



CAMERON PARK AIRPORT DISTRICT

BOARD OF DIRECTORS POLICY

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**1.0 PURPOSE**

This document is the Cameron Park Airport District Board approved Operating Rules that apply to the Cameron Park Airport, O61.

**2.0 DEFINITIONS.**

When used in these Rules, the following terms shall have the meanings hereinafter set forth:

**Aircraft** is any contrivance used or designated for navigation of, or flight in the air, including lighter than aircrafts capable or pilot controlled sustained flight.

**Aircraft Owner** is the registered and/or legal owner(s) of an aircraft according to the files and records of the FAA.

**Airpark Estates** is the legal name of the area with residential houses that have direct access for aircraft to the Cameron Park Airport

**Airport** is the Cameron Park Airport located in Cameron Park, California including all runways, taxiways, ramps, tie down areas, and properties owned by the Cameron Park Airport District. See Map (Exhibit A hereto).

**Airport Board** or **Board** is the Cameron Park Airport District Board of Directors.

**Airport Boundary** is the perimeter of the airport property as defined by the El Dorado County Surveyor to be the purple region in the Cameron Park Airport District map found in Appendix A

**Airport Manager** is the individual appointed by the Board of Directors to act as their agent to conduct business related to the Airport.

**AWOS or** Automated Weather Observation System, available on 120.00 MHz and by telephone at Cameron Park Airport, providing wind speed, wind direction, altimeter setting, outdoor temperature, and dew point and important messages.

**Base Leg** A flight path at right angles to the landing runway off its approach end. The base leg normally extends form the downwind leg to the intersection of the extended runway centerline.

**CPAD** is Cameron Park Airport District



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**Cameron Park Service District**

**Common Traffic Advisory Frequency (CTAF)** is non-government communication facility which may provide Airport information on 123.05 MHz for Cameron Park Airport

**Crosswind Leg** is the flight path at right angles to the runway off its upwind leg.

**Crosswind Pattern Entry** type entry is made by crossing over the Airport to enter the downwind leg.

**Displaced Threshold** is the designated beginning of the runway that is available for landing of aircraft. The paved area behind the displaced threshold is available for taxiing, landing rollout and takeoff of aircraft.

**District** is the Cameron Park Airport District.

**Downwind Leg** is the flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.

**FAA** is the Federal Aviation Administration of the USA, as defined in the Federal Aviation Act of 1958.

**Final Approach** is the flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight in approach VFR is also considered to be on final approach

**Fixed Base Operator** is a person or persons, association, business or institution of any type or form that provides aeronautical services or maintenance of any type or kind on Airport property.

**Flying Club** is an association or group of more than three persons jointly owning or leasing aircraft where payment is made to the club for the operating use of the aircraft and in compliance with Regulations of Flying Clubs, which is operated on a non-profit basis.

**Formation Take Off and Landing** is more than one aircraft which simultaneously occupy the runway during takeoff or approach to and landing.

**Joint Use Streets/Taxiways** The following streets have been designated for joint use by regular vehicular traffic and aircraft: Boeing Road, Baron Court, United Drive (only that portion east of Boeing Road) Bonanza Drive, Fairway Drive (only that portion north of Oxford Road), Aeronca Way, Western



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Drive and Lockheed Court. Refer to the Airpark Estates No 5 CC&Rs for the basis of this definition.

**Noise Abatement** Monitor and provide a resolution of existing noise problems surrounding the Airport and to prevent the development of new noise problems. The flight paths and aircraft operating methods to minimize noise in the surrounding neighborhood

**Operator** includes, but is not limited to the person in charge of an aircraft or vehicle or any person who has rented or otherwise obtained use of an aircraft or vehicle for the purpose of operation.

**Overhead Approach** The overhead approach maneuver is a 180° energy depleting turn used to slow the aircraft in the landing pattern developed at Airports where aircraft have an operational need to conduct the maneuver (military, formation flight recovery, etc.)

**Owner** is a real property owner or lessee of real property within the District having aircraft access to the Cameron Park Airport District.

**Pedestrian** is any person as defined in Section 467 of the California Vehicle Code.

**Person** is any individual as defined in Section 470 of the California Vehicle Code.

**PLASI-** Pulse Light Approach Slope Indicator-When on the correct vertical profile or glide slope, a steady white light will be seen. If above the glide slope, the white light will flash and if below it, a steady red light will show. The red light will begin to flash when much too low.

**Ramp** is an area used for the parking and maneuvering, loading, and servicing of aircraft while they are on the ground.

**Straight In Approach** is the entry into the traffic pattern by interception of the extended runway centerline without executing any other portion of the traffic pattern.

**Taxiway** is any way or place set aside for aircraft and vehicular travel at Cameron Park Airport. There are two types of taxiways.

- A. Joint use taxiways west of runway where airplanes share the taxiway with motor vehicles, bicycles and pedestrians.
- B. Regular taxiways are primarily for aircraft, and not open to pedestrian or motor vehicle use



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without permission of the Airport manager

**Touch and Go Landings** is an operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

**Traffic Pattern** The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an Airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, and final approach

**Upwind Leg** A flight path parallel to the landing runway in the direction of landing.

**Vehicle** as defined in Section 415 and Section 670 of the California Vehicle Code.

**3.0 GENERAL OPERATING RULES.**

1. The following rules promulgated by this document will govern the conduct of **all persons within the boundary of the Cameron Park Airport property.** The privilege of using the Airport and its facilities are subject to certain rules and regulations as published by the Federal Aviation Administration, the State of California, El Dorado County, and the Cameron Park Airport District regarding the operation of aircraft on Cameron Park Airport.

The use of the Airport and its facilities shall be conditioned on the assumptions of full responsibility and risk by the user thereof; and he shall release, hold harmless, and indemnify the Cameron Park Airport District, its officers, property owners and employees from any liability or loss resulting from such use.

The Cameron Park Airport District does not warrant the adequacy of any ropes, cables, chains, and/or other equipment or surfaces furnished by the Airport or its manager for any particular aircraft. Owners and operators will be held responsible for properly securing their own aircraft.

2. United States Federal Aviation Administration Regulations together with California State Regulations as they properly relate to Cameron Park Airport are the guiding rules for all flying at Cameron Park Airport. Regulations are set, promulgated and enforced by the Cameron Park Airport Board of Directors.

3. The Airport Manager at all times has authority to take such reasonable action as may be necessary to safeguard the public, to enforce these regulations, and to efficiently manage the airport.



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**3.1 WEIGHT AND WINGSPAN RESTRICTION.**

Cameron Park Airport is a Class 2 airport and no aircraft exceeding a maximum certificated gross weight of 12,500 pounds or having a wing span in excess of 49 feet or (15 meters) is permitted to land at the Airport unless approved by the District.

**3.2 THE AIRPORT TRAFFIC PATTERN AND RECOMMENDED PROCEDURES**

This is the suggested traffic pattern established by the Cameron Park Airport District for aircraft taking off and landing at the Cameron Park Airport is Left Traffic Pattern.

**Traffic Pattern Altitude** is 2,300 feet MSL

**Runways**

Runway 31 is 50' X 2550' (1,510' displaced threshold)

Runway 13 is 50' X 3850' (210' displaced threshold)

Total paved area is 50' X 4060',

**NOTE: A displaced threshold** is a threshold located at a point on the runway other than the designated beginning of the runway. Displacement of a threshold reduces the length of runway available for landings. The portion of runway behind a displaced threshold is available for takeoffs in either direction and rollout for landings from the opposite direction. A ten feet wide white threshold bar is located across the width of the runway at the displaced threshold. White arrows are located along the centerline in the area between the beginning of the runway and displaced threshold.

1. Pattern Entry shall be made from a 45-degree entry leg, entering the downwind leg in level flight abeam the midpoint of the runway at traffic pattern altitude, (2300 feet MSL).
2. Crosswind, Straight-In and Overhead Approach pattern entries are permitted only when there is no interruption of or interference with traffic in the traffic pattern.



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3. AWOS is available on 120.00 MHz and it is recommended that it is monitored for current weather conditions and any messages.

4. It is recommended that whenever possible pilots monitor the Cameron Park CTAF on 123.05 MHz and other aircraft radio transmissions about 10 miles out to obtain advanced information on the runway in use as well as the traffic situation at the Airport.

5. PLASI for the Runway 31 approach is turned on with three clicks within 3 seconds on 123.05 MHz day or night and remains on for 15 minutes.

6. Runway/taxiway lights are turned on along with PLASI with five clicks within 7 seconds on 123.05 and remains on for 15 minutes.

7. On the downwind leg, maintain pattern altitude of 2300 MSL until abeam the approach end of the landing runway.

(a) The downwind leg for Runway 31 is over or just to the west of the ridge paralleling the airport to the west. Do not fly between the airport and this ridge as it is a NOISE SENSITIVE AREA.

8. Complete the turn to final at least 1/4 mile from the runway end.

9. Plan touchdown at or beyond the displaced threshold markings on both runways

(a) The Runway 31 threshold is displaced 1,510 feet from the end of the pavement due to the high terrain in the line of the approach. The approach angle is 6 degrees, use the PLASI to help with this approach.

CAUTION: The effective landing length of Runway 31 is shortened by the displaced threshold distance of 1,510 feet.

Overfly the high terrain to the south at a minimum altitude of 1700 feet MSL and land at or beyond the threshold marking. Avoid approaching short and low then “flying” to the threshold.

(b) Cutting through the pass along Cameron Park Drive just south of the airport, either taking off or landing is not permitted as this is a NOISE SENSITIVE AREA.



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(c) The Runway 13 threshold is displaced 210 feet for obstacle clearance.

10. When taking off from Runway 13 to the south a 10-degree right turn is permitted after the end of the runway to clear terrain.

**3.3 NOISE ABATEMENT PROCEDURES**

The Cameron Park Airport is surrounded by noise sensitive areas. By using your aircraft’s quietest departure and arrival power and RPM settings and following these guidelines we can reduce the noise impact on our neighbors.

1. When taking off on either runway, obey the Noise Abatement signs displayed at each end of the airport. Use appropriate power and prop settings to minimize your noise footprint.

(a) RUNWAY 31- Climb straight ahead on runway heading for one mile or 2000 feet MSL before making any turns.

(b) RUNWAY 13- Climb straight ahead on runway heading reaching 2000 feet MSL before making any turns. If necessary, a 10-degree right turn is permitted to clear rising terrain.

2. During flight in the Traffic Pattern, especially for crosswind departures, avoid flying over the trailer park at the north east end of the airport and the school located north west of the airport.

3. Touch and go landings are not permitted between the hours of 10pm and 7am local time.

4. High speed passes and other low altitude maneuvers above the airport usually result in immediate noise and/or low flying airplane complaints. **PLEASE use restraint in performing non-standard approaches and other exhibitions.**

**3.4 STARTING AIRCRAFT.**

1. **Only qualified persons shall start and/or operate an Aircraft engine at the Airport and/or taxi an Aircraft on the Airport. Qualified persons include a pilot, an airframe and power plant mechanic, or a qualified technician licensed by the FAA and qualified to start or operate the engine(s) and/or taxi that particular category and class of Aircraft.**

2. No person shall start the engine or operate the aircraft if it is in a position such that the propeller





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slipstream or jet blast will damage or interfere with the operation of other aircraft, motor vehicles, mobile equipment, hangers, fuel islands, shops or other building, or cause injury to personnel, passengers or spectators.

**3.5 NOTICE OF VIOLATION.**

The Airport Manager or other designated representative of the District may give written notice to any person in violation of the regulations. Violations of FAA regulations will be reported.

**3.6 PENALTIES.**

Unless otherwise stated elsewhere herein, any person who violates any of the provisions of the Cameron Park Airport District Rules and Regulations or the Airpark Estates No 5 CC&Rs is guilty of an infraction. The remedy will be determined and implemented by the Cameron Park Airport District Board of Directors for airport issues or the Cameron Park Service District for CC&R issues.

**3.7 AIRCRAFT STORAGE AND REPAIRS.**

Aircraft shall be stored and repairs made in the spaces designated for that purpose. No holding, stopping or parking of aircraft on the taxiways shall be permitted other than to gain immediate ingress or egress from or to an adjacent premise. Un-airworthy aircraft, wrecks, disassembled, or parts thereof shall not be parked or stored anywhere within the airport boundary unless awaiting verifiable scheduled repairs.

**3.8 SOLICITING.**

No person, business, group, or association shall solicit funds for any purpose on the Airport without first obtaining the specific approval of the Cameron Park Airport Board of Directors or the Airport Manager.

**3.9 ADVERTISEMENTS.**

No persons shall post, distribute or display signs, advertisements, circulars, political posters, printed or written matter on the airport property. Exceptions to this sub-section not in conflict with State or Federal Law or regulation prohibiting advertising may be granted by the Cameron Park Airport District Board of Directors. The Airport Manager shall prescribe the manner of posting, displaying or distributing advertising material in all cases where an exception has been granted.

**3.10 PRESERVATION OF PROPERTY.**



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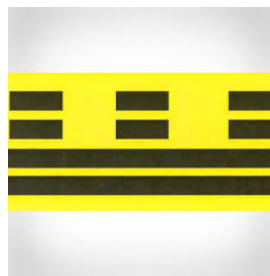
No person shall destroy, injure, deface or distribute in any way, any building, sign, equipment, marker, or other structure, tree, flower, lawn or other public property on the airport.

**3.11 PERMITTED VEHICLE AND PEDESTRIAN OPERATIONS**

1. Vehicle and pedestrian access within the Airport boundary is only allowed for access to aircraft operations or airport or aircraft maintenance activities. NOT AS A SHORTCUT.

Vehicle and pedestrian access to the Airport from the gates between the residential streets and the airport shall be in compliance with CPAD Policy 2.3 Gate Access Policy

2. Vehicles and pedestrians shall remain on the paved office area apron, paved parallel taxiway (not the taxiway at the end of Runway13), tie-down and hangar areas that have been designated as mixed use areas. Remain on the pavement at all times and do not cross hold short lines.



HOLD SHORT LINES

3. Aircraft have the right of way within the Airport boundary. Vehicles shall not be operated in such a manner or within such proximity of an aircraft as to create a hazard or interfere with the safe operation of an aircraft.

4. Vehicle speed except emergency vehicles responding to an emergency is 15mph or less within the Airport boundary.

5. Vehicle operators shall comply with any order or signal of the Airport Manager or their authorized



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representative.

6. Vehicles shall not be cleaned and or maintained anywhere on the airport except for minor repairs that are necessary to remove such vehicles from the Airport.
  7. Vehicles used for hauling trash, dirt of any loose material shall be operated in such a fashion as to prevent the contents of the vehicle from dropping, shifting, leaking or otherwise escaping.
  8. Vehicles within the Airport boundary shall only be parked within the specific aircraft hangar or tie down space and shall not block access to any taxiway, hanger etc.
  9. Disabled, abandoned or illegally parked vehicles are subject to removal by the airport.
- See **section 3.13**
10. Storage of any type of vehicle or trailer is prohibited within the Airport boundary.
  11. Displaying vehicles or equipment at the Airport for the sole purpose of selling the vehicle and or equipment is prohibited.
  12. No person shall operate a vehicle in a reckless or negligent manner.
  13. No person may operate a vehicle under the influence of any intoxicating liquor or drug.
  14. Every accident involving bodily injury or property damage in excess of \$200 shall be reported to the Airport Manager
  15. Violation of these rules may result in forfeiture of any issued gate access cards or clickers and **denied permission for future Airport access except by aircraft.**
  16. Vehicles crossing the hold short lines or using other than the specified joint use areas shall follow **Section 3.12.**

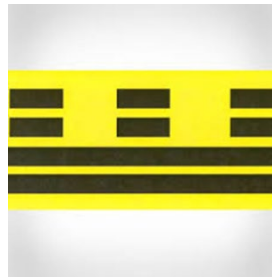
**3.12 NON-AIRCRAFT AND PEDESTRIAN TRAFFIC.**

Anyone not in an aircraft (walking, riding in or on any other form of vehicle) that are crossing the hold short lines, traveling on or across the runway, or traversing any other Airport area except the specified joint use areas shall observe the following.



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HOLD SHORT LINES

- 1. 2.** Carry a working two-way radio tuned to 123.05 and announce when you cross the hold short lines.
- 3.** Pedestrians or anyone outside a vehicle shall wear a reflective vest or clothing
- 4.** People unfamiliar with the operation of this airport shall be escorted.
- 5.** Unauthorized access within the Airport boundary shall be considered trespassing and may be reported to law enforcement.

**3.14 REMOVAL OF VEHICLES, PROPERTY and OTHER MATERIAL FROM AIRPORT PROPERTY.**

- 1.**The Airport Board’s authorized representative may remove, from any area of the Airport, any motor vehicle, aircraft or other property or material which caused or constitutes or reasonably appears to cause an imminent or immediate danger to the health or safety or the persons using the airport or a significant portion thereof.
- 2.** The Airport Board’s authorized representative may remove from any area of the airport any material deemed unsightly or in violation of the fire code or ordinance.
- 3.**The expenses of such removal and any storage fees shall become a lien chargeable to the owner of said motor vehicle, aircraft or other property. Said owner shall be notified of the removal and storage of said motor vehicle, aircraft or other property by certified or registered mail within five (5) days, return requested, sent to the owner’s address as known to the Cameron Park Airport District Board of Directors, the Airport Manager, or their authorized representative.