boundary
- Runway
- Roads
- Airport Influence Area

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet

0 0.25 0.5 0.75 1 Miles

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Exhibit CAM - 1

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Exhibit CAM-2

Cameron Airpark Airport: Airport Features Summary

General Information

- *Airport Ownership*: Cameron Park Airport District
- *Year Opened as Public-Use Airport*: 1967
- *Property Size:* 62 acres
- *Airport Classification*: General Aviation
- *Airport Elevation*: 1,286 ft. above mean sea level (MSL)

Airport Planning Documents

- *Airport Master Plan*: none (under preparation as of early 2012)
- *Airport Layout Plan Drawing*
  - Approved by FAA on April 6, 2000

Runway/Taxiway Design

- *Airport Reference Code*: B-I (small)
- *Critical Aircraft*: Cessna 340
- *Dimensions*:
  - Runway 13-31: 4,051 ft. long, 50 ft. wide
- *Displaced Thresholds:*
  - Runway 13: 193 ft.
  - Runway 31: 1,509 ft.
- *Pavement Strength (main landing gear configuration)*
  - 12,500 lbs. (single wheel)
- *Average Gradient*:
  - Runway 13-31: 0.9% (rising to the northwest)
- *Runway Lighting*
  - Medium-Intensity Runway Lights (MIRL)
- *Primary Taxiways*:
  - Partial parallel on northeast side
  - Private residential airpark west of runway

Building Area

- *Terminal Area*
  - East side of runway at southeast end
- *Services*
  - Fuel: 100LL
  - Other: Airframe and powerplant services, flight instruction

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - Runway 13: Left traffic
  - Runway 31: Right traffic
- *Typical Pattern altitude*
  - 1,000 ft. above airport elevation (2,300 ft. MSL)
- *Instrument Approach Procedures*
  None
- *Visual Approach Aids*
  - Runway 13: None
  - Runway 31: Pulsating/steady burning VASI on left (6.0 degree glide path) – steep approach due to terrain
  - Helicopter approach: PLASI
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 13-31 restricted to use by aircraft with less than 12,500 lbs. maximum takeoff weight and wingspans of less than 50 feet
  - Helicopter parking is not authorized
  - Avoid overflight of the mobile home park, located north-east of the airport, and Green Valley Elementary School, located northwest of the airport
  - Avoid flying between the airport and the ridge that parallels the airport to the west
  - Departures on Runway 31 – No turns before 2,000' AGL
  - Departures on Runway 13 – No turns before 1,800' AGL

Approach Protection

- *Runway Protection Zones (RPZ)*
  - Runway 13 RPZ (northwest): Entirely on airport
  - Runway 31 RPZ (southeast): 90% on airport

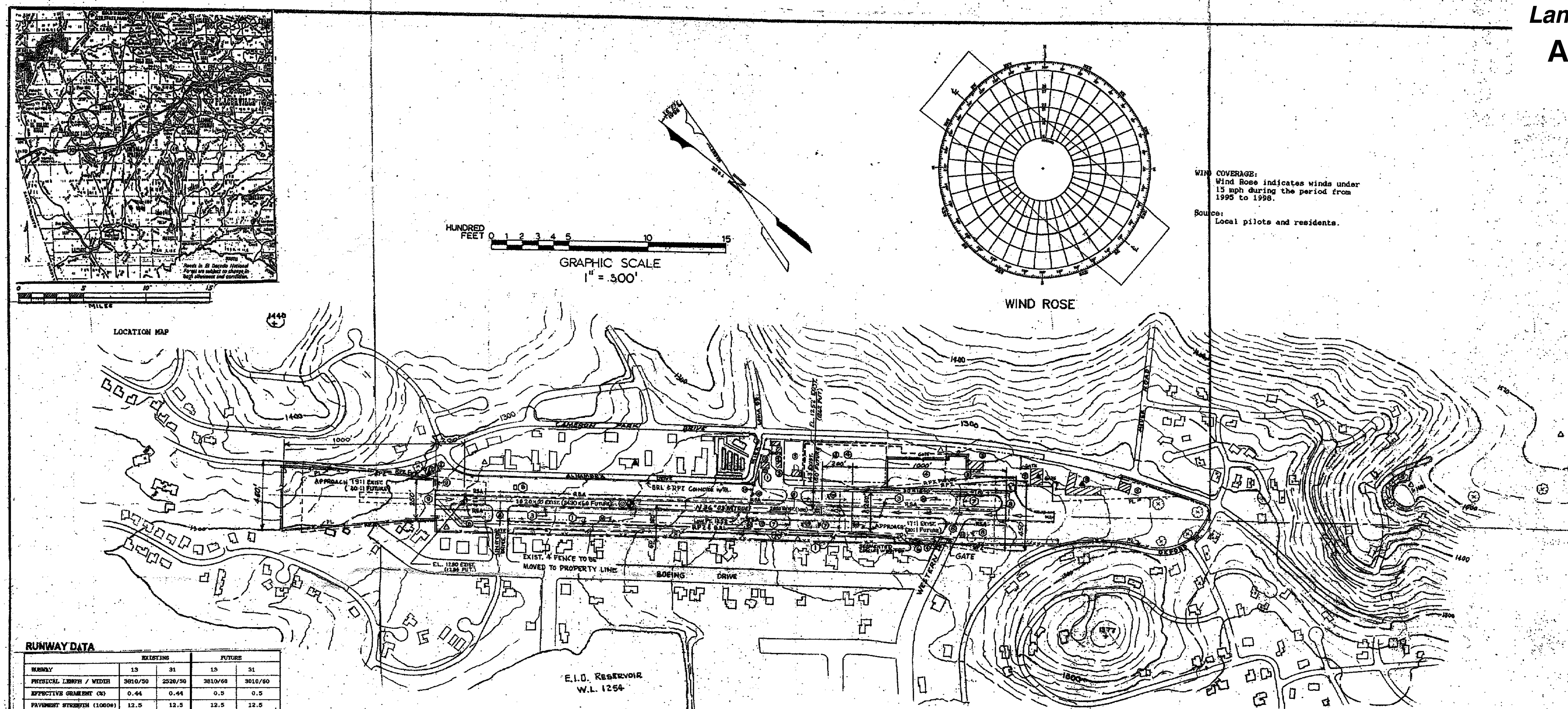
Planned Facility Improvements

- *Airfield*
  - None
- *Property*
  - None

Cameron Airpark Airport Land Use Compatibility Plan

Airport Layout Plan

(June 2012)



RUNWAY DATA

	EXISTING		FUTURE	
RUNWAY	13	31	13	31
PHYSICAL LENGTH / WIDTH	3010/50	2520/50	3010/60	3010/60
EFFECTIVE GRADIENT (%)	0.44	0.44	0.5	0.5
PAVEMENT STRENGTH (1000#)	12.5	12.5	12.5	12.5
PAVEMENT TYPE	AC	AC	AC	AC
MARKING	BASIC	BASIC	BASIC	BASIC
LIGHTING	MIRL	MIRL	MIRL/MITL	MIRL/MITL
APPROACH SURFACE-FAR 77	19:1	17:1	20:1	20:1
NAVIGATIONAL AIDS	NONE	NONE	NONE	NONE
AIRPORT REFERENCE CODE	A1	A1	A1	A1
RW PROTECTION ZONE INNER WIDTH OUTER WIDTH LENGTH	250' 450' 1,000'	250' 450' 1,000'	250' 450' 1,000'	250' 450' 1,000'
RW SAFETY AREA WIDTH LENGTH	120' 200'	120' 1,500'	120' 800'	120' 1,500'
RW OBJECT FREE AREA WIDTH LENGTH BEYOND RW END	250' 500'	250' 1,500'	250' 800'	250' 1,500'
VISUAL APPROACH AIDS	NONE	PLASI	PLASI	PLASI

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (MSL)	1280	1284
AIRPORT REFERENCE POINT	38-41-07.848 N 120-59-16.588 W	38-41-07.850 N 120-59-15.590 W
MEAN MAXIMUM TEMPERATURE HOTTEST MONTH	96	96
CRITICAL AIRCRAFT	MU-2	MU-2
LAND AREA	62.0 AC.	70.75 AC.
AIRPORT NAVAIDS	NONE	NONE

FACILITIES

EXISTING		FUTURE	
1	DISTRICT OFFICE	1	TAXIWAY
2	HANGARS	2	HOLDING APRON
3	FBO/FUEL	3	RUNWAY WIDENING
4	APRON	4	STANDBY GENERATOR SET
5	APRON (PRIVATE)	5	APPROACH PROTECTION
6	POWER VAULT	6	PLASI
7	PLASI	7	CONNECTING TAXIWAY
8	TAXIWAY	8	SEGMENTED CIRCLE/WIND TEE
9	CONNECTING TW - PRIVATE	9	STOPWAY (60'x500')
10	DRAINAGE - SURFACE	10	DRAINAGE - UNDERGROUND
		11	AWOS

NOTES:

1. Topography compiled from an aerial survey performed by Cartwright Aerial Surveys, Inc. October 28, 1983.
2. Contour interval 10 ft.
3. All airfield pavements are asphalt type.
4. Runway end coordinates to conform with this ALP are currently being surveyed.

LEGEND

EXISTING	FUTURE	
		AIRPORT REFERENCE POINT
		AIRPORT PROPERTY LINE (PL)
RPZ	RPZ	RPZ AND OBL
RSA	N.A.	RUNWAY SAFETY AREA
X	XX	FENCE LINE
1280	N.A.	GROUND CONTOURS
		SEGMENTED CIRCLE / WIND TEE
		PLASI
	(PIPE)	DRAINAGE
		OBSTRUCTION LIGHT
		PAVEMENT
		BUILDINGS
	N.A.	OBSTRUCTION TO BE REMOVED

RUNWAY END COORDINATES-(ESTIMATED)
NAD-83

RUNWAY 13	EXISTING	FUTURE
LATITUDE	38-41-17.285 N	38-41-15.844 N
LONGITUDE	120-59-25.318 W	120-59-23.787 W

RUNWAY 31	EXISTING	FUTURE
LATITUDE	38-40-58.410 N	38-40-58.410 N
LONGITUDE	120-59-07.757 W	120-59-07.858 W

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under section 505 of the airport and airway improvement act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate Public Laws.

REVISION	DATE	DESCRIPTION	BY
1	10-25-98	ADD A.S.L. ... [illegible]	RV
2	[illegible]	[illegible] FUTURE ARP COORDS.	RV
3	10-16-99	TW [illegible] AND RW, FACILITIES NOTES, RW + ARPT DATA	RV

VAIL CONSULTING SERVICES
3792 LOS SANTOS DRIVE CAMERON PARK CALIFORNIA
(530)677-0948

CAMERON PARK AIRPORT DISTRICT
AIRPORT LAYOUT PLAN

APPROVALS

SIGNATURE	TITLE	DATE
	AIRPORT MANAGER	9-21-98
	AIRPORT MANAGER	9-10-99
	AIRPORT MANAGER	11-15-99

FOR FAA USE:
APPROVED
FEDERAL ... ADMINISTRATION
By John L. Pfeifer Date 4/6/2000
Manager
Subject to letter dated 4/6/2000

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Exhibit CAM-3

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Exhibit CAM-4

Cameron Airpark Airport: Activity Data Summary

AIRPORT ACTIVITY [a]

	Current	*Future*
Based Aircraft	112	207

AIRCRAFT OPERATIONS

	Current [a]	*Future* [b]
Total Operations		
Annual	38,000	70,000
Average Day	104	191
Distribution by Aircraft Type		
Single-Engine Piston	83%	
Multi-Engine Piston	14%	No
Single-Engine Turboprop	1%	Change
Multi-Engine Turboprop	<1%	
Business Jet	<1%	
Helicopter	<1%	

RUNWAY USE DISTRIBUTION [a]

	Current	*Future*
Takeoffs		
All Aircraft		
Runway 13	15%	15%
Runway 31	85%	85%
Landings		
All Aircraft		
Runway 13	15%	15%
Runway 31	85%	85%

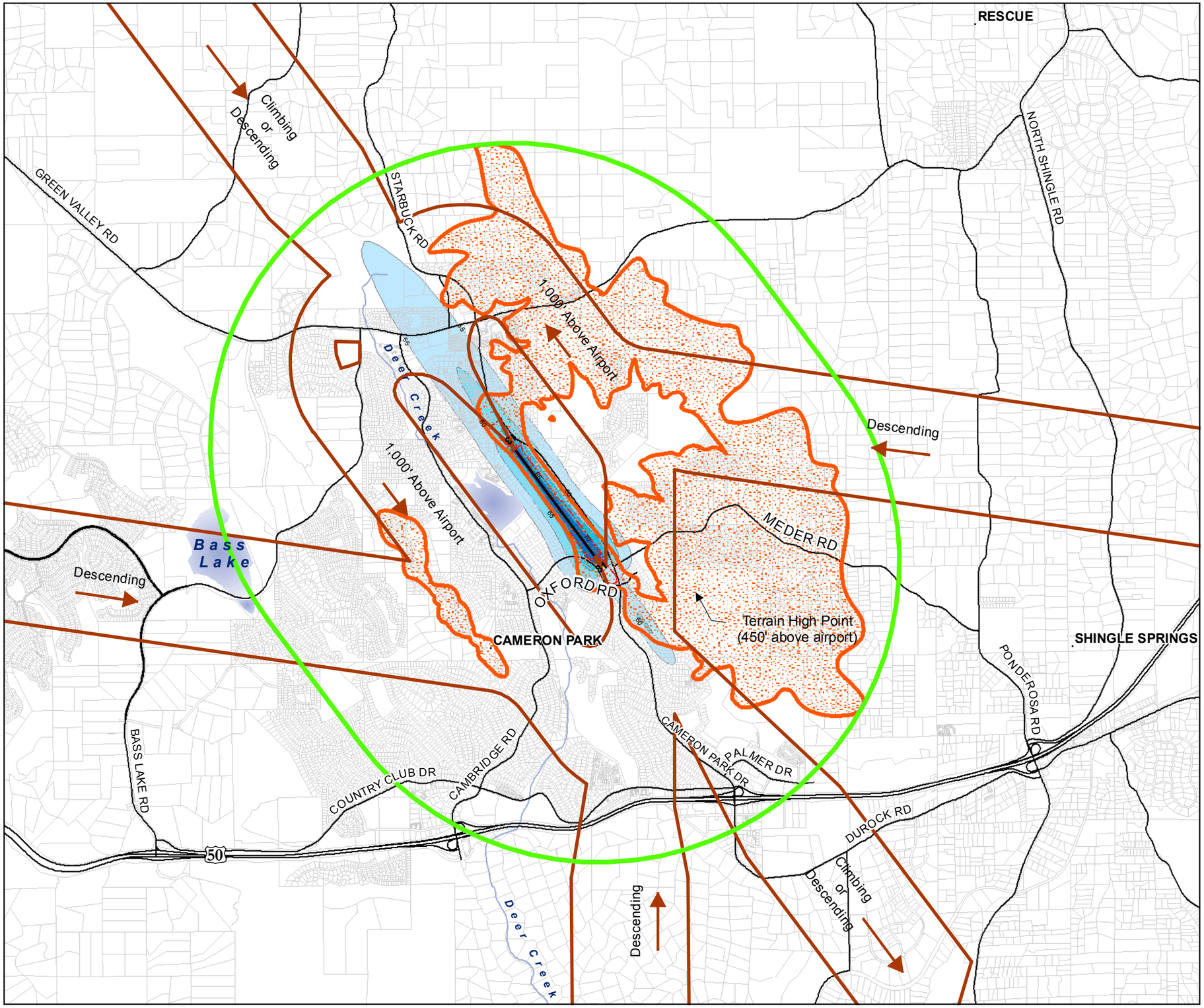
TIME OF DAY [b]

	Current	*Future*
Day *(7:00 a.m. – 7:00 p.m.)*	94%	94%
Evening *(7:00 p.m. – 10:00 p.m.)*	5%	5%
Night *(10:00 p.m. – 7:00 a.m.)*	1%	1%

Notes

[a] Source: Cameron Park Airport District staff

[b] 2032 or beyond. Data source: Mead & Hunt based on input from airport management



Cameron Airpark Airport Land Use Compatibility Plan

Noise and Overflight Factors

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area

Noise and Overflight Key

- General Traffic Pattern Envelope
- High Terrrain Areas
- CNEL* 55-60
- CNEL* 60-65
- CNEL* 65-70
- CNEL* 70+

*Community Noise Equivalent Level (CNEL)

Notes

1. Noise contour source: Mead & Hunt, Inc. 2011. Noise contours reflect future scenario of 70,000 annual operations with terrain modelling enabled.
2. Approximately 80% of aircraft overflights estimated to occur within these limits.
3. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet 0 0.25 0.5 0.75 1 Miles

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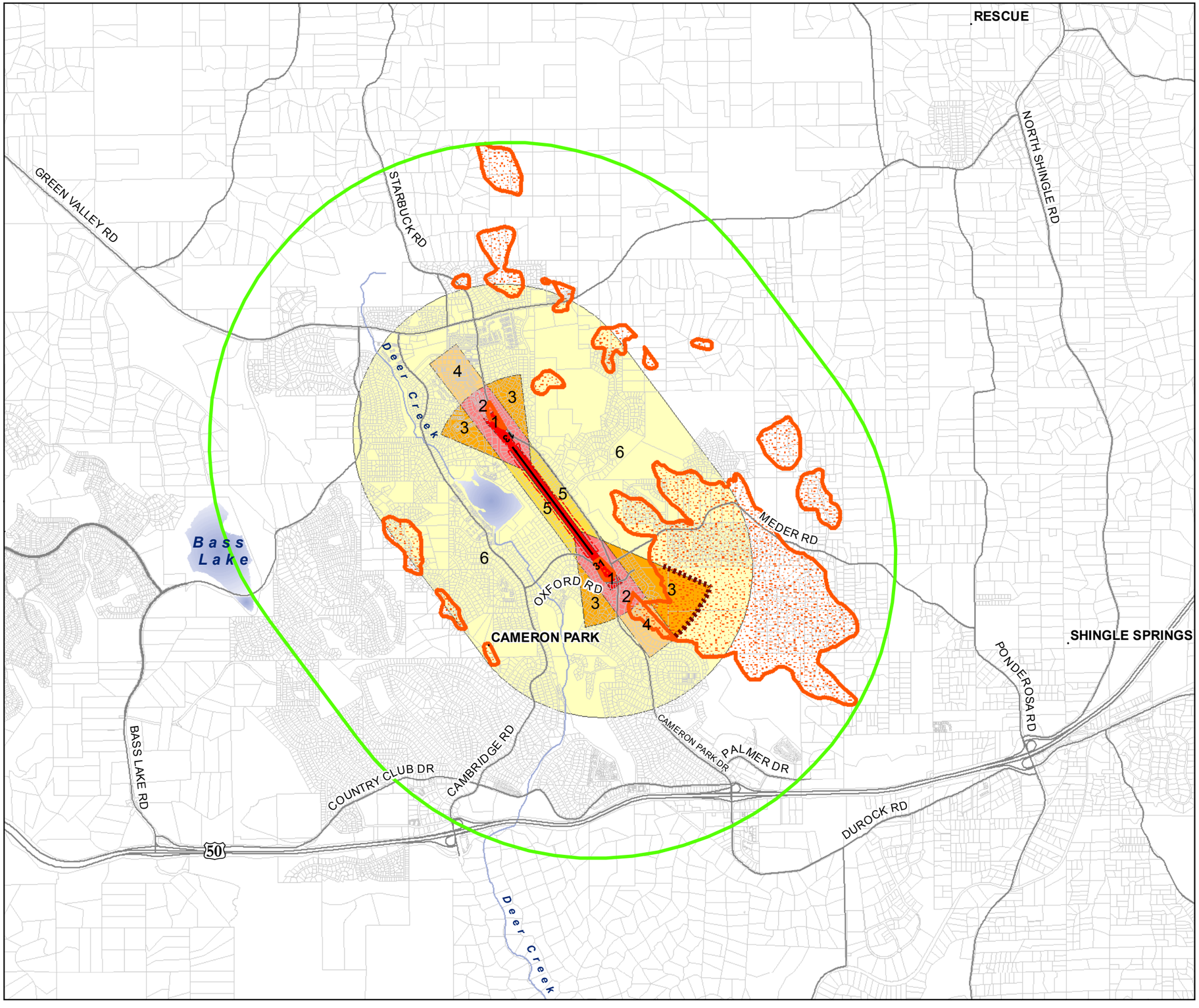
Exhibit CAM - 5



Cameron Airpark Airport Land Use Compatibility Plan

Safety Factors

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area

Safety Factors Key

- High Terrain Areas

Generic Safety Zones

- 1 Runway Protection Zone
- 2 Inner Approach/Departure Zone
- 3 Inner Turning Zone
- 4 Outer Approach/Departure Zone
- 5 Sideline Zone
- 6 Traffic Pattern Zone
- Modifications to Generic Zones

Notes

1. Generic safety zones source: California Airport Land Use Planning Handbook (October 2011).
2. Generic safety zones modified to recognize: High terrain south of the airport.
3. Part 77 source: Federal Aviation Regulations Part 77,Safe, Efficient Use, and Preservation of the Navigable Airspace.
4. Source of Part 77 penetration: 35' added to ground elevation in wooded areas.
5. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet

0 0.25 0.5 0.75 1 Miles

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Exhibit CAM - 6

BACKGROUND DATA: CAMERON AIRPARK AIRPORT AND ENVIRONS **CHAPTER 7**

Cameron Airpark Airport Land Use Compatibility Plan

Part 77 Airspace Surfaces

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area

Airspace Factors Key

- Part 77 Surfaces
- High Terrain Areas
- ### Topographic Contours

Notes

1. Part 77 source: Federal Aviation Regulations Part 77,Safe,efficient Use, And Preservation of the Navigable Airspace.
2. High Terrain Areas consist of locations where ground level is within 35 feet of Part 77 Surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet

0 0.25 0.5 0.75 1 Miles

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Exhibit CAM - 7

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Exhibit CAM-8

Cameron Airpark Airport: Environs Information

AIRPORT SITE

- *Location*
  - Western El Dorado County
  - 7 miles east of Folsom Lake
  - 10 miles west of Placerville
  - 30 miles east of Sacramento
- *Nearby Terrain*
  - Airport located in western foothills of Sierra Nevada
  - Elevated terrain located immediately south of Runway 31 approach end

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of El Dorado*
  - Airport and environs are located entirely in unincorporated county area
  - Airport is located in unincorporated community of Cameron Park

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Immediately west of airport is Cameron Airpark, a residential community associated with airport.
  - East, southeast and south of airport are lands designated as open space
  - Remainder of lands immediately surrounding airport are occupied by residential uses
- *Runway Approaches*
  - Northwest (Runway 13): Residential and commercial uses
  - Southeast (Runway 31): Residential and commercial uses

STATUS OF COMMUNITY PLANS

- *County of El Dorado*
  - General Plan adopted July 2004; amended December 2009

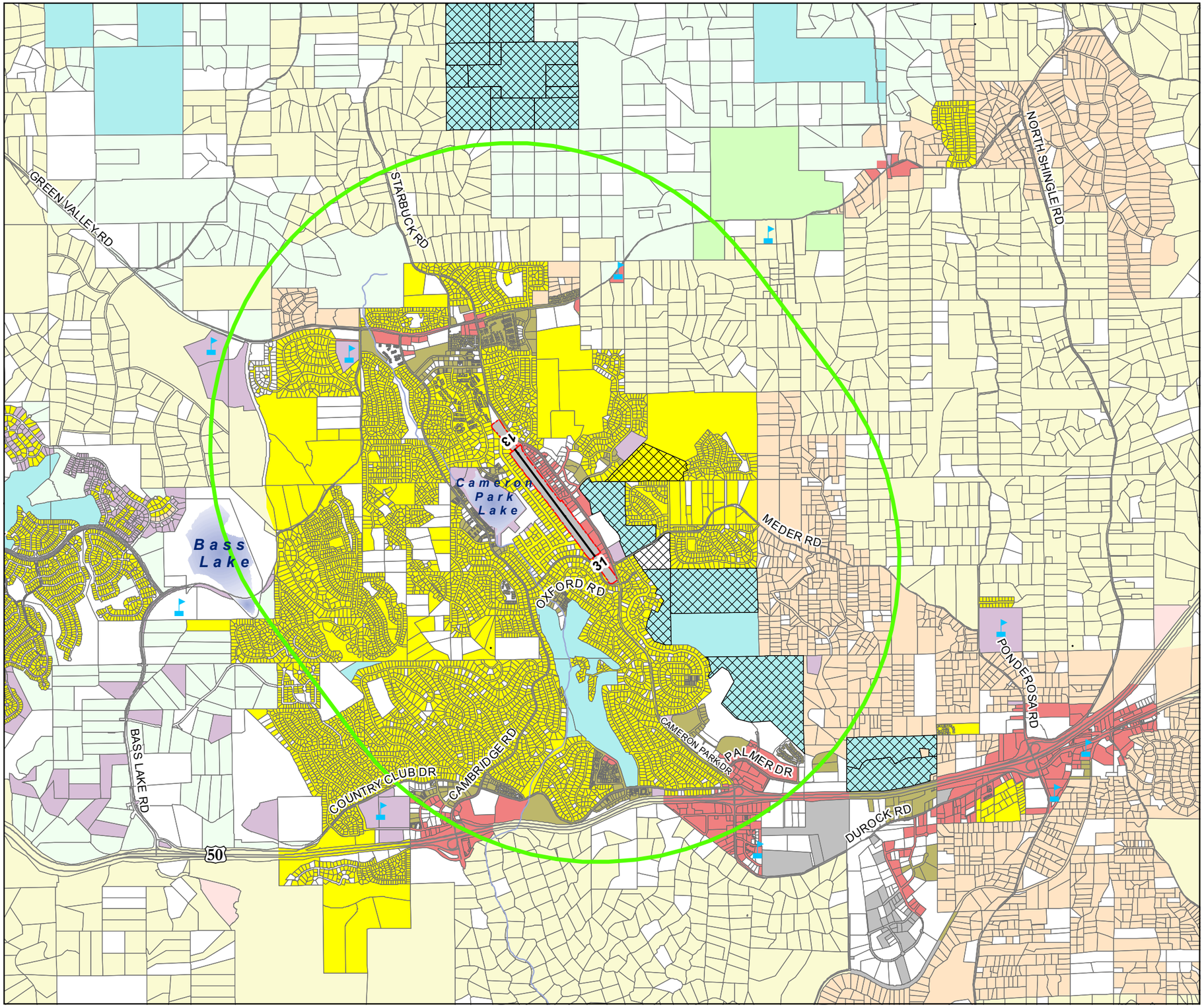
PLANNED AIRPORT AREA LAND USES

- *County of El Dorado (Land Use Designations)*
  - All directions: Low, medium and high density residential uses
  - South: Industrial and commercial

ESTABLISHED AIRPORT COMPATIBILITY MEASURES [1]

El Dorado County General Plan

- *Public Health, Safety, and Noise Element (2009)*
  - All projects, including single-family residential, within the 55 dB/CNEL contour of a County airport shall be evaluated against the noise guidelines and policies in the applicable CLUP. (Policy 6.5.2.1)
  - The County shall develop and apply a combining zone district for areas located within the 55 dB/CNEL contour of airports. (Policy 6.5.2.2)
  - All development within the Airport Safety Zones of the Placerville Airport, the Cameron Park Air Park Airport, the Georgetown Airport, and the City of South Lake Tahoe Airport shall comply with Airport Land Use Commission height, noise, and safety policies and maps as set forth in each airport's comprehensive land use plan. Where there is a difference between the County development standards and the development standards of the Comprehensive Land Use Plan, as applied to proposed development, the standards that will most reduce airport-related safety hazards shall apply. (Policy 6.8.1.1)
  - The County shall develop an airport combining zone district within the El Dorado County Zoning Ordinance, for each of the Safety Zones 1, 2, and 3 as defined by the comprehensive land use plans for each of the County's public airports. Said ordinance shall specify maximum density and minimum parcel size. (Policy 6.8.1.2)



Cameron Airpark Airport Land Use Compatibility Plan

Existing Land Use

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
- Residential - High Density (1-5 Units/Acre)
- Residential - Multi-Family (5-24 Units/Acre)
- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational
- Vacant

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet

0 0.25 0.5 0.75 1 Miles

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Exhibit Cam - 9

Cameron Airpark Airport Land Use Compatibility Plan

Land Use Designation

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
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- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County General Plan
adopted July 2004; amended December 2009

1 inch = 3,000 feet

0 0.25 0.5 0.75 1 Miles

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Exhibit Cam - 10