

SWANSBORO AIRPORT STATUS REPORT

MAY 2021

Cal Trans (DOT Aeronautics Division) has asked for proof of compliances on several issues and is waiting to provide a CORRECTED AIRPORT PERMIT once proof has been supplied and an application submitted. The last corrected permit from 1990 IS NOT VALID ON ITS OWN. Cal Trans has since issued several documents which MUST ACCOMPANY, the 1990 version which REMOVED NIGHT FLYING AND RENDERED RUNWAY LIGHTS INOPERABLE.

Cal Trans has stated they would not support or approve runway lights

1978 W & D Investment Co. deeded airport land to SCPOA.

1978 Special Use Permit with specific variances was issued by Ca DOT noting that the runway had no lights.

1978 October-Supplemental letter describing physical status of the airport was added to the permit.

1987 Dot Division of Aeronautics conducted permit compliance and safety inspection. "The airport is legally classified as a private-use facility, however, since it is used by 40 aircraft operators with approximately a dozen permanently based aircraft, certain standards of safety must be maintained."

1988 DOT issued another supplemental letter to the permit allowing three specific variances.

1990 Corrected Airport Permit was issued to reclassify and supersede the 1978 permit. Day and night use permitted and noting that the runway is now lighted.

1991 DOT reviewed and noted mistakes on the 1990 reclassified airport permit.

1992 DOT conducted permit compliance inspection.

- O Obstructions were identified for removal or correction.

- O Angle iron lighting supports sticking up need adjustments/re-installation.

- O Displaced threshold markings were incorrect.

NO RECORD OF RESPONSE FROM SCPOA.

1993 DOT Report-Ca Reg 3545 requires the "special use" airport to meet "public use" airport criteria with respect to building hangars. Specifically: Unit 1, Lot 96-"No Parking" signs on frangible mountings must be installed on both sides of the taxiway between the runway and the hanger.

1997 DOT Aeronautics Program conducted an aviation facilities inventory and State permit compliance inspection on December 18. "The airport has deficiencies that will need to be corrected." DOT describes the need for clearing obstructions from the ROFA (Runway Object Free Area) and for obstruction lighting. DEADLINE: January 30, 1998.

Note: DOT sent literature and pertinent information to start an Airport File to be maintained and stored by SCPOA.

1999 DOT Aeronautics Division conducted a State permit compliance inspection on August 4, 1999.

- O Runway 9, Midfield, and Runway 27 each had obstructions not covered by variances.

- O Wind cone must be relocated beyond the ROFA.

- O The airport lighting system was not installed correctly, lacking sufficient lighting, and does not include obstruction lighting of objects-(obstructions) on and around the airport.

A review of the airport file reveals several discrepancies have occurred:

- O Prior to requesting the airport permit conditions be corrected to allow continued night operations, confirm the required environmental review and determination was made by El Dorado County.

- O Plans were not sent to the Department for approval. Plans are required which show how the system

will be installed, including obstruction lighting. When the system design is approved and installed per those approved plans, the Department will correct the airport permit.

O Night operations were allowed to continue for 60 days, only for resident pilots of the airport.

O If at the end of the 60-day time period, the Department has not been able to issue a new corrected airport permit (based on required county approvals that the airport lighting system has been modified and obstructions have been removed), the existing airport lighting system must be rendered inoperable.

O Additionally, DOT recommends that users provide the Property Owners Association a statement that they are aware of the various nonstandard conditions and obstructions on and around the airport prior to their being authorized to use the airport during day or night.

2000 DOT suspended night operations at Swansboro Airport April 30, 2000. Day flight continued.

2001 DOT received a lighting plan from SCPOA, dated July 2001, which was rejected by DOT as insufficient.

2002 DOT mentioned not receiving a map? In October, 2002.

2002 DOT received an application for a corrected airport permit allowing night operations from George Kellison (SCPOA Pres.) and responded November 13, 2002. It was set aside until such time as SCPOA submitted the appropriate required compliance documents.

NOTE: No response from SCPOA until 2004.

2004 August 17, 2004, John Moalli, SCPOA Board member, corresponded with CALTRANS about a possible "night operations waiver" so that SCPOA could begin installing an up-to-date lighting system.

2005 DOT, Div. of Aeronautics, referred to the formal airport inspection conducted December 20, 1999, stating that SCPOA had been given a substantial amount of time (five years) to remedy deficiencies and had failed to do so. SCPOA was given a final opportunity or the airport would be closed.

O Day Use Only: Specific requirements must be met by a deadline.

O Day and Night-use: All specific day use requirements plus all requirements listed on previous DOT inspections for night operations.

DEADLINE: April 15, 2005.

2005 DOT "partially removed the suspension to the airport permit for the purpose of resuming day-use operations, effective April 2, 2005. DOT also directed SCPOA to make some further minor fixes and then, DOT would issue a Corrected Airport Permit.

2005 Wayne Mikel, on May 6, 2005 submitted proof of fixed minor discrepancies. No request was made for a corrected permit.

2018 DOT conducted a State permit compliance inspection of the Swansboro Airport.

O Runway markings were incorrect.

O Obstructions had grown back since 2005 on both side and both ends of the runway.

O Update runway dimensions and submit application for corrected Airport Permit.

NOTE 1 : SCPOA has seen that most of the 2018 inspection corrections have been made and an application should still be submitted.

NOTE 2: Hangars have been built legally through the county permit process along the south side of the airport (on private property).

EL DORADO
COUNTY RECORDER

OFFICIAL RECORDS
EL DORADO COUNTY-CALIF
RECORD REQUESTED BY

INTER-COUNTY TITLE CO.

JUN 21 10 57 AM 1968

JAMES W. WEENEY
COUNTY RECORDER

Affix
Tm 22
#2861

\$110.00

EL DORADO
COUNTY
JUN 21 1968
DOCUMENTARY
STAMP TAX

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JUN 21 1968
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HUGHES, MAUL,
FEBERTY & DEZZANI
ATTORNEYS AT LAW
347 MAIN STREET
PLACERVILLE, CALIF.
938-3088

1 Recorded at Request of
Inter-County Title Co.
2 When Recorded Mail to
3 Irvine & Duce
4 535 Main Street
Placerville, California

Deed

6 W. A. Swansborough, who acquired title to an interest in the
7 real property herein described as "Parcel No. 2", and an interest
8 in the real property herein described as "Parcel No. 5", under
9 the name of William A. Swansborough, and also an interest in the
real property herein described as "Parcel No. 3", under the name
of William Allen Swansborough, and C. Belle Swansborough, who
acquired title to an interest in the real property herein described
as "Parcel No. 1" under the name of Clara B. Swansborough, and an
interest in the real property herein described as "Parcel No. 5"
under the name of Clara B. Swansborough, husband and wife, hereby
grant and convey to W & D Investment Company, Inc., a California
corporation, all that certain real property situate in the County
of El Dorado, State of California, described as follows:

PARCEL NO. 1:

14 The North one-half of the Northwest quarter of the Northwest
15 quarter; the North one-half of the Southwest quarter, South one-
16 half of the Northwest quarter all in Section 14, Township 11 North,
Range 11 East, M.D.B. & M., and the Northwest quarter of the South-
17 east quarter; the Northeast quarter of the Southwest quarter, the
East one-half of the Southeast quarter, all in Section 15, Township
11 North, Range 11 East, M.D.B. & M.

PARCEL NO. 2:

18 The West half of Section 9, Township 11 North, Range 11 East
19 M.D.B. & M.

PARCEL NO. 3:

22 The North one-half of the North one-half of the Southwest quarter
23 of the Southeast quarter of Section 15; the South one-half of the
North one-half of the Southwest quarter of the Southeast quarter
of Section 15; the South one-half of the Southwest quarter of the
24 Southeast quarter of Section 15, all in Township 11 North, Range
11 East, M.D.B. & M.

PARCEL NO. 4:

26 The North half of the Northeast quarter, the Southwest quarter of
27 the Northeast quarter and the Northwest quarter, all in Section 15,
Township 11 North, Range 11 East, M.D.B. & M.

PARCEL NO. 5:

29 The East half of Section 9, Township 11 North, Range 11 East,
30 M.D.B. & M.

31 As to the South one-half of the Southwest quarter of the
Southeast quarter of Section 15, Township 11 North, Range 11 East,
32

Mail Future Tax Statements to
Grantee at Address Above

EL DORADO
COUNTY RECORDER

1 M.D.B. & M., this conveyance is made subject to a non-exclusive
2 right of way for a road and cattle drive over and across a strip
3 of land 50 feet in width lying northerly of, adjacent to and
4 parallel with the southerly line of said South half of the South-
5 west quarter of the Southeast quarter of said Section 15, said right
6 of way running from the existing County Road Easterly to the West
7 boundaryline of said parcel of land, as said right of way is
8 described in the deed dated August 31, 1954, recorded August 31,
9 1954, in Book 348 at Page 179, Official Records of said County of
10 El Dorado.

11 Dated: May 31, 1968.

12 W. A. Swansborough
13 W. A. Swansborough

14 C. Belle Swansborough
15 C. Belle Swansborough

16 State of California, } ss.
17 County of El Dorado }

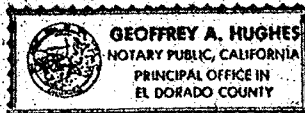
18 On June 2, 1968 before me, the undersigned, a Notary Public in
19 and for said County and State, personally appeared W. A. Swansborough
20 and C. Belle Swansborough, known to me to be the persons whose
21 names are subscribed to the within instrument and acknowledged that
22 they executed the same.

23 WITNESS my hand and official seal.

24 (Seal)

25 Geoffrey A. Hughes
26 Geoffrey A. Hughes
27 Notary Public in and for said County
28 and State.

29 GEOFFREY A. HUGHES
30 My Commission Expires January 17, 1970



HUGHES, MAUL
FOGERTY & DEZZANI
ATTORNEYS AT LAW
147 MAIN STREET
PLACERVILLE, CALIF.
986-2088

END OF DOCUMENT

BOOK 883 PAGE 290

PART I

APPLICATION FOR SITE APPROVAL OF NEW AIRPORT
(must be completed by Applicant)

TO:

Date: 10/9/69

CALIFORNIA DEPARTMENT OF AERONAUTICS
MUNICIPAL AIRPORT
SACRAMENTO, CALIFORNIA 95822

Site inspection and approval are requested for the proposed airport site described herein:

1. Airport Name Swansboro Country Address Route #1 Box 1390 Placerville
W & D Investment Co.

2. Applicant's Name Richard H. Dyer, President
Route #1 Box 1390 Title (Owner/Operator, etc.)
Address: Placerville Phone 622-3219 622-1850

3. Name of Property Owner W & D Investment Co. Inc.

Address 74 Main St. Placerville Phone 622-1850

(If property leased):

Mr. Wilkinson

Name of Lessee ---- Address ----

---- Phone ----

4. Attach proof of property ownership or control (copy of deed or lease). OK

5. Land use permit granted by City/County (cross out one) Planning Commission - Date: 11/21/68 (attach copy of approval or use permit)

6. Site Location:

Nearest City or Town Placerville County El Dorado

Distance & Direction (town to site): Bearing N36°E Miles 5.95

Township 11N Range 11E Section MDB&M

North Latitude 38° 48' West Longitude 120° 44'
(Approximate center of site)

7. Dimensions of site 3,200 ft Acreage 10.9

8. Provide aerial and ground photographs (if available)

9. Runway Data:

	<u>Magnetic Bearing</u>	<u>Width</u>	<u>Length</u>	<u>Maximum Gradient</u>
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Initial State

Ultimate Development N86°30' 50 3235 2.2576

- (1) In case of application by an organization, political or private, the name and title of the responsible official ordering such application must also appear on this application.
 - (2) Show dimensions of rectangular tracts. For irregular tracts show longest dimension and greatest distance perpendicular thereto.
 - (3) Enclose USGS sectional or portions thereof showing plot thereon.
-

PART II

In accordance with Section 21664 of the Public Utilities Code concerning Site Approvals, the application shall set forth the location of all highways, railways, mains, pipes, conduits, wires, cables, poles, and other facilities and structures of public service corporations and of persons engaged in radio or television broadcasting located within the area proposed to be acquired or zoned, and the names of the owners of the facilities and structures.

Minimum data to comply with the above must consist of a map or sketch (appx. 8½ x 11 sheet) showing locations of all facilities and structures mentioned. The "key" opposite each item below refers to a letter designation which must appear on this form as well as on the sketch to facilitate identification. Information secured from airport plans, engineers, utility companies, or official maps will be accepted as authentic. Show all roads, utilities, etc. within the airport boundaries and the areas under required clear zones.

Location

HIGHWAYS

Reference #

_____ State # _____, County # _____, Street # _____
_____ State # _____, County # _____, Street # _____
_____ State # _____, County # _____, Street # _____

Location

RAILWAYS

Reference #

_____ Operating Company _____
_____ Address _____
_____ Operating Company _____
_____ Address _____

RADIO, TELEVISION AND OTHERS

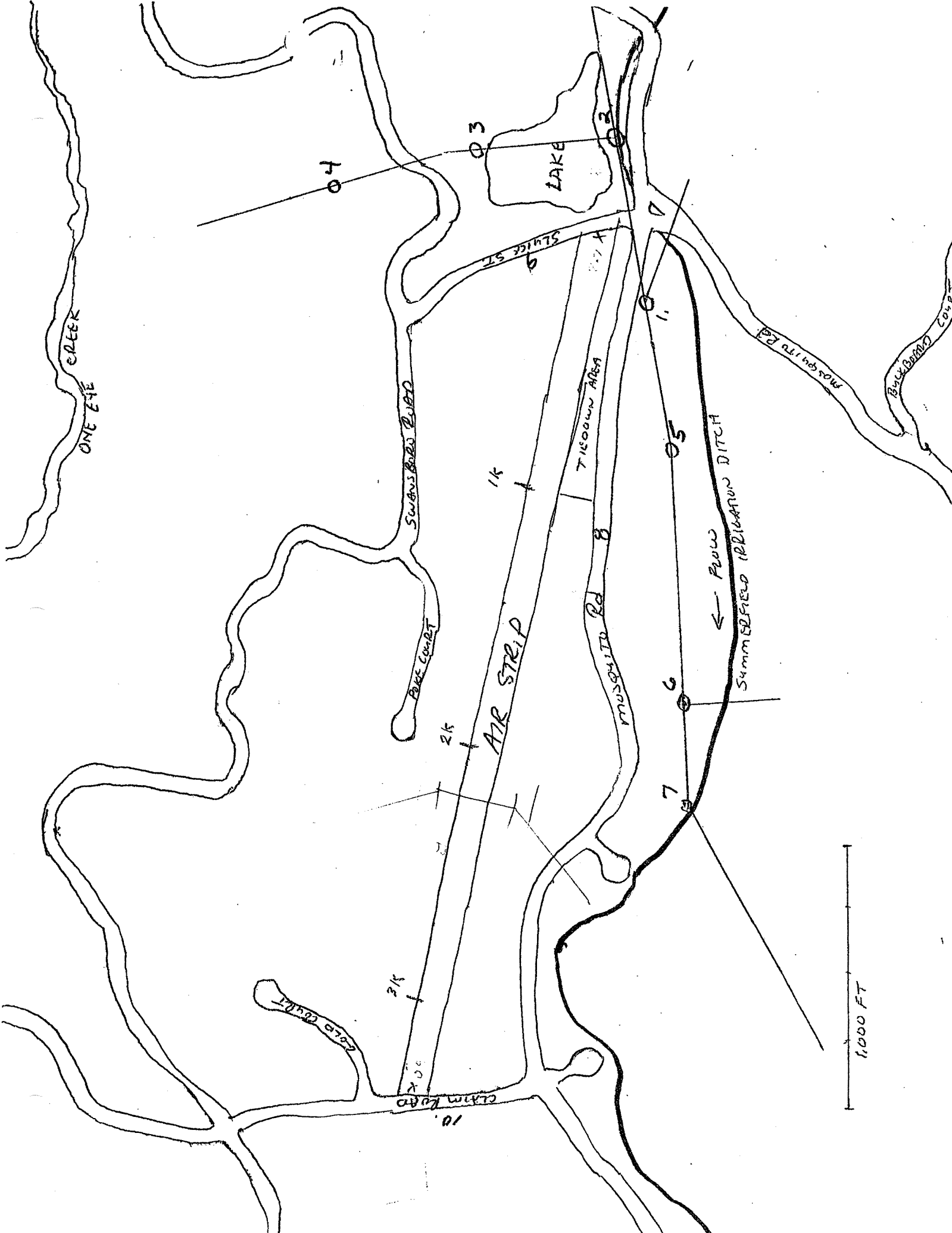
Pertinent details must be given concerning other facilities in the area to be acquired or zoned, including radio and television structures, water supply, major drainage structures, etc. Whether publicly or privately owned, correct name and address of owners of all such facilities and structures must be obtained.

Location Reference #	Name	Address
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SCHOOL LOCATIONS

(all schools within 2 statute miles of
airport boundary must be shown)

Location Reference #	School Name	Address
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____



CHECK LIST FOR NEW AIRPORT/HELIPORT SITES

	DATE COMPLETED	STAFF MEMBER
✓ 1. PART I APPLICATION FOR SITE APPROVAL	10-9-69	B
(a) Diagrammatic Layout of Airport	✓	
(b) C & G.S. Survey Quad Map with Airport Location	✓	
2. Check Part I Application for completeness, airport layout and location	✓	B
3. Inspect Site for Conditions	11-	B
4. COMPLETE PART II OF AIRPORT APPLICATION		B
5. NOTICE TO PUBLIC UTILITIES	11-24	B
6. Final Date for Hearing Objections	12-9-69	B
✓ 7. Establish Legal Ownership of Airport Properties	01/1-30-74 NO PROCE	H
✓ 8. FAA Airspace Clearance-Requested: Approved:	11/13 SEE FAA LT 1-30-74 NO COPY	H
✓ 9. Local Land Use Approval Obtained	APPLICATION HAS DATE 11-21-68	H
10. Application for Site Approval submitted to Aeronautics Board	10-9-69	H
11. Issue Site Approval - List Conditions	SEE LT PUBLIC UTILITIES OBJECTION	
12. Formal Inspection for Airport Completion		
13. Appearance before Board and Request for Site Approval	1-30-78	RB
ENVIRONMENTAL CLEARANCE		
14. ISSUE AIRPORT PERMIT-List Conditions		
15. Application for Amended Site Approval		
16. Permit re-issued - Reason: _____		
17. Airport Data Sheet Completed:		
18. Zoning Ordinance Enacted:		
19. Airspace Conflicts and/or encroachment problems:		
20. Permit Denied: Reasons: _____		
21. Permit Revoked: Reasons: _____		
22. Facility Abandoned: Reasons: _____		

Due 12-15-69

NO. 36

CALIFORNIA DEPARTMENT OF AERONAUTICS
SACRAMENTO MUNICIPAL AIRPORT
SACRAMENTO, CA 95822

NOTICE TO PUBLIC UTILITIES

Gentlemen:

Date: November 24, 1969

The California Department of Aeronautics has received an application for an Airport/Heliport/Proposed Site Approval from:

W & D Investment Company, Rt. 1 Box 1390, 622-3219
(Proponent) Placerville, Ca. 95667, 622-1815
(Address) (Phone #)

for SWANSBORO COUNTRY, Same,
(Airport Name) (Address) (Phone #)
as required under Division 9 of the Public Utilities Code, State of California.

The proposed site is located 9 mile(s) N from Placerville
and reached by Mosquito Road (N.E.S.W) (Town)
(Highway, Street, Road, etc.) such location being more
particularly described as follows: Latitude: 38°48' North
Township: 11N; Range: 11E; Section - Longitude: 120°44' West

Distance and direction from site to prominent fix: (Describe)

1/2 mile east of Finnan Reservoir. See map attached.

Runway(s) Alignment 9/27 Magnetic Proposed Length 3200 (actual)

Remarks: _____ (ultimate)

Pursuant to Section 21665 of the Public Utilities Code of the State of California you are hereby notified of said application and that you have fifteen (15) days from the above date in which to request a public hearing.

JOSEPH R. CROTTI, Director

By:

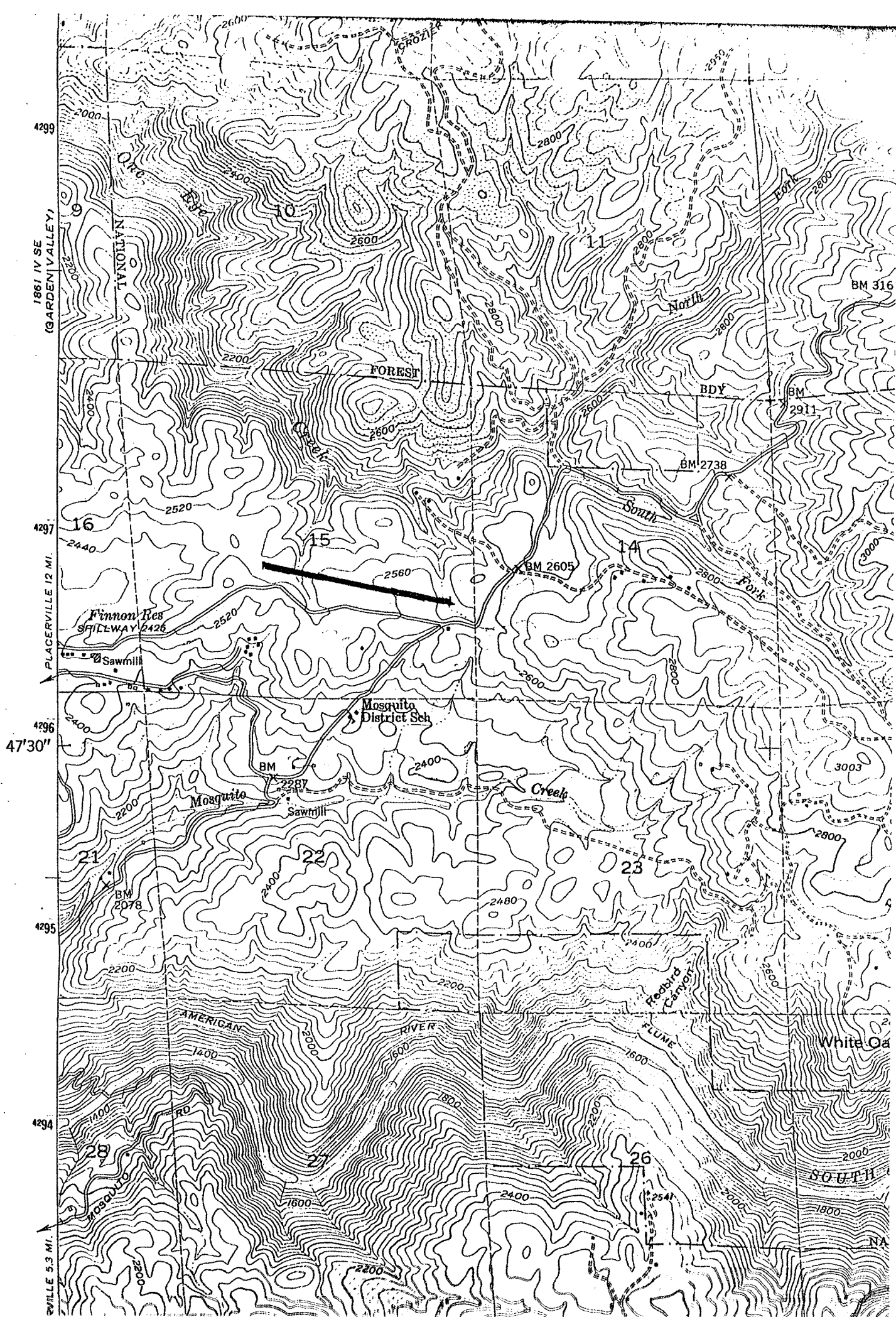
G. A. Miller
G. A. Miller, Supervising
Aviation Consultant

Encl. Map

cc: P. G. & E.

Division of Highways, Dist 3
Pac. Tel & Tel, Placerville
County Planning, El Dorado

X



MAR 5 1970

Mr. Richard H. Dyer
W & D Investment Company
Rte 1, Box 1390
Placerville, California 95667

Dear Mr. Dyer:

A recent inspection of your Swansboro County Airport disclosed a number of areas where design criteria for basic utility airports was not adhered to. While some of these discrepancies can be waived, others must be corrected before site approval can be issued for the airport site.

The following specific items must be corrected prior to issuance of a Site Approval:

- A - Powerlines must be relocated as shown on the map attached.
- B - An aircraft parking area must be established to provide for parking at least 100 feet offset from the runway center line.
- C - A wind tee or wind sock with segmented circle must be constructed in a highly visible location on the airport.
- D - The threshold to runway 27 must be displaced 160 feet and marked with appropriate marking.
- E - The road crossing the west end of the runway must be depressed to provide for 15 feet of vertical clearance from road grade to the runway.
- F - Extend the runway to the west approximately 200 feet.
- G - Provide and maintain 20:1 approach to runway 9 in accordance with Airport Design Standards.

DISCREPANCY
DIR.
DATE
DEP. DIR.
DATE
OPERS
DATE
DEP.
DATE
EXTENDING
DATE
MIN.
DATE
AVL. REPR.
DATE

Mr. Richard H. Dyer
W & D Investment Co.

Page 2

Please advise the Department when these items have been completed so that an inspection may be made for the issuance of a Site Approval for the Airport.

You are cautioned that until the airport is permitted, the runway should be "X'd" and traffic limited to your personal use.

Sincerely,

JOSEPH R. ORCOTT
Director

Gerald R. Barbar
Aviation Consultant

GRB/lt

Encl

COMMUNICATIONS
OFF.

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RECEIVED

JUN 21 1976

California Division
of Aeronautics

PRIVATE USE AIRPORTS

AIRPORT INFORMATION

District 03Area 1

8176

- (1) Official Airport Name SWANSBORO (2) FAA Site No. 2051.2
 (3) Associated City PLACERVILLE (4) Nearest City PLACERVILLE (5) Miles 6
 (6) County 09 (7) Latitude 038-48-00 (8) Longitude 120-44-00
 (9) Owner's Name RICHARD H. DYER (10) Phone 916-622-6822
 (11) Address, Street & No. ROUTE 1, BOX 1414 (12) City PLACERVILLE (13) Zip 95667
 (14) Operator or Contact RICHARD H. DYER (15) Phone SAME
 (16) Address, Street & No. SAME (17) City SAME (18) Zip SAME
 (19) FAA 5010: Yes X No Year 72 (20) Inspected: Yes No X
 (21) Ownership: Public Private X (22) Use: Personal Special X Ag Only

Information to Inspector:

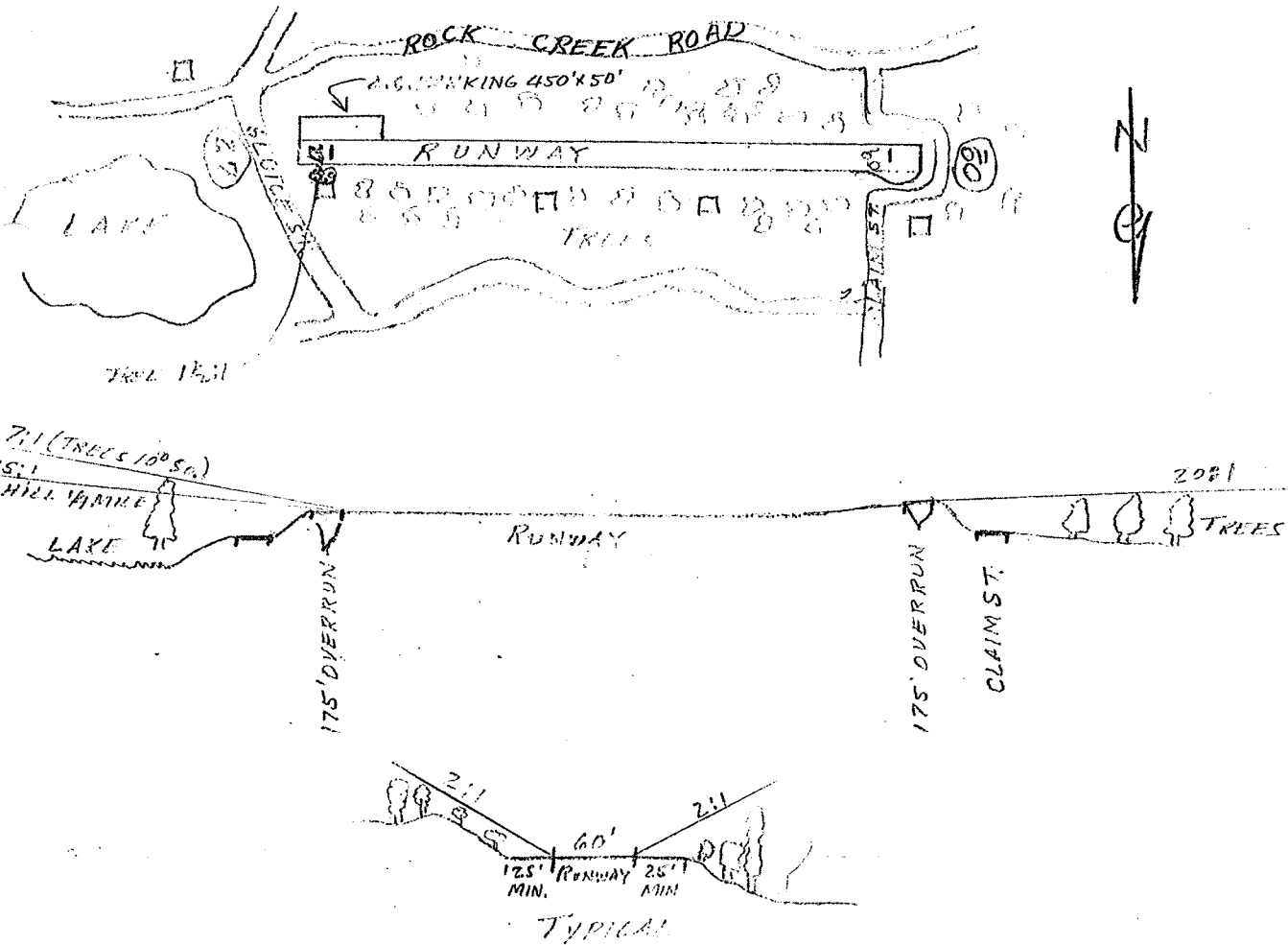
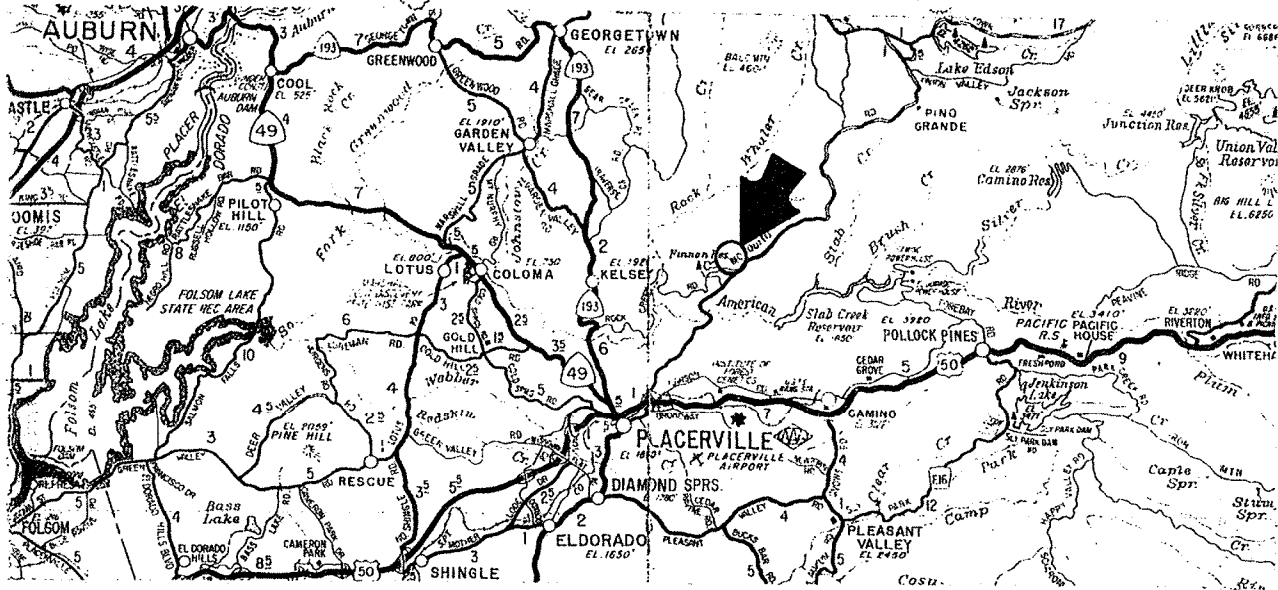
PERMIT INFORMATION

- (23) Permit: Yes No X (24) Date of Current Permit (25) Permit No.
 (26) Year Airport Established 69 (27) Statutory Exemption: Yes X No
 (28) Letter of Exemption: Yes No X (29) Date of letter
 (30) Conditions on Permit or letter
 (31) Permit application pending: Yes No X (32) Date of application
 (33) Permit or exemption action required: Yes X No

MISCELLANEOUS DATA

Sketch airport layout and vicinity map. Photograph approaches and possible hazards.

- (34) Airport Elevation 2550 (35) Normal Max. Temperature, Hottest Month 94
 (36) Runway physical length 3250 (37) Runway width 60 (38) Proper Marking: Yes No X
 (39) Surface material CC (40) Condition of runway 1 (41) Mag. Bearing 087
 (42) Clear 20:1 approach surfaces: Yes No X (43) If no, describe 1-2/-
 (44) No. based aircraft 0 (45) No. conventional hangars 0 (46) No. T-Hangars 0
 (47) Published instrument approach: Yes No X (48) Runway lights: Yes No X
 (49) Functioning wind indicator: Yes X No (50) Annual operations 1000



EL DORADO COUNTY

RECORDING REQUESTED BY

Inter-County Title Co.

AND WHEN RECORDED MAIL TO

ORIGINAL RECORDS
RECORDED AT REQUEST OF
INTER-COUNTY TITLE CO.

JAN 31 1978

AT 11:00 P.M. 8 O'CLOCK A.M.
EL DORADO COUNTY, CALIFORNIA
502 JAMES J. HENNING
RECORDS

Name Swansboro Country Property Owners
Association
Address Rt. 1, Box 1414
City & State PINEVILLE, CA 95667

119 997 LIR

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Deed of Gift

This Indenture made the 26th day of January one thousand nine hundred and seventy-eight

Between SWANSBORO COUNTRY, INC., a California corporation (formerly known as W. D. INVESTMENT COMPANY, INC., a California corporation)

the part... of the first part, and SWANSBORO COUNTRY PROPERTY OWNERS ASSOCIATION, a California corporation

the part... of the second part,

Witnesseth: That the part... of the first part, for and in consideration of the love and affection which... for the part... of the second part, do by these presents give and grant unto the part... of the second part, and to their heirs and assigns forever, all

at certain lot, piece, or parcel of land situate in the unincorporated

County of El Dorado

State of California, and bounded and described as follows, to wit:

A portion of Section 15, Township 11 North, Range 11 East, M.D.M., more particularly described as follows:

BEGINNING at a 2 inch capped iron pipe, marking the Southeast corner of Lot 93 of Swansboro Country Unit No. 1, as shown on the map of said subdivision filed in Map Book E at Page 30, Official Records, El Dorado County;

THENCE from said POINT OF BEGINNING along the Southerly lines of Lots 93, 95 and 96 North 73° 13' 45" West 971.39 feet to a 2 inch capped iron pipe marking the South corner common to Lot 96 of said Swansboro Country Unit No. 1 and Lot 79 Swansboro Country Unit No. 2 as filed in Map Book E at Page 43, Official Records, El Dorado County.

THENCE along the South line of said Lot 79 North 85° 08' West 238.98 feet to the Southwest corner of said Lot 79, THENCE along the South line of Lots 78, 77, 61 and 60 North 76° 01' West 2039.54 feet to a 2 inch capped iron pipe marking the Southwest corner of said Lot 60, THENCE along the Easterly right-of-way line of Claims Street as shown on said map of Swansboro Country Unit No. 2 South 03° 00' East 99.32 feet, THENCE leaving said right-of-way line South 76° 01' East 2010.53 feet, THENCE South 75° 15' 09" East 783.98 feet, THENCE South 13° 59' West 120.0 feet, more or less to the Northerly right-of-way line of Rock Creek Road, THENCE Easterly along said Northerly right-of-way line 515 feet more or less to the intersection of the Westerly right-of-way of Sluce Street of said Swansboro Country Unit No. 1, THENCE, leaving said Rock Creek Road right-of-way along said Westerly right-of-way of Sluce Street, North 5° 00' West 85.0 feet more or less, THENCE along a tangent curve to the left, having a radius of 595.15 feet, through a central angle of 13° 50', the chord of which bears North 11° 55' West 143.34 feet to the POINT OF BEGINNING.

RESERVING unto the Grantors, their heirs and assigns a right of way for road purposes, together with the right to ingress and egress over the northerly boundary, and the southerly boundary of the realty herein above described, for the purpose of reserving access to the remaining lands of the Grantors herein, lying adjacent to the realty herein being conveyed.

EL DORADO COUNTY

Together with the tenements, hereditaments, and appurtenances thereunto belonging or appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

To Have and to Hold the said premises, together with the appurtenances, unto the part.Y... of the second part, and to their heirs and assigns forever.....

In Witness Whereof the part.Y... of the first part ha... hereunto set their hand... the day and year first above written.

Signed and Delivered in the Presence of

SWANSBORO COUNTRY, INC., a California corporation (formerly W&D Investment Company, Inc., a California corporation)

BY Delmar L. Harris President

BY Seal 1-27 Secretary

EL DORADO COUNTY

TO: JESS CA (8-74)

(Corporation)

STATE OF CALIFORNIA

COUNTY OF El Dorado

SS.

On January 30, 1978

before me, the undersigned, a Notary Public in and for said

State, personally appeared Deborah L. Harris

known to me to be the

President, and Leila Dyer

known to me to be Treasurer -

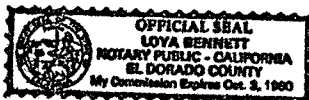
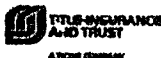
Secretary

of the corporation that executed the within instrument, known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature

Loya Bennett



(This area for official notarial seal)

END OF DOCUMENT

BOOK 1593 PAGE 725

(916) 322-3090

February 9, 1978

Swansboro Airport
El Dorado County

Mr. Donald A. Morris
541 Maidu Drive (Swansboro)
Placerville, CA 95667

Dear Mr. Morris:

An inspection was conducted on the Swansboro Airport by the Division on February 1, 1978. It was found to be acceptable as a private-use airport providing the following conditions are met:

1. The thresholds of Runway 09/27 must be displaced 200 feet on the west end and 300 feet on the east end to allow for a 20:1 slope over the public roads which traverse the runway approaches.
2. The runway must be marked with an "R" as discussed with Mr. Hines during our visit.

A notification that these conditions have been met is required by March 15, 1978. In addition, the 1969 objections of PG&E must be resolved. We are presently in contact with that utility and should have its input soon.

Please return the enclosed application with evidence of ownership to the Division so that we may process the application.

If you have further questions, please contact us.

Sincerely,

E. J. McKENNEY, Chief
Division of Aeronautics

Robert L. Burns
Area Chief

Enclosures
cc: Richard H. Dyer, Swansboro County, Inc.
El Dorado County Planning Department
PG&E - San Francisco
bcc: Bill Smith - 03

RLB:jec

SURNAME

Burns / Burns 1-9

DOCUMENTATION REVIEW
Categorical Exemption

PROJECT SWANSBORO AIRPORT-PLACERVILLE-EL DORADO Co., CA.
(AIRPORT PERMIT)

1. Initial Environmental Determination (backup data to justify Categorical Exemption) with documented input.

Date JANUARY 26, 1978 Verified by Gurd Miller

2. Section of State EIR Guidelines in which exemption is listed.

SECTION 15101: CLASS 1 - EXISTING FACILITIES

3. Notice of Exemption filed with Secretary for Resources.

Date on Notice JAN 30, 1978 Verified by Gurd Miller

Date received for filing FEB. 1, 1978

4. Environmental requirements fulfilled.

Date JAN. 30, 1978 Verified by Gurd Miller

NOTICE OF EXEMPTION

TO: Secretary for Resources
1416 Ninth Street, Room 1311
Sacramento, CA 95814

FROM: Department of Transportation
Division of Aeronautics
1120 N Street
Sacramento, CA 95814

PROJECT TITLE: Swansboro Airport, Placerville, CA; Letter of Exemption

PROJECT LOCATION: 5 NM NE of Placerville - Latitude 38°48'00"N,
(Be specific) Longitude 120°44'00"W

PROJECT LOCATION: Placerville, CA El Dorado
(City) (County)

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: This airport
has been in existence since 1969 as a privately-owned, private-
use airport. This project is the issuance of a Letter of

Exemption from permit requirements, pursuant to Section 3526,
Title 14, California Administrative Code.

PUBLIC AGENCY APPROVING PROJECT: Division of Aeronautics, Dept. of Transportation

PERSON OR AGENCY CARRYING OUT PROJECT: Division of Aeronautics, Dept. of
Transportation

EXEMPT STATUS: (Check One)

- ☐ Ministerial (Section 15073)
☐ Declared Emergency (Section 15071(a))
☐ Emergency Project (Section 15071(b) and (c))
☒ Categorical Exemption - State type and Section No.:
Section 15101: Class 1 - Existing Facility

REASONS WHY PROJECT IS EXEMPT: Issuance of Letter of Exemption
for this facility, operating since 1969, with no increase in

significant impact on the environment.

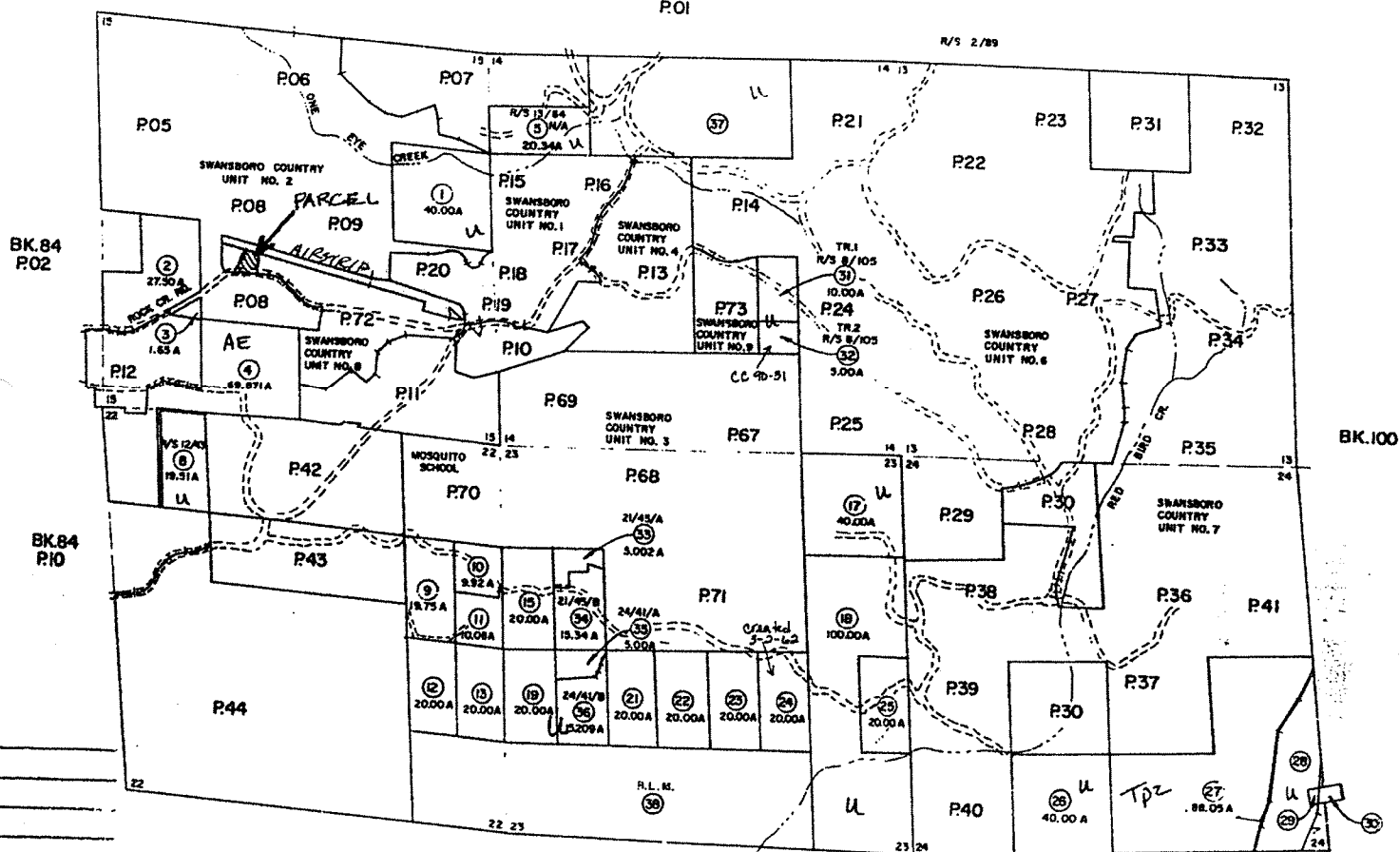
SECS. 13,14,15,22,23 & 24., T.IIN., R.IIE., M.D.M.

Tax Area Code

85:02

P.OI

R/S 2/29

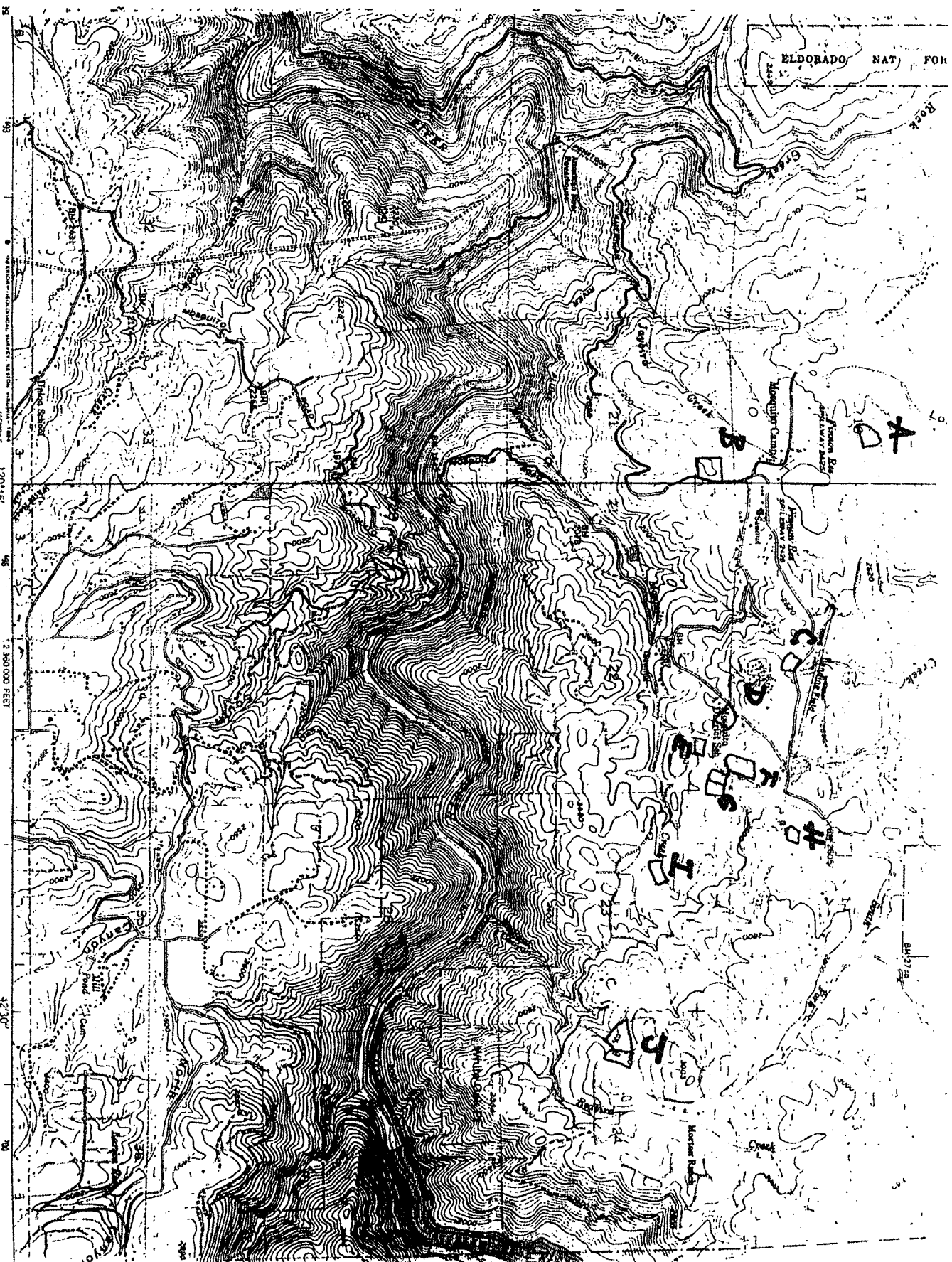


BK.100

P03

NOTE Assessor's Block Numbers Shown in Ellipse
Assessor's Parcel Numbers Shown in Circles

12-14-94
Assessor's Map Bk. 85 - Pg. 02
County of El Dorado, California



ELDOBADO NAT FOR

Mountain Camp

Mountain Camp

Mountain Camp

Mountain Camp

ROAD CLASSIFICATION

Control by USGS and USC&GS

SC.

Heavy duty

Light duty

Unimproved dirt

State Route

Topography from aerial photographs by multiple methods

Aerial photographs taken 1948, field check 1950

Photocopy projection, 1927 North American datum

1:100,000 and based on California coordinate system, zone 2

1:500,000

GARDEN VALLEY, CALIF.

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CONTOUR NATIONAL GEODETIC



STATE OF CALIF.

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INSTRUCTIONS

A NOTE: An application for construction of a new airport may not be submitted to the Division of Aeronautics unless the plan for such construction is first approved by the Board of Supervisors of the County or City Council of the City in which the airport is to be located and unless the plan is submitted to the County Airport Land Use Commission and acted on by such commission (where such commissions have been established)

B PLEASE COMPLETE ALL ITEMS of this application and return to the following address:

State of California
Department of Transportation
Division of Aeronautics
1120 N Street
Sacramento, California 95814

C THIS FORM SHALL ALSO BE UTILIZED TO notify the Division of Aeronautics of an existing unpermitted or exempt airport in accordance with Section 3526b of the California Airport Regulations.

D. PLEASE PRINT OR TYPE

Formerly (W+D Investment Co.)

PART I. OWNER/OPERATOR INFORMATION

1. APPLICANT'S NAME <u>Swansboro Country Property Owners Association (SCPOA)</u>		2. PHONE NUMBER <u>Barbara Morris</u> <u>626-1309 Secretary</u>
3. APPLICANT'S ADDRESS <u>Rt. 1 Box 1403 Placerville, Calif. 95667</u>		
4. APPLICANT'S AGENT (NAME) <u>Donald A. Morris</u>	5. TITLE <u>President - SCPOA</u>	6. PHONE NUMBER <u>626-1309</u>
7. APPLICANT'S AGENT'S ADDRESS <u>541 Maiden Drive (Swansboro) Placerville, Calif.</u>		
8. NAME OF PROPERTY OWNER <u>James Hinds</u>		9. PHONE NUMBER <u>622-4113</u>
10. PROPERTY OWNER'S ADDRESS <u>202 Dyer Way Placerville, Calif. 95667</u>		

PART II. AIRPORT INFORMATION (On File) Dept of Trans

1. NAME OF AIRPORT		2. ADDRESS	
3. NEAREST CITY OR TOWN		4. COUNTY	
5. DISTANCE & DIRECTION (TOWN TO SITE)		6. BEARING	7. MILES
8. TOWNSHIP		9. RANGE	10. SECTION
11. NORTH LATITUDE (APPROX CENTER OF SITE)	12. WEST LONGITUDE	13. DIMENSIONS OF SITE	
14. ACREAGE			
15. RUNWAY DATA			
MAGNETIC BEARING		WIDTH	LENGTH
INITIAL STATE		MAXIMUM GRADIENT	
ULTIMATE DEVELOPMENT			
16. PREVAILING WIND (DIRECTION & VELOCITY)		17. MEAN ELEVATION OF AIRPORT ABOVE SEA LEVEL	
18. HIGHEST DAILY MEAN AVERAGE MONTHLY TEMPERATURE FOR PAST 3 YEARS IN F° (JUNE, JULY, & AUGUST)			
19. PROPOSED AIRPORT USE (CHECK APPLICABLE ITEM) <input type="checkbox"/> PRIVATE USE (OWNER ONLY) <input type="checkbox"/> PUBLIC USE		20. DATE YOU FILED FOR AIRSPACE APPROVAL WITH THE FEDERAL AVIATION ADMINISTRATION (FORM 7480-1)	
21. WILL AIRPORT BE NIGHT LIGHTED? <input type="checkbox"/> YES <input type="checkbox"/> NO IF YES, WHEN PLANNED?			
22. APPROACH ZONING ENACTED <input type="checkbox"/> YES <input type="checkbox"/> NO IF YES, ORDINANCE #			
23. DATA ON NEAREST EXISTING AIRPORT			
NAME		OWNER	TYPE (MILITARY, CIVIL, ETC)
LENGTH LONGEST RUNWAY		BEARING FROM PROPOSED SITE	DISTANCE / MILES
24. SPECIAL FEATURES OR RECREATIONAL AREAS SERVED			

SWANSBORO COUNTRY PROPERTY OWNERS ASSOCIATION

Route 1 Box 1403
Placerville, CA 95667

May 12, 1978

Robert L. Burns, Area Chief
Department of Transportation
Division of Aeronautics
1120 N Street
Sacramento, CA 95814

RECEIVED
MAY 16 1978
California Division
of Aeronautics

Dear Mr. Burns:

This is to inform you that the Swansboro Country Property Owners Association has completed the necessary work so that our airstrip is in full compliance with the requirements set forth in your letter of February 9, 1978.

Sincerely,

Donald A Morris
Donald Morris, president
Board of Directors, SCPOA

PACIFIC GAS AND ELECTRIC COMPANY

PG&E

+

77 BEALE STREET • SAN FRANCISCO, CALIFORNIA 94106 • (415) 781-4211 • TWX 910-372-6587

J. W. PAGE
MANAGER
LAND DEPARTMENT

May 19, 1978

Swansboro Airport, Section 14
Township 11 North, Range 11 East,
M.D.M., El Dorado County
028.314

Mr. Robert C. Burns, Area Chief
Division of Aeronautics
1120 "N" Street
Sacramento, California 95814

RECEIVED
MAY 22 1978
California Division
of Aeronautics

Dear Mr. Burns:

The displacement of the threshold by 300 feet on the east end of runway 09/27 will provide a 20:1 slope clear of the Company's power poles along Mosquito Road. We will have no objection to the permitting of the airport provided the threshold is established, painted and observed in accordance with your letter of February 9, 1978 to the airport proprietor.

A map showing pertinent details is enclosed.

Very truly yours,

L E Grasse

L. E. GRASSE
Supervisor of Land Rights

BCHardy:aj
Enclosure

Memorandum

Business and Transportation Agency

To : Memo to File

Date: October 23, 1978

File : Swansboro Country Airport
El Dorado County

From : **DEPARTMENT OF TRANSPORTATION**
Division of Aeronautics

Elmer E. McTaggart

Subject: Swansboro Country Airport - El Dorado County

In accordance with Section 21666 of the Public Utilities Code, the following conditions have been met at the Swansboro Country Airport:

1. The airport meets the minimum standards of safety for a restricted use airport. The following variances have been granted:

a. For 70' trees, 700 feet from displaced threshold and 175 feet south of the centerline of approach to Runway 27. The trees may be categorized as an obstruction, but are not considered hazardous.

For trees and high ground in excess of 800 feet from approach end to Runway 27. These are not considered hazards because a close-in base leg will be inside the high ground. A long final approach over the high ground, coupled with a proper "drift-down" may be accomplished safely.

For trees and high ground in the transitional surfaces on both sides of the runway. Normal piloting techniques will eliminate any hazard from the penetration of the transitional surface.

For the aircraft parking area located 70 feet to 110 feet from the runway centerline. The few aircraft which will be parked will normally be at the 110' location. Proper pilot techniques should prevent hazard.

2. Traffic patterns have been established as shown on the plan approved by Department October 23, 1978.

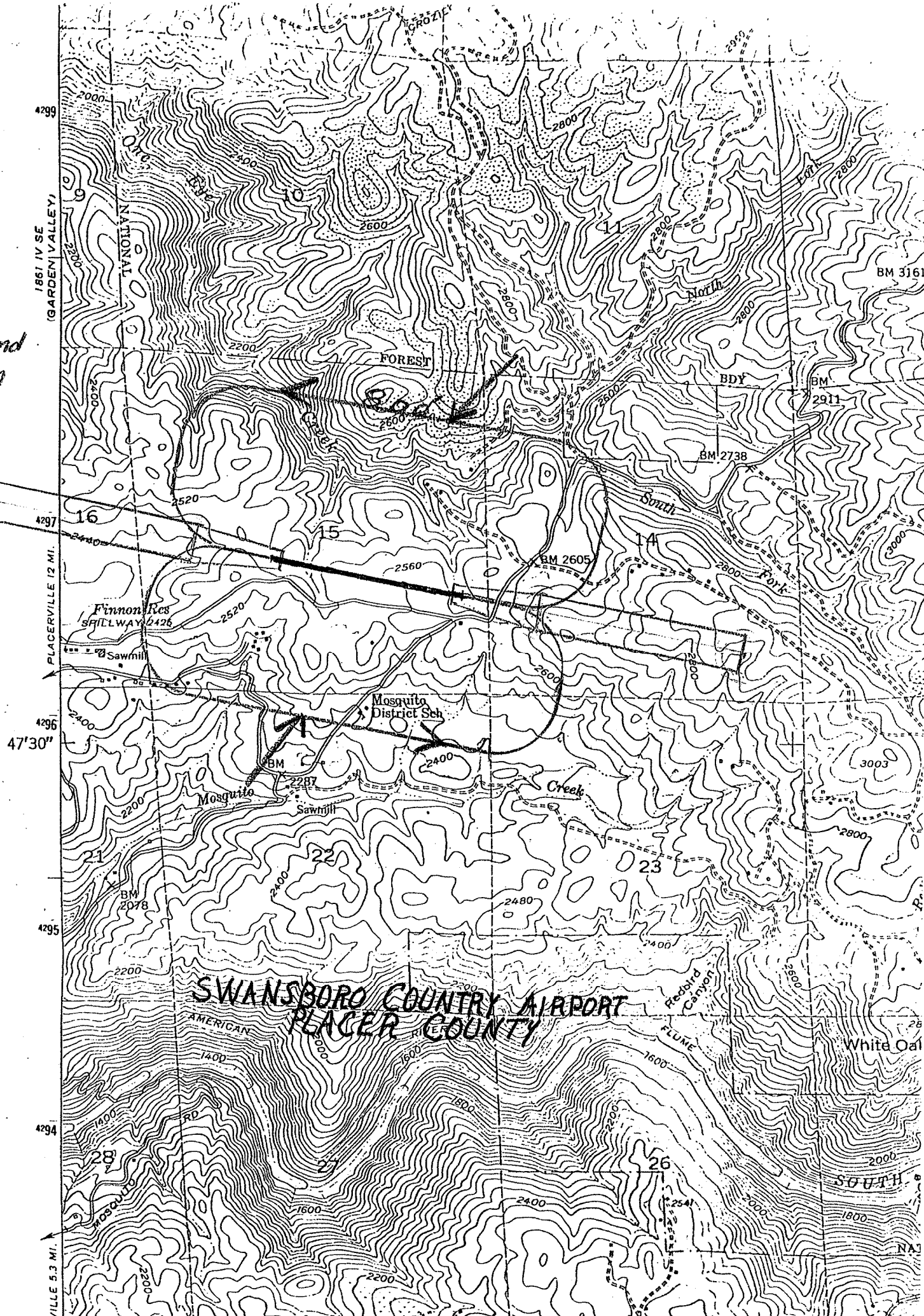
3. The approach has been engineered in conformity with the provisions of 1403. Variances have been granted for obstructions, which do not constitute a hazard (see #1 above).

4. If the variances required, the airport is restricted to Swansboro Property Owners and their occasional invited guests.

EEMc

off hand pattern

X



October 23, 1978

Mr. Donald A. Morris
531 Maida Drive
Placerville, CA 95667

Swansboro Country Airport - El Dorado County

Dear Mr. Morris:

Attached is the Airport Permit for the Swansboro Country Airport, in accordance with your application.

This letter supplements the attached Airport Permit and should be retained with the permit.

The conditions under which this permit was issued are listed on the attached permit. The airport's physical status is as follows:

Runway 9/27 Basic Utility I physical length - 3420 feet.

Runway 9 threshold displaced 315 feet for trees.

Runway 27 threshold displaced 360 feet for power line and trees.

Runway 9 length usable for takeoff - 3060 feet.

Runway 27 length usable for takeoff - 3105 feet.

Runway 9 length usable for landing - 3105 feet.

Runway 27 length usable for landing - 3060 feet.

Published runway length - 3060 feet.

Runway is not lighted.

The following variances are granted:

1. For 70' trees, 700 feet from displaced threshold and 175 feet south of centerline of approach to Runway 27.
2. For trees and high ground in excess of 800 feet from approach end to Runway 27.
3. For trees and high ground in the transitional surfaces on both sides of the runway.

SURNAME

1220446 10-23-78 Mr. Morris Barton

Mr. Donald A. Morris

Page 2

October 23, 1978

4. For the aircraft parking area located 70 feet to 110 feet from runway centerline.

Sincerely,

E. J. McKENNEY, Chief
Division of Aeronautics

Owen A. Weddle
Aviation Consultant

Encl

OAW:bo

cc: FAA, Burlingame

beer C. J. Kelly - 03

Permit file

State of California

Department of Transportation
Division of Aeronautics

AIRPORT PERMIT


This Certifies that SWANSBORO COUNTRY AIRPORT
owned by Swansboro Country Property Owners' Association and
operated by Swansboro Country Property Owners' Association
located at Latitude: 38°48'00" N. Longitude: 120°44'00" W.
5½ miles NE of Placerville, CA

has received Permit No. ED-7, dated October 23, 1978

Operation of an airport is hereby authorized under this permit, pursuant to the laws of the State of California and the rules and regulations of the Department of Transportation subject to the following conditions:

1. Airport to be maintained in accordance with plans approved by the Department.
2. Airport will be marked with "R" at each end of the runway. Airport is limited to Swansboro Country property owners and occasional guests, as defined in Section 3225(1), California Airport Regulations.




GERALD R. BARBAR, Chief
Field Operations

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

Environmental Certification

I have reviewed and hereby certify that the following project,

SWANSBORO AIRPORT

PLACERVILLE - EL DORADO CO - CA.

AIRPORT PERMIT

meets the provisions of the California Environmental Quality Act of 1970 and fulfills the requirements of the State EIR Guidelines (Division 6, Title 14, of the California Administrative Code).

In approving this project, it has been determined that the benefits to the public outweigh any disbenefits to the environment because:

- a. The project will not have any significant adverse environmental impact.
- b. Public Safety will be enhanced.
- c. _____
- d. _____

Section 21666(e), PUC

Gurd Miller
Division of Aeronautics Environmentalist

OCT. 24, 1978
Date

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION**DIVISION OF AERONAUTICS**

1130 K STREET - 4TH FLOOR,

MAIL: P.O. BOX 942874

SACRAMENTO, CA 94274-0001

(916) 322-3090

TDD (916) 323-7665



July 16, 1987

Mr. Joseph L. Bruno, President
Swansboro Country Property Owners Assoc.
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Bruno:

The California Department of Transportation, Division of Aeronautics, conducted a permit compliance and safety inspection of the Swansboro Country Airport on July 8, 1987. In addition to you and your wife, Dean Ebson and Rusty Harris were present at the meeting. During the inspection we discussed several issues relating to proposed airport improvement projects, safety and dimensional standards, and airport operations in general.

As we discussed, the airport is legally classified as a private-use facility which would not normally be required to maintain the dimensional and safety standards published in FAA Advisory Circular No. 150/5300-4 (Airport Design Guide). However, since the airport is being used by at least 40 aircraft operators (according to your estimate) and has approximately a dozen permanently based aircraft, it is our determination that certain standards of safety must be maintained so as not to jeopardize your State Airport Permit.

Subsequent to the airport permit being issued in 1978, some of the dimensional standards contained in the design guide have changed, a few of which are now less restrictive than before. As an example, the minimum distance between the runway centerline and the building restriction line or aircraft parking area has been reduced from 200 feet to 125 feet. Therefore, except for the variance granted on the permit to allow aircraft to park only 70' from the runway centerline at the southeast corner of the airport, any future buildings and parked aircraft may now be located as close as 125 feet from the runway centerline.

S 82-22R

Mr. Joseph L. Bruno

Page 2

July 16, 1987

During the inspection, we noted an aircraft parking spot (tie-down) at the west end of the runway located right at the edge of the runway. This presents a potentially hazardous condition and should be corrected as soon as possible. It is surprising the owner would want his airplane parked in such a precarious location.

Additionally, although not a safety issue, we recommend the windsock at the Runway 27 end be relocated to a position nearer the displaced threshold where it would be more readily visible to pilots of landing aircraft.

If you have any questions or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics



W. R. Riesen
Aviation Consultant

cc: Rusty Harris

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
1130 K STREET - 4TH FLOOR
MAIL: P.O. BOX 942874
SACRAMENTO, CA 94274-0001
(916) 322-3080
(916) 323-7685

EXHIBIT A



July 16, 1987

Mr. Joseph L. Bruno, President
Swansboro Country Property Owners Assoc.
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Bruno:

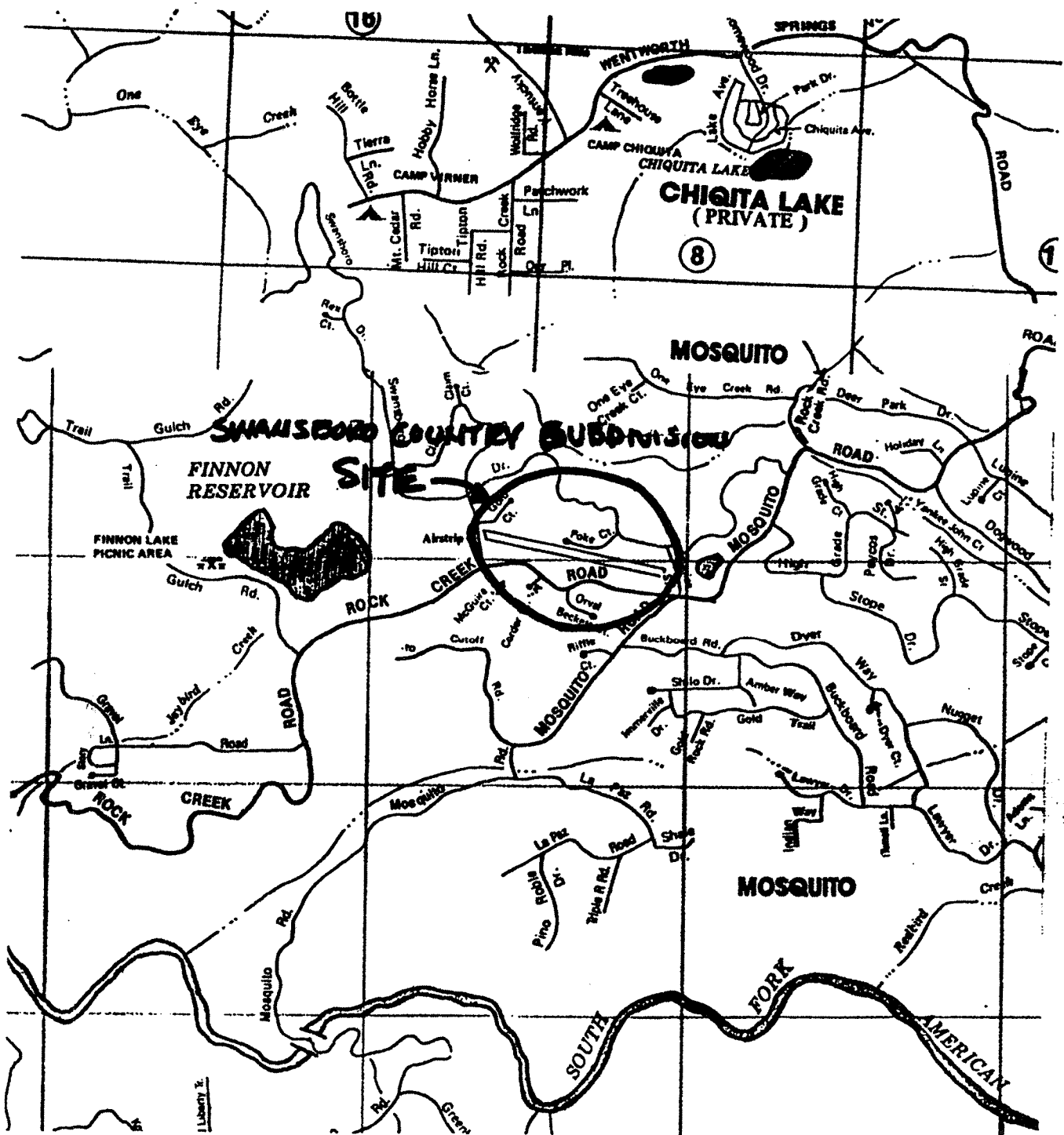
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As we discussed, the airport is legally classified as a private-use facility which would not normally be required to maintain the dimensional and safety standards published in FAA Advisory Circular No. 150/5300-4 (Airport Design Guide). However, since the airport is being used by at least 40 aircraft operators (according to your estimate) and has approximately a dozen permanently based aircraft, it is our determination that certain standards of safety must be maintained so as not to jeopardize your State Airport Permit.

Subsequent to the airport permit being issued in 1978, some of the dimensional standards contained in the design guide have changed, a few of which are now less restrictive than before. As an example, the minimum distance between the runway centerline and the building restriction line or aircraft parking area has been reduced from 200 feet to 125 feet. Therefore, except for the variance granted on the permit to allow aircraft to park only 70' from the runway centerline at the southeast corner of the airport, any future buildings and parked aircraft may now be located as close as 125 feet from the runway centerline.

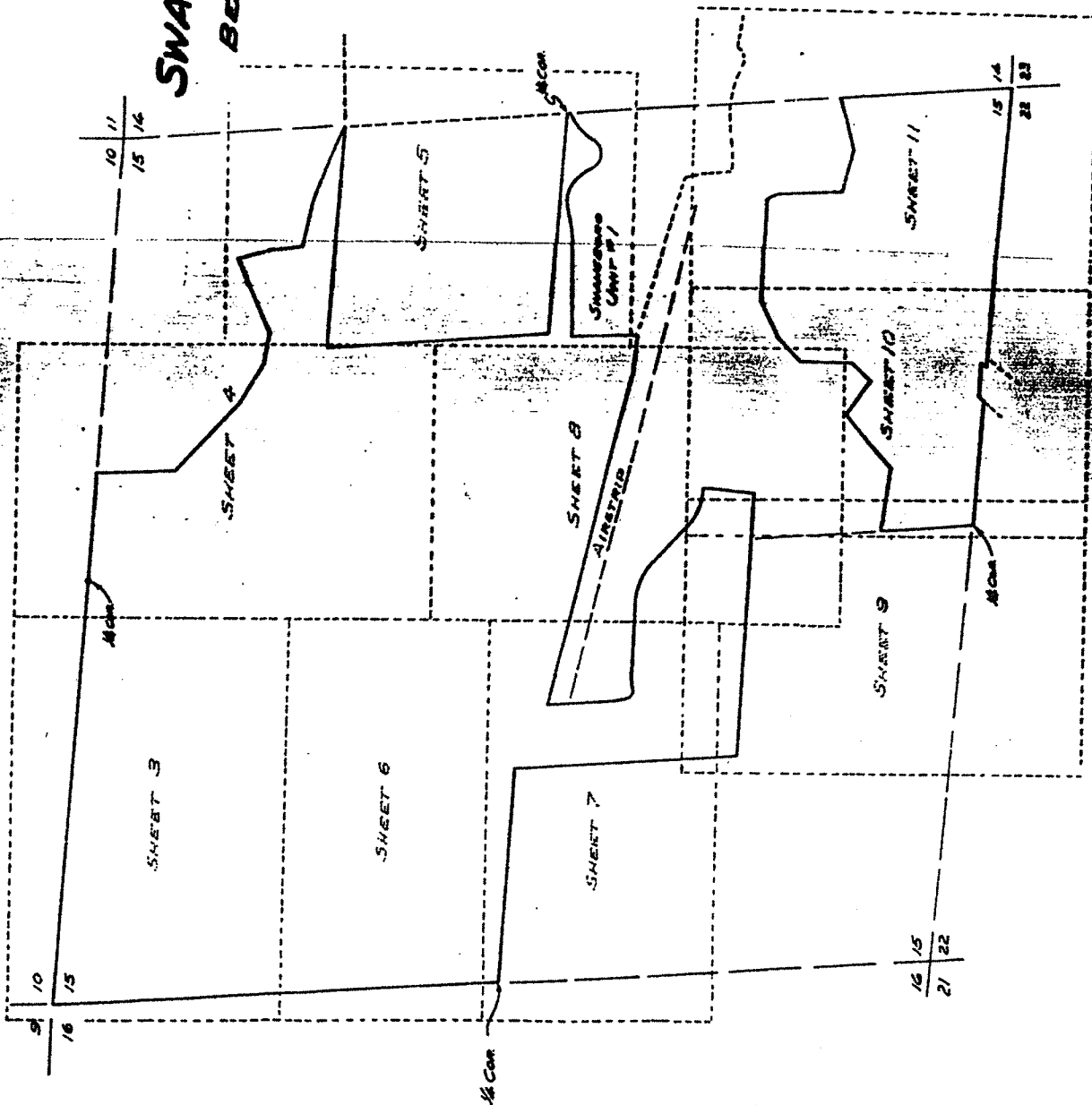
CERTIFICATE OF CORRECTION
PORTION OF SWANSBORO COUNTRY SUBDIVISION

VICINITY MAP



CERTIFICATE OF CORRECTION
PORTION OF SWANSBORO COUNTRY SUBDIVISION

PLAT OF
SWANSBORO COUNTRY, UNIT No2
 BEING A PORTION OF SECTION 15
 T.11N~R.11E., MQM.
 COUNTY OF EL DORADO, CALIFORNIA
 SCALE: 1"=500'
 A RURAL SUBDIVISION



DEPARTMENT OF TRANSPORTATION**DIVISION OF AERONAUTICS**

1130 K STREET - 4TH FLOOR,

MAIL: P.O. BOX 942874

SACRAMENTO, CA 94274-0001

(916) 322-3090

TDD (916) 323-7665



July 16, 1987

Mr. Joseph L. Bruno, President
Swansboro Country Property Owners Assoc.
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Bruno:

The California Department of Transportation, Division of Aeronautics, conducted a permit compliance and safety inspection of the Swansboro Country Airport on July 8, 1987. In addition to you and your wife, Dean Ebson and Rusty Harris were present at the meeting. During the inspection we discussed several issues relating to proposed airport improvement projects, safety and dimensional standards, and airport operations in general.

As we discussed, the airport is legally classified as a private-use facility which would not normally be required to maintain the dimensional and safety standards published in FAA Advisory Circular No. 150/5300-4 (Airport Design Guide). However, since the airport is being used by at least 40 aircraft operators (according to your estimate) and has approximately a dozen permanently based aircraft, it is our determination that certain standards of safety must be maintained so as not to jeopardize your State Airport Permit.

Subsequent to the airport permit being issued in 1978, some of the dimensional standards contained in the design guide have changed, a few of which are now less restrictive than before. As an example, the minimum distance between the runway centerline and the building restriction line or aircraft parking area has been reduced from 200 feet to 125 feet. Therefore, except for the variance granted on the permit to allow aircraft to park only 70' from the runway centerline at the southeast corner of the airport, any future buildings and parked aircraft may now be located as close as 125 feet from the runway centerline.

Mr. Joseph L. Bruno

Page 2

July 16, 1987

During the inspection, we noted an aircraft parking spot (tie-down) at the west end of the runway located right at the edge of the runway. This presents a potentially hazardous condition and should be corrected as soon as possible. It is surprising the owner would want his airplane parked in such a precarious location.

Additionally, although not a safety issue, we recommend the windsock at the Runway 27 end be relocated to a position nearer the displaced threshold where it would be more readily visible to pilots of landing aircraft.

If you have any questions or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics



W. R. Riesen
Aviation Consultant

cc: Rusty Harris



RECEIVED
DEC 22 1987
Caltrans Division
of Aeronautics

December 21, 1987

Bill Riesen
Transportation Department
Division of Aeronautics
Aviation Consultant
1130 K Street, 4th Floor
Sacramento, California 94274-0001

Re: Requested Variances, Swansboro Airport

Dear Bill,

I would like to take this opportunity to thank you for taking the time to meet with me on December 4, 1987, I have found that meeting to be very helpful in the planning needed for our airport.

As we discussed at that meeting, I would like to formally request an 85 foot variance for Unit 1, lot 96, for the parking of aircraft, or aircraft hangar.

In addition, I would like to request a 75 foot variance for Unit 2, lots 11 and 60, and Unit 8, lot 718, for the purpose of parking aircraft, (specifically excluding structures).

In addition I would like to request a 75 foot variance for Unit 2, lot 10, for the purpose of parking aircraft, contingent upon the elevation being level or below the runway and 2 feet to 4 feet below Claim Street, (specifically excluding structures).

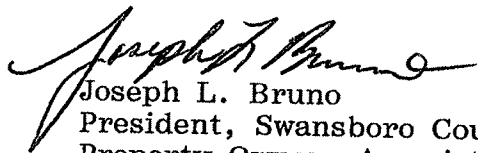
We also discussed the installation of a PLASI system at this airport. Your assistance in the proper placement of the PLASI will be greatly appreciated.

I have attached a copy of a letter from DeVore Aviation concerning the PLASI system. In order to assist you, in assisting us, in the placement of the PLASI system.

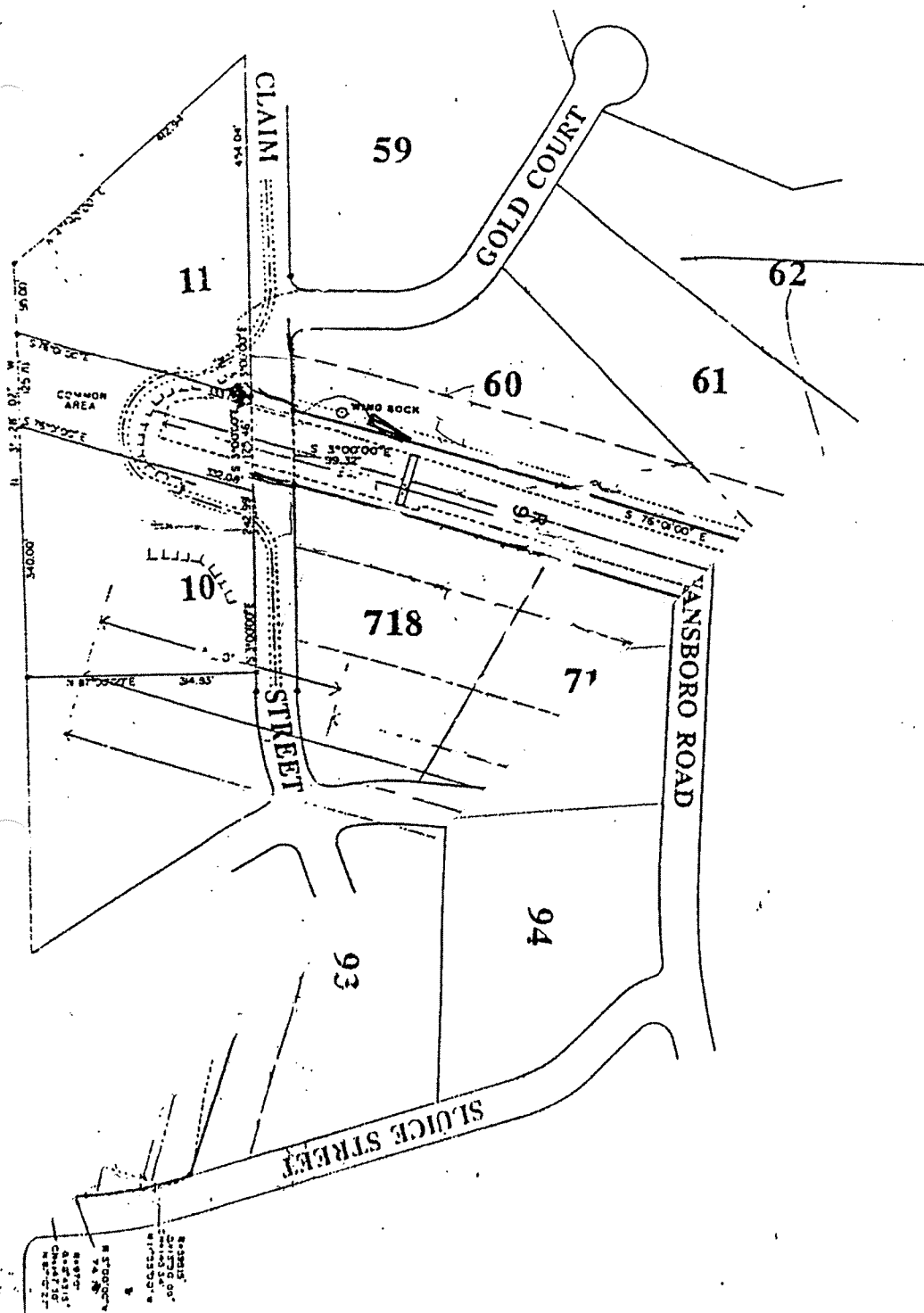
I have a question regarding the aforementioned letter. I would like to know if the Department of Transportation surveyed the obstacles on the approach to runway 9, if not, is this something I will have to have Dean Edson survey?

Your immediate response to this request will be greatly appreciated.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Joseph L. Bruno".

Joseph L. Bruno
President, Swansboro Country
Property Owners Association
Home Mailing Address:
P/O Box 1135
Antioch, California 94509



DEPARTMENT OF TRANSPORTATION**DIVISION OF AERONAUTICS**

1130 K STREET - 4TH FLOOR

MAIL: P.O. BOX 942874

SACRAMENTO, CA 94274-0001

(916) 322-3090

TDD (916) 323-7665



January 7, 1988

Swansboro Airport
El Dorado County

Mr. Joseph L. Bruno, President
Swansboro County Property Owners Association
P. O. Box 1135
Antioch, CA 94509

Dear Mr. Bruno:

This is in response to your letter dated December 21, 1987 requesting several variances to the minimum dimensional standards relating to obstruction setback lines at the Swansboro Airport. After conducting an on-site inspection and considering the restricted-use status of the airport, we have determined that the variances requested would not create an unduly hazardous condition to persons on the ground nor to aircraft operating at the airport. Therefore, the following variances to the minimum distance of 125 feet between the runway centerline and an obstruction are hereby granted at the following locations:

o Unit 1, Lot 96

Minimum distance of 85 feet for the parking of aircraft and/or construction of an aircraft storage hangar. (The dimensions of a hangar must be approved by this Department.)

o Unit 2, Lots 11 and 60; Unit 8, Lot 718

Minimum distance of 75 feet for the parking of aircraft only.

o Unit 2, Lot 10

Minimum distance of 75 feet for the parking of aircraft only, subject to the ground elevation being level or below the runway (two to four feet below Claim Street).

NR 1-9-88 P 1-88

Mr. Joseph L. Bruno
Page 2
January 7, 1988

This letter supplements the airport permit and should be retained with the permit.

If we may be of further assistance, please feel free to contact us.

Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics

W. R. Riesen
Aviation Consultant

bcc:R. Rogers - District 3
WRR:chf

Swansboro Airport
(El Dorado Co.)
Permit

December 31, 1990

Ms. L. T. Gieseler
Airport Chairperson
6770 Sluice Street
Placerville, CA 95667

Dear Ms. Gieseler:

We are pleased to enclose the new corrected Airport Permit No. ED-7 issued to Swansboro Airport in El Dorado County. Also enclosed is a display certificate which should be posted in a visible location at the airport.

The physical status and the operating conditions are shown on the permit. The Division of Aeronautics must be notified prior to any physical change to the airport to ensure that accurate records are maintained.

Please call us if you should require any assistance in the future.

Sincerely,

original signed by

Bobbie S. Raney
Permitting Specialist

Enclosures

bcc: Brian Smith - Dist. 3

BSR:ts

DW4TSBR/GIESELER.DOC

State of California

AIRPORT PERMIT

FOR A
SPECIAL USE AIRPORT

Pursuant to California Public Utilities Code Section 21662, the California Department of Transportation, Division of Aeronautics, hereby issues this corrected Airport Permit No. ED-7 to:

SWANSBORO COUNTRY AIRPORT
Placerville, California

Latitude: 38°48'00" N.
Longitude: 120°44'00" W.

Owned and Operated by: Swansboro Country Property Owners Assoc.
6770 Sluice Street
Placerville, CA 95667

This corrected permit is issued to reflect reclassification of existing permit and supersedes permit dated October 23, 1978.

This permit is subject to the following conditions:

1. Airport is to be maintained in accordance with plans and conditions previously approved by the Department October 23, 1978.
2. Approved traffic patterns:
 - o Left traffic Runway 27, 800 feet AGL.
 - o Left traffic Runway 9, 800 feet AGL.
3. Airport approved for day and night use.
4. The following variances are granted:
 - A. For 70' trees, 700 feet from displaced threshold and 175 feet south of centerline of approach to Runway 27.

- b2. For trees and high ground in excess of 800 feet from approach end to Runway 27.
- c3. For trees and high ground in the transitional surfaces on both sides of the runway.

D4. Unit 1, Lot 96

Minimum distance of 85 feet for the parking of aircraft and/or construction of an aircraft storage hangar. (The dimensions of a hangar must be approved by this Department.)

e5. Unit 2, Lots 11 and 60; Unit 8, Lot 718 & Lot 719

Minimum distance of 75 feet for the parking of aircraft only.

f6. Unit 2, Lot 10

Minimum distance of 75 feet for the parking of aircraft only, subject to the ground elevation being level or below the runway (two to four feet below Claim Street).

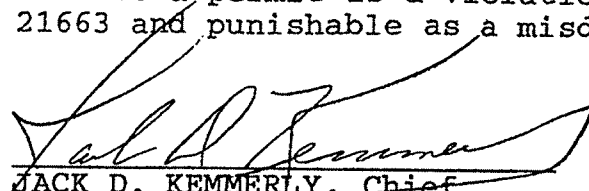
The physical status of this special use facility is described below:

Runway 9/27

- o Physical length: 3,420 feet.
- o Runway 9 Threshold displaced: 315 feet.
- o Runway 27 Threshold displaced: 360 feet.
- o Length usable for landing:
 - Runway 9, 3,105 feet.
 - Runway 27, 3,060 feet.
- o Length usable for takeoff:
 - Runway 9, 3,060 feet.
 - Runway 27, 3,105 feet.
- o Runway is lighted.

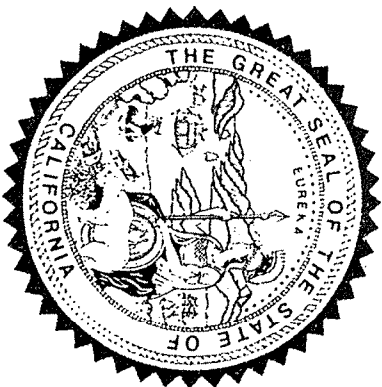
This permit shall remain in effect until such time as it is revoked or suspended, pursuant to Public Utilities Code Section 21668. Any airport expansion project may generate the requirement for an amended Airport Permit pursuant to the provisions of Public Utilities Code Section 21664.5.

Failure to operate pursuant to this permit or without a permit is a violation of Public Utilities Code Section 21663 and punishable as a misdemeanor.



JACK D. KEMMERLY, Chief
Division of Aeronautics
Department of Transportation
State of California

December 18, 1990



State of California

Department of Transportation
Division of Aeronautics
has issued an

AIRPORT PERMIT

To Swansboro Country Airport

Owned by Swansboro Country Property Owners Association

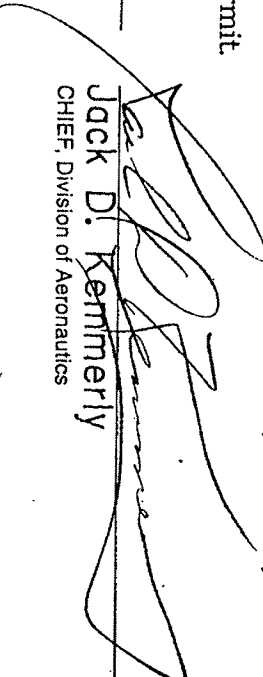
Operated by Swansboro Country Property Owners Association

Located at Latitude: 38°48'00" N. Longitude: 120°44'00" W.
Placerville, California

Has received Permit No. ED-7

Operation of an airport is hereby authorized under this permit issued pursuant to the laws of the State of California and the rules and regulations of the Department of Transportation subject to any conditions imposed by the department. This display certificate is not the Airport Permit.

DATE December 18, 1990


Jack D. Kemmerly
CHIEF, Division of Aeronautics



File
TO:

Swansboro Country Airport
SUBJECT:
Airport Permit.

DATE
1-22-91

M Linda Giesler 3991 Slope Dr. Placerville, CA (916) 622-1616 -
E Called re Errors in the newly (reclassified) Airport Permit. Special Use.
S Claimed no Right Traffic Rwy # 27 Alongside Left Traffic Both Runways.
A Night Operations Rwy 27 not authorized. AS Rwy 09 HAS VASI
G Some Question on Variance -
E

RETURN TO

SIGNED

ADDRESS

PHONE

R I Requested Linda to Return the permit now Informing her
E that we would re-issue it with the proper
variances - In Return I would mail her a copy of the
original permit and conditions - and we could review
them together on phone
L
Y

J.M.M.

SIGNED

ADDRESS

DATE

SEND PARTS 1 AND 3 INTACT - PART 3 WILL BE RETURNED WITH REPLY

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

1130 K STREET - 4th FLOOR

A1L: P. O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 322-3090

TDD (916) 654-4014



December 18, 1992

Mr. Wendle Bonner
Swansboro Country Airport
8820 Rockcreek Road
Placerville, CA 95667

Dear Mr. Bonner:

The California Department of Transportation, Division of Aeronautics, conducted an aviation facilities inventory and permit compliance inspection of the Swansboro Country Airport on November 18, 1992. We appreciate the cooperation you provided us during the inspection. The updated information will be entered into our records.

Our inspection revealed the following items which we would like to bring to your attention:

- o Runway 9/27 both sides brush and small trees are within the runway safety area. It is necessary to remove these obstructions. California Aeronautics Regulations Section 3542 minimum airport criteria require runway safety areas. The FAA Airport Design Guide provides definitions on Page 33, No. 403, and Table 4-1 provides the design standards.
- o Angle iron runway light mounting stakes are exposed (4 to 6 inches) excessively and require adjustment or re-installation. These mounting stakes are to be even with or not more than 1/2 inch above the finished grade. Please refer to FAA AC 150/5340-24.
- o The displaced threshold markings are nonstandard and should have arrows on the centerline bars. Please refer to FAA AC 150/5340-1F, Marking of Paved Areas on Airports.

To assist you in starting a reference library for the airport, we are enclosing copies of the documents we have referred to and a copy of California Aeronautics Law (Statutes) and Aviation Regulations.

Please notify us by January 30, 1993 of your intended or completed actions concerning these items.

Mr. Wendle Bonner
December 18, 1992
Page 2

We have reviewed Mr. Bates' request for approval to construct an aircraft hangar on Unit 1, Lot 96. The existing airport permit presently allow this use on the site. The building site is partially shielded by terrain and trees. The Division of Aeronautics has concerns about the access to the building by aircraft because of the orientation to the runway. Building plans submitted show the building 50 feet x 100 feet with the hangar doors opening on the runway side of the building.

California Regulations 3545 require the special use airport to meet public use airport criteria and further states as a minimum, **a runway safety area is required.** The runway safety area requires for Swansboro Country Airport is 120 feet in width (60 feet each side of the runway centerline) which must be clear of objects, smooth with no ruts or humps, etc. Mr. Bates' building located at 85 feet from the runway centerline will be 20 feet outside of the runway safety area, clearly not sufficient to allow the parking of aircraft or vehicles. Even temporary parking, while either preparing to put the aircraft into the hangar or just after removing it from the hangar must be kept to a minimum. These restrictions will be conditions for our approval.

From our discussions, we understand the Swansboro Country Airport Association has reviewed the proposed building. Prior to our approving the construction of this building, please mail us a copy of the association's action approving this project.

If you have any questions or if we may be of assistance, please let us know.

Sincerely,

Original signed by

JAMES E. MICHEL
Aviation Consultant

Enclosures

bcc: Jody Lonergan, District 3
JEMichel

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

130 K STREET - 4th FLOOR

MAIL: P. O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 322-3090

TDD (916) 654-4014



April 23, 1993

Mr. Donald R. Bates
2742 Swansboro Road
Placerville, CA 95667

Dear Mr. Bates:

The Department of Transportation, Division of Aeronautics, has reviewed your request and plans dated December 18, 1992 for approval to construct an aircraft storage hangar on Unit 1, Lot 96, adjacent to the Swansboro Country Airport.

The airport operating permit presently allows for the parking of aircraft and/or construction of an aircraft storage hangar on Unit 1, Lot 96. Additionally, it requires a minimum setback of 85 feet from the runway centerline and the dimensions of the hangar must be approved by the Department.

Our review of the building and site plans submitted and our site inspection confirm the building as proposed will be partially shielded by natural topography. The building, at 85 feet from the runway centerline, will be 20 feet outside the runway safety area clearly not sufficient to allow the parking of aircraft or vehicles between the hangar and the runway. Even temporary aircraft parking while either preparing to put the aircraft into the hangar or just after removing it from the hangar must be kept to a minimum.

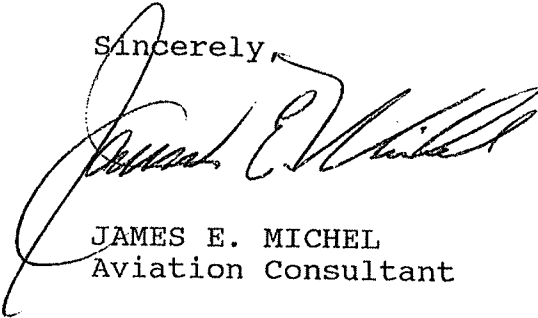
The Department approves the construction of the aircraft storage hangar as submitted in the plan and site drawing, subject to the following condition. "No Parking" signs on frangible mountings will be installed on both sides of the taxiway between the hangar and the runway.

The Department cannot guarantee the safety of this (or any) site and our approval does not preempt the authority or waive any ordinances, laws or regulations of any other governmental agency or organization.

Mr. Donald R. Bates
April 23, 1993
Page 2

If you have any questions or if we may be of assistance,
please let us know.

Sincerely,

A handwritten signature in dark ink, appearing to read "James E. Michel", is written over the typed name. The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

JAMES E. MICHEL
Aviation Consultant

DEPARTMENT OF TRANSPORTATION

AERONAUTICS PROGRAM M.S. #40
1120 N STREET - ROOM 3300
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4959
FAX (916) 653-9531

El Dorado County
Swansboro Country Airport
Suspense: 03/20/98



December 31, 1997

Mr. Wayne Mikel, President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, Ca 95667

Dear Mr. Mikel:

The California Department of Transportation, Aeronautics Program, conducted an aviation facilities inventory and a State permit compliance inspection of the Swansboro Country Airport on December 18, 1997. We appreciate the cooperation Mr. Ralph Hern provided us during the inspection. The updated information will be entered into our records.

Our inspection revealed the following items which we would like to bring to your attention:

Runway 27:

- Numerous trees 70 feet high, 400 feet from, on the extended centerline, are penetrating the required 20:1 approach surface to the runway. These trees require trimming or removal.
- Brush and young trees within the runway end safety area require removal.

Runway 9/27:

- Numerous trees and brush, on both sides of the runway, in various locations, penetrate the runway safety and the object free areas. The brush and trees and require removal.

Please notify us by January 30, 1998, of your intended or completed actions concerning these items.

In our discussions with Mr. Hern we agreed to send a copy of the airport permit file, an assortment of Federal Aviation Administration Advisory Circulars and the California Code of Regulations for Airports and Heliports, for use of the property owners association and the airport manager. The permit file and reference file should be kept in a location and be available to the future airport managers as they change.

If you have any questions or if we may be of assistance, please let us know.

Sincerely,

Original Signed by

JAMES E. MICHEL
Aviation Consultant

DAS-OBM-125 bc: JLonergan - District 03

INITIALS/DATE JEM:jef

u:\x\jmed797.doc

12-31-97

TRIP REPORT

DOA-0108 (REV 4/91)

		DATE OF TRIP December 18, 1997	
NAME Jim Michel and Chuck Carrillo		MODE OF TRAVEL: <input type="checkbox"/> DA <input type="checkbox"/> CA <input type="checkbox"/> RC <input type="checkbox"/> SC <input checked="" type="checkbox"/> PC <input type="checkbox"/> OTHER	
DESTINATION Swansboro	COUNTY El Dorado	FACILITY TYPE: <input checked="" type="checkbox"/> A/P <input type="checkbox"/> H/P <input type="checkbox"/> OTHER	
FACILITY Swansboro Country Airport		PERMIT TYPE: <input type="checkbox"/> PUBLIC <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> PERSONAL	
CONTACT Mr. Ralph Hern	TITLE Airport Manager	BUSINESS PHONE (530) 626-5268	
MEETINGS (HOURS)	INSPECTIONS (HOURS)		STATUS
FAA ()	PERMITTING ()	HELICOPTER LANDING()	<input checked="" type="checkbox"/> APPROVE
LOCAL GOVT. ()	SAFETY/INV. ()	SCHOOL/BLDG SITE (3.0)	<input type="checkbox"/> DISAPPROVE
A/P - H/P STAFF ()	FAA 5010 ()	CAAP ()	<input type="checkbox"/> NO OBJECTION
ORGANIZATIONS ()	ENFORCEMENT ()	OTHER ()	<input type="checkbox"/> OBJECTION
OTHER ()	PREVIOUS INSPECTION DATE: PREVIOUS DISCREPANCIES =		CORRECTED PRIOR DISCREPANCIES =
CONDITIONS, PROBLEMS, RECOMMENDATIONS, FOLLOW-UP ACTION REQUIRED:			

We received permission to land at the Special Use Airport by phone from Mr. Herns the airport manager. We met with him at the Swansboro Country Airport in Swansboro, CA and discussed the 10 proposed school sites submitted by the Placer Union School District and possible impact on the airport. We were specifically interested in how the local pilots flew the traffic pattern at the airport and that relationship to each of the proposed sites. After our discussions, Mr. Herns gave us permission to make takeoff and landings as necessary to evaluate the sites.

Our airport review revealed the following:

The airport has a standard left traffic pattern.

The normal operating procedure for the local pilots is (One Way), to land on runway 9 and take off on runway 27.

When conditions dictate a landing on runway 27 is required, they fly a very wide left traffic pattern with the down wind leg over the canyon and river.

When landing on runway 9 the missed approach is an early right turn to avoid the high ground to the north.

When taking off on runway 9 pilots will make an early right turn to avoid a hill on the extended centerline and the high ground to the north.

The school sites revealed:

Sites A and H are close to the extended runway centerline, not good.

Sites C,D,E,F, and G are at a lower elevation than the airport (in a valley), C,F, and G are located so that they will be over flown in difficult conditions., not good.

The other sites B,D,E,I and J will experience an occasional over flight but they should not be a problem and in my opinion are ok.

The airport has deficiencies that will need to be corrected. I discussed the need to cut trees in the runway object ree area (both sides) and the need for obstruction lighting. Mr. Helms said he did not have any reference material or know where the permit information was. I agreed to send him some advisory circulars and a copy of the permit. Jim Michel.



October 2, 1999

James E. Michel
Department of Transportation
1120 N. Street, Room 3300
P.O. Box 942874
Sacramento, Ca 94274-0001

Dear Mr. Michel,

I am sorry I was unable to meet with you during your August visit to Swansboro Country Property Owners Association Airport. I understood from Bob Castleberry and Barbara Atkins as well as Wayne Mikel you would be issuing a written report with pictures and detail instructions regarding airport use and conditions, etc.

As of above date we have not received any communication from your office. We would like to be able to carry forward with the requirements on the airport. We have a Board of Directors meeting scheduled October 16 and it would be productive to have a plan of action, which can be carried forward to our attorneys and or homeowners regarding what exactly they are to accomplish.

We still have a CalStar airplane parked within 125' of the runway centerline. We would appreciate any help you can offer regarding the use of this area by an agency such as CalStar.

Sincerely,

Bob Castleberry
Bob Castleberry, President

Barbara Mikel
Barbara Mikel, Airport Committee

BC:dha

DEPARTMENT OF TRANSPORTATION

AERONAUTICS PROGRAM M.S. #40
1120 N STREET - ROOM 3300
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
(916) 654-4959
FAX (916) 653-9531

Suspense: 12/18/2000

Swansboro Country Airport ✓
El dorado County
989602 E.A.



December 29, 1999

Mr. Bob Castleberry
President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Castleberry:

To confirm previous phone conversations and correspondence with Ms. Barbara Mikel, of the Airport Committee, our aviation facilities inventory and State permit compliance inspection of the Swansboro Country Airport was conducted on August 4, 1999. We appreciate the cooperation Ms. Barbara Mikel, Airport Committee members and residents provided us during that inspection. The updated information was entered into our records.

Our inspection revealed the following items, which we to bring to your attention:

Runway 27

- The tall trees near Creek Road and Sluice Street are penetrating the approach surface and need to be trimmed below the 20:1 slope.
- On Lot 1 of Unit 96, a Cessna 421 aircraft is parked in front of the hangar, on the taxiway within the Primary Surface and the Runway Object Free Area (ROFA). The ROFA is 125 feet each side of the Runway Centerline. Lot 1 of Unit 96 has a variance for only the hangar within 85 feet from runway centerline. The Cessna 421 is considered an obstruction within the ROFA. The aircraft must be parked in another location on the property or in the transient parking area.

Midfield

- Oak trees located 96 feet from runway centerline on the south side of runway, and a considerable amount of trees and brush on the north and south side of runway, are within the ROFA. The ROFA must be maintained free of objects unless there is a specifically issued variance. Referring to the airport permit item #4, (3), a variance provides for trees and high ground in the Transitional Surface on both sides of the runway, not within the ROFA. If unique situations require a variance, and they do not effect safety of operations, the Swansboro Country Property Owners Association (POA) must request the specific variance

DAS-OBM-125

INITIALS/DATE from the Department.

12-29-99 *Qm* | *12/29/99*

Runway 9

- Just west of the threshold for Runway 9 are two aircraft parking pads which were originally part of a street. There exists a variance to the ROFA for aircraft parking on these pads no closer than 75 feet from the extended runway centerline. Aircraft parking on these pads are considered to be "close in obstructions" to the runway, because they are within the primary surface. We recommend they be eliminated to improve safety and the variance then discontinued. As a minimum, the parking positions should be marked so that no part of an aircraft will be within 75 feet of the extended runway centerline.
- The wind cone on the north side of the runway is located within the Runway Safety Area and needs to be moved from its present location to one that is 125 feet from the runway centerline.
- The airport lighting system was not installed correctly, lacking sufficient threshold lighting and does not include obstruction lighting of objects-(obstructions) on and around the airport. The airport lighting and obstruction lights are to be installed in conformance with the California Code of Regulations, Section 3543, and the Federal Aviation Administration, Advisory Circular 150-5340-1G, enclosed.

A review of the airport file reveals, several discrepancies have occurred:

- First, we do not have confirmation the required environmental review and determination was made by El Dorado County. This must be accomplished prior to requesting the airport permit conditions be corrected to allow night operations.
- Second, plans were not sent to the Department for approval. Plans are required, and to show how the system will be installed, including obstruction lighting. When the system design is approved and installed to those approved plans, the Department will correct the airport permit.

To minimize the inconvenience to the residential users of the airport, we will allow continued night operations for 60 days, only for resident pilots of the airport. Notification of all persons authorized to use the airport is necessary. Additionally, we recommend users provide the Property Owners Association a statement that they are aware of the various nonstandard conditions and obstructions on and around the airport prior to their being authorized to use the airport during day or night

The 60-day operating period is to allow sufficient time for the POA to submit the Amended-Corrected Airport Permit Application enclosed, with the required county approvals, to remove obstructions and modify the airport lighting system. **If at the end of the 60-day time period, the Department has not been able to issue a new corrected airport permit, the airport lighting system must be rendered inoperable.**

Mr. Bob Castleberry
December 29, 1999
Page 3

For your convenience and files, we are enclosing a copy of the Swansboro Country Airport, Special Use Airport Permit. Please notify us by January 31, 2000, the date the airport lighting system improvements will be completed and your intended or completed actions concerning the other items. If you have any questions or if we may be of assistance, please let us know.

Sincerely,

Original Signed by

JAMES E. MICHEL
Aviation Consultant

Enclosure

c: Ms. Barbara Mikel
6770 Sluice Street
Placerville, CA 95667

bc: Jeff Pulverman MS #41 - District 03

JM/bsc

u://x/jm.ED7.doc

January 10, 2000

TO: SWANSBORO COUNTRY PROPERTY OWNERS
FROM: BOARD OF DIRECTORS
REGARDING: SWANSBORO COUNTRY AIRPORT USE.

As a result of a permitting inspection conducted August 4, 1999 by the California Department of Transportation and communicated December 29, 1999 to the Swansboro Country Property Owners Association, Swansboro Country Airport **night operations have been restricted to residents only.**

We have been advised to take certain corrective actions on the runway, adjacent transition zones, and runway object free zones, approach transitional zones, airport marking, lighting and obstruction conditions existing at the airport. Corrective actions need to be made within sixty days (60) for continued night operations. In the event we are unable to make the necessary corrections, the lighting system will be rendered inoperative per the inspection report.

Most of the areas requiring corrective actions are located on private property owned by members and nonmembers of the Swansboro Country Property Owners Association. The Association Board of Directors has been in written communication with all contiguous property owners advising them of the inspection requirements. We will continue this process.

Department of Transportation letter reads: **"To minimize the inconvenience to the residential user of the airport, we will allow continued night operations for 60 days, only for resident pilots of the airport. Notification of all person authorized to use the airport is necessary. Additionally, we recommend users provide the Property Owners Association a statement that they are aware of the various nonstandard conditions and obstructions on and around the airport prior to their being authorized to use the airport during day or night."**

Any airplane using the airport at night must be able to substantiate residency.

Your cooperation in this matter is urgently requested.



February 4, 2000

Mr. Henry Felices, AAS 330
FAA
800 Independence Ave. SW
Washington, D.C. 20591

RE: Update to Airport Master Record for Swansboro Country Airport (61Q).

Dear Sir,

Following a recent inspection by Mr. James Michel of California Department of Transportation Aeronautics Division we have been requested to make the following update to the above referenced airport master record.

1. BLOCK 84: SEGMENTED CIRCLE: NO
2. BLOCK 110: REMARKS: Swansboro Country Airport (61Q) has a special use permit issued by the State of California. Prior permission from the owner is required to use this airport. Numerous obstructions on and around the airport are not obstruction lighted.

Thank you for your assistance in this matter, should you require additional information, please contact:

Swansboro Country Property Owners Association
Office 530-621-0309 (phone and fax)
Secretary, Deborah Arsenych

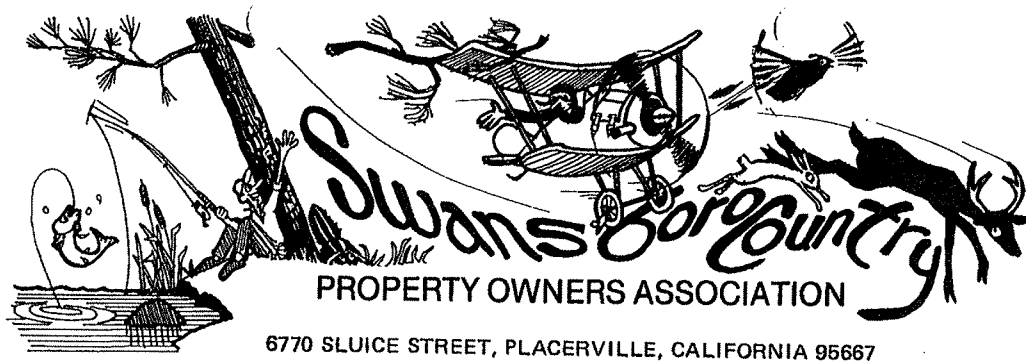
Alternatively, mail your request to

Swansboro Country Property Owners Association
6770 Sluice Street
Placerville CA 95667

Sincerely,


Robert Castleberry, SCPOA President

CC: Mr. James Michel, CALTRANS
Mark @ Rancho Murrietta Flight Service Station
RC:dha



February 4, 2000

NAME OF AFFECTED PROPERTY OWNER
ADDRESS
UNIT # AND LOT #

Dear Mr. and Mrs.,

We have been advised to take certain corrective actions on the runway, adjacent transition zones, and runway object free zones, approach transitional zones, airport marking, lighting and obstruction conditions existing at the airport. Corrective actions need to be made within sixty days (60) for continued night operations. Most of the areas requiring corrective actions are located on private property. The Association Board of Directors is again notifying all contiguous property owners advising them of the permitting requirements.

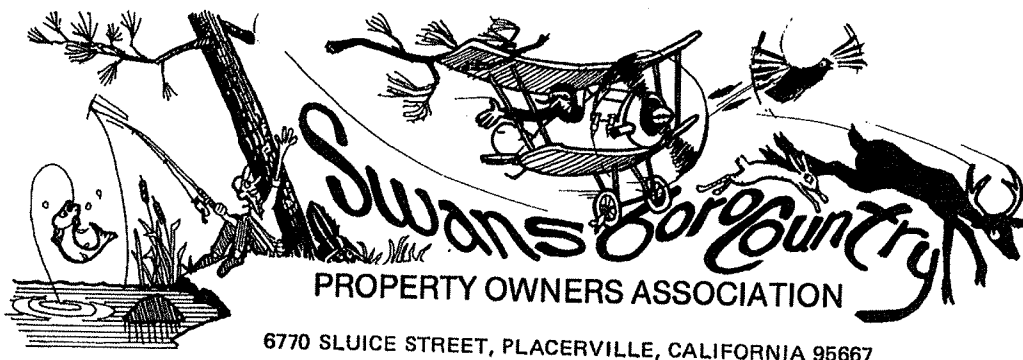
We are enclosing copies of pictures taken and marked by James E. Michel, California Department of Transportation Aviation Division indicating areas needing corrective actions. We have tried to discern the affected property and have included a photograph of what may be your property. We did not survey property lines and are aware of the non-regular dimensions of some airport lots.

We seek your cooperation in determining the location of items in these pictures and undertaking the required clearing by February 29, 2000 or your written request as to why the Swansboro Country Property Owners Association should seek a variance to the required conditions. We make no representation as to the success of this request for variance with the California Department of Transportation Division of Aeronautics. In the event the request for variance is granted by Caltrans we condition the acceptance of such a variance by Swansboro Country Property Owners Association upon receiving a recorded covenant and easement for maintenance on such properties.

If these identified items are not located on your property we would appreciate your written communication to that effect so we can forward those in question to other property owners. A volunteer group of pilots is available to assist in some of the necessary clearing.

Your cooperation in this matter is urgently requested.

Board Of Directors
SCPOA



James E. Michel
Aeronautics Program MS # 40
PO Box 942874
Sacramento CA 94274-0001

CALTEAS
DATE STAMP ON
REAR OF LTR
FEB 7, 00

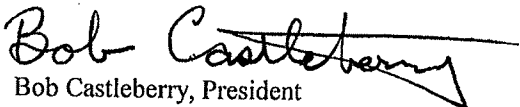
Attention: James E. Michel

In accordance with the requirements of your letter dated 29 December 1999, the following actions have been or will be undertaken:

1. Every Swansboro Country Property Owners Association has been notified of the night operation restrictions and of the necessity for obstacle removal near the runway. Refer to attached document dated 10 January.
2. The Board of Directors has contacted legal counsel to ensure the interests of the Association in this matter, which slightly delayed our response to your letter of December 29.
3. Copies of your letter and the accompanying photographs have been prepared and are being sent each affected property owner along with a request for a firm written commitment when all objects will be cleared from the affected areas. (Copy attached)
4. A letter to the FAA updating Form 5010 has been mailed. (Copy attached)
5. A pilots committee represented by association members Bill George and Kim Purcell is working with individual property owners to assist in the brush and tree clearing with those requesting such assistance. Substantial progress has been made to clear the area near midfield on the South side adjacent to the ponds (Lots 719 and 720). Some of these areas may require professional tree services.
6. The SCPOA has contacted a tree removal service to trim or remove trees on common area in the 7:1 transition zone.
7. Members of the pilot community have approached the Association to request clarification of certain items and continuance of certain variances. We have no written communications from property owners regarding these items:
 - a. Owner of the property (Unit 2 Lot 11) affected by variance (E) or 5. "Minimum distance of 75 feet for the parking of aircraft only" verbally assured the Board of Directors at our January 27, 2000 meeting the required marking has been done and we request continuance of this variance.
 - b. Runway 27 Item 4(A) can this variance allow for continued growth of the trees in the area?

- c. The wind cone on the North side of the runway within the RSA. It cannot be moved outside the ROFA because the terrain drops too much in that area. It is our understanding we can move and locate in accordance with AC150/5300-13 Para. 307, which allow objects necessary for, air navigation within the ROFA. A breakaway coupling will be provided.
 - d. The pilot committee represented the Oak tree on Sluice St that penetrates the approach surface will be trimmed and or cut as necessary. The pilot committee represented the Cessna 421 will no longer be parked in the area. The pilot committee represented that a variance for oak trees located 96 feet form the centerline on the south side of the runway has been requested.
8. With regard to correcting the airport lighting discrepancies, a committee is currently working with the El Dorado County Planning Department to review their files on Swansboro Airport, to ensure we meet all environmental and permitting requirements for the runway lighting and obstruction. The scope, cost and time required to bring the lighting system into compliance does not appear to be attainable by the end of February. Additionally, four of our seven-member Board, including the President, will be replaced on February 12th. We do not know who the new Board members will be or whom they will elect President. Our fiscal year budget begins March 1, 2000 and is fully committed. The decision to undertake the necessary improvements and repairs to the lighting system will be a decision deferred to the incoming board of directors. We received your report on airport operations December 29, 1999. No funding for runway lighting repairs was allocated in our maintenance and operational budgets. The budget for next year has been prepared and distributed to the members as required by law. We request continuing operation beyond 60 days for night operations for residents.

Sincerely,



Bob Castleberry, President
By and for Board of Directors
Swansboro Country Property Owners Association

rc:dha
encl.



FILE:

☒ A/P SWANSBORO
☐ H/P _____
☐ OTHER _____
COUNTY: EL DORADO

25 February 2000

Mr. James E. Michel
Aviation Consultant
Department of Transportation
State of California
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Night Operations at Swansboro Airport

Dear Mr. Michel:

Pursuant to your request in regards to the above mentioned matter, please accept this letter as our request to extend the restricted (resident only) night use of the Swansboro Airport for an additional 30 days. At the end of this period, we will submit a plan to you which is responsive to the items listed in your 29 December 1999 letter to us.

Please do not hesitate to contact me at (530)626-9469 with any questions.

Sincerely,


jerrypullin@icloud.com

John E. Moalli
SCPOA President

DEPARTMENT OF TRANSPORTATION

AERONAUTICS PROGRAM M.S. #40
1120 N STREET - ROOM 3300
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
(916) 654-4959
FAX (916) 653-9531

Suspense: April 15, 2000

Swansboro Country Airport ✓
EL Dorado County



March 17, 2000

Mr. John Moalli
President, Swansboro Country
Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Moalli:

We received your request for an extension of the special night use restrictions placed on the airport in our letter of December 29, 1999. The Department of Transportation (Caltrans), Aeronautics Program, agrees to provide the Swansboro Country Property Owners Association (SCOPA) and the Swansboro Pilots Association (PA) additional time to accomplish the following:

- Submit an Amended-Corrected Airport Permit-Application (previously provided), along with an environmental determination and approval for night operations from El Dorado County.
- The removal of all obstructions and the implementation of obstruction lighting approved by the Department. Obstructions requiring removal have been identified in previous airport inspections. Objects that have been issued variances considering daylight airport operations will require obstruction lighting for night operations.

Caltrans, Aeronautics Program, agrees to extend the authorization for night use of the airport, by resident pilots only, to April 29, 2000. If the necessary improvements have not been made, and Caltrans is not able to issue the Amended-Corrected Airport Permit by April 30, 2000, authorization for night use of the airport is suspended, the SCOPA is required to render the lighting system inoperable.

On another issue, we received a copy of a letter to the SCOPA board from Mr. Donald Bates, asking for our concurrence to allow a tree to remain 121 feet from runway centerline. The tree will be behind an aircraft hangar he is proposing to construct. Lot 96, has a variance allowing the hangar construction. The hangar and the tree will require obstruction lighting for night operations at the airport.

If you have any questions or if we may be of assistance, please let us know.

Sincerely,

Original Signed by

JAMES E. MICHEL
Aviation Safety Officer

bc: JPulverman MS #41 - District 03

DAS-OBM-125JEM:jef

INITIALS/DATE

2-17-00 [Signature]

2-17-00 [Signature]

3-18-00 [Signature]

u:\x\jm-ed7.doc



DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

*Flex your power!
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El Dorado County

November 13, 2002

Mr. George Kellison
President
Swansboro Country Homeowners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Kellison:

We are in receipt of your application to correct your airport permit to allow commencement of night operations at the Swansboro Airport. Prior to processing your request, we will need additional documentation for our records, in addition to the material that has previously been submitted:

- Two copies of **scaled** drawings of the airport with the lighting plan illustrated clearly. The drawing must clearly show the location and height of all obstacles penetrating any Federal Aviation Regulations, Part 77, approach or transitional surface to the runway. The proposed location and height of all obstruction lights must also be shown. Medium intensity runway lighting must be installed in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5340-24. Obstruction lights must be installed in accordance with FAA AC 70/7460-1K. The lighting plan that was previously provided to us, dated July 2001, is insufficient as it lacks the required detail for our evaluation. Although your correspondence of October 14, 2002, indicated that a revised map was enclosed, we were not able to locate it.
- Documentation of approval of the plan for construction by the County Board of Supervisors.
- Documentation of action by the Airport Land Use Commission.
- Documentation of compliance with the California Environmental Quality Act.



CRD 11/15/02

11/15/02

Mr. George Kellison
November 13, 2002
Page 2

The FAA 5010-1 data indicates that the approach surface to Runway 27 is currently 18:1, which does not meet the minimum standard for an obstruction-free approach surface of 20:1 as required by the California Public Utilities Code, Section 21659, and the California Code of Regulations, Section 3542. As such, we may be unable to approve night landing operations on this runway. We will evaluate this further upon receipt of the documents requested above.

If you have any further questions or need any additional information, please feel free to contact me at (916) 654-5216 or via e-mail at gary.knudsen@dot.ca.gov. We look forward to your response in due course.

Sincerely,

Original Signed by

GARY F. KNUDSEN
Aviation Safety Officer

bc: Bob Justice – District 03

GK:bsc

s:\x\gk-ED7.doc2



August 17, 2004

Mr. Keith Turner
Aviation Consultant
California Department of Transportation
Aviation Division
P.O. Box 942874
Sacramento, CA 94272-0001

Re: Swansboro Airport, Placerville CA (01CL)

Dear Mr. Turner:

In accordance with your request, I have prepared this letter which summarizes the interactions between CALTRANS and the Swansboro Country Property Owners Association (SCPOA) over the last several years. I have been actively involved in the airport issues both as a community member and as a member of the SCPOA Board of Directors.

Approximately 3 to 4 years ago, Mr. James Michel visited the Swansboro airport and met with the then current board members. Jim was kind enough to take photos of the airport and provide them to us, along with written notations of obstructions within the primary and transitional airport surface areas that needed to be removed. Although the airport was permitted for night operations, CALTRANS restricted it to day use only pending removal of the obstructions.

Following that meeting, SCPOA embarked on a program to remove the obstructions, especially those within the Runway Object Free Area (ROFA). Dozens of large trees and bushes were cut down by homeowners and a group of volunteers.

After these trees were removed, Jim returned to the airport for another visit. At that time, he commented at how much better the ROFA appeared, but recognized more trees needed to be removed in the ROFA and the transition zone. He suggested that perhaps an effort could be made to remove the remaining trees in the ROFA as well as those in the south side transition zone. He also recommended having a survey of the airport conducted, which would identify the runway as well as existing obstructions.

SCPOA then began a very aggressive program that demanded homeowners adjacent to the airport remove trees that were in the ROFA under threat of legal action. SCPOA also began to get quotes from tress services as to the cost of removing the dozens of large trees within the transition zone. As you can imagine, this effort took quite some time, although it was largely successful.

The outcome of this final effort was that all of the trees within the ROFA were removed, save those from a single reluctant homeowner, Mr. Donald Rhoades. Additionally, the quotes from the tree cutters were sufficiently high as to make it clear that the association could simply not afford to have them all removed. SCPOA began to pursue legal action against Mr. Rhoades.

Yet another meeting was called with Jim, at which time SCPOA presented the completed survey, including a proposed lighting plan, and described to Jim the outcome of the previous efforts. After reviewing the survey, and being familiar with the airport after several inspections, Jim thought that it might be possible to get CALTRANS to waive the transitional surface requirements because of the restricted classification of the airport, as well as the knowledge that relatively few operations took place there on a daily basis. Jim stated unambiguously that the ROFA must be cleared, though, for CALTRANS to consider this waiver. When Jim was reminded of the single reluctant homeowner, Mr. Rhoades, with whom we were currently involved in with legal action, Jim indicated that as long as legal action/proceedings were in process, CALTRANS would consider granting a temporary waiver for night operations. Shortly thereafter, Jim retired.

The preceding events bring us pretty much up to date; SCPOA is in the midst of litigation with Mr. Rhoades, and would like to begin installing an up-to-date lighting system in accordance with AC 150/5340-24. This work cannot be initiated until we have a night operations waiver from CALTRANS.

Our airport looks much better than it did on the day of the first inspection mentioned above, and we are hopeful that we will prevail in the litigation with Mr. Rhoades and have his trees removed from the ROFA as well. It is our desire to obtain the temporary night operations from CALTRANS as soon as possible.

Thank you again for your consideration. Please do not hesitate to contact me with any questions. I can be reached at home at (530)626-9469.

Sincerely,

John E. Moalli
SCPOA Board of Directors

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

Swansboro Country Airport ✓
El Dorado CountyFlex your power!
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SUSPENSE 15 FEB 05

January 14, 2005

Wayne Mikel

President

Swansboro Country Property Owners Association

6770 Shuice Street

Placerville, CA 95667

Dear Mr. Mikel:

On December 20, 1999, the Department of Transportation (Department), Division of Aeronautics, conducted a formal airport inspection – in part for the purpose of verifying that the airport met minimum airport design standards to safely accommodate both day and night operations. To date, we have determined that not all of the obstructions (excluding those given a Variance in the current Swansboro Country Airport Permit dated December 18, 1990) that penetrate the Federal Aviation Regulation, Part 77 imaginary surfaces and the Runway Object Free Area to the airport runway have been trimmed or removed. These obstructions are prohibited by the Public Utilities Code (PUC), Section 21659, Hazards Near Airports Prohibited, and fail to meet minimum airport design standards for permit purposes.

Given the substantial amount of time the Department has allowed the airport to remedy this situation, we have reached a point where we will have to suspend the airport permit until such time as these obstructions can be removed. In accordance with PUC, Section 21668.2, the suspension will become effective March 15, 2005, to allow the airport a final opportunity to remedy the issue. A copy of this section is provided below for your reference:

Suspension of Operation

21668.2. In lieu of revoking an airport permit pursuant to Section 21668, the department may suspend any airport permit, or may require suspension of operations of a portion of an airport, and such suspension shall remain in effect until the department determines that the conditions requiring the suspension no longer exist.

The department shall not order a suspension under this section without prior notice or opportunity for hearing, unless the department determines in writing that public safety considerations require a summary suspension. In this event, any person aggrieved by the action of the department shall, upon request, be granted a hearing by the department to determine whether the suspension shall remain in effect.

Please notify the Department by February 15, 2005, of your intended or completed actions.

Sincerely,

*Original Signed by*GARY CATHEY, Chief
Office of Airports

c: FAA W-P Region, FAA ADO, FAA SAC FSDO

bc W.Lewis -- District 03

GCC:jef

s://comp30/gc-ED7.doc

DAS-OBM-125

INITIALS/DATE

7/14/05

Kodk 1/14/05

"Caltrans improves mobility across California"



**SWANSBORO COUNTRY
PROPERTY OWNERS ASSOCIATION**

6770 Sluice Street
Placerville, CA 95667
(530) 621-0309

*Sent To RaynBain
on TUE 15 FEB 05
Requested her review
prior to setting a
hearing. C*

February 12, 2005

Mr. Gary Cathey, Chief
Office of Airports
California Department of Transportation
Division of Aeronautics – M.S. #40
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

**Re: Swansboro Country Property Owners Association
Request for Hearing Pursuant to Public Utilities Code Section 21688.2
Regarding the Suspension of Airport Operations at the Swansboro
Country Airport**

Dear Mr. Cathey:

This letter follows your letter of January 14, 2005, regarding the Office of Airports' determination that the airport operations at the Swansboro Country airport should be suspended on March 15, 2005. It is our understanding that this suspension is based on the fact that vegetation along the runway penetrates the Runway Object Free Area which has not been removed pursuant to your office's prior requests.

Accordingly, this letter serves as the Swansboro Country Property Owners Association's formal request, pursuant to Public Utilities Code Section 21688.2, for a hearing regarding the planned suspension of operations at the airport.

Mr. Gary Cathey, Chief
Office of Airports
California Department of Transportation
Division of Aeronautics – M.S. #40
February 12, 2005
Page 2

Please let us know the date, time and location of the hearing regarding this matter.
Should you have any questions regarding this request please feel free to contact me.

Very truly yours,



Wayne Mikel, President
SWANSBORO COUNTRY
PROPERTY OWNERS ASSOCIATION



El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5355
(530) 642-0508 fax
<http://www.co.el-dorado.ca.us/planning>

facsimile transmittal

To: Gary Cathey

Fax: 916/653-9531

Department of Transportation
Division of Aeronautics-M.S.#40
1120 N Street
PO Box 942873

Sacramento, Ca 94273-0001

From: Mark Millard

Date: March 2, 2005

RE: Swansboro-Requested Documents

Pages: 3, including this cover sheet

CC:

☒ Per our discussion / your request ☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply

Thank you for taking the time to review the history of Swansboro airport this morning. Pursuant to that discussion, attached the document you requested. Hard copy to follow; this fax coversheet will also function as coversheet for hardcopy mailing.

I look forward to receiving the documents you are sending me (fax and hardcopy).

Good day.



El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5355
(530) 642-0508 fax
<http://www.co.el-dorado.ca.us/planning>

facsimile transmittal

To: Gary Cathey

Fax: 916/653-9531

Department of Transportation
Division of Aeronautics-M.S.#40
1120 N Street
PO Box 942873

Sacramento, Ca 94273-0001

From: Mark Millard

A handwritten signature, likely of Mark Millard, is written over the name.

Date: March 2, 2005

RE: Swansboro-Requested Documents

Pages: 3, including this cover sheet

CC:

☒ Per our discussion / your request ☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply

Thank you for taking the time to review the history of Swansboro airport this morning. Pursuant to that discussion, attached the document you requested. Hard copy to follow; this fax coversheet will also function as coversheet for hardcopy mailing.

I look forward to receiving the documents you are sending me (fax and hardcopy).

Good day.

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827



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March 10, 2005

Mr. Wayne Mikel, President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Mikel:

Regarding our letter dated January 14, 2005, we received your request for a hearing in accordance with the provisions contained in the Public Utilities Code, Section 21668.2. We have forwarded your request to our Legal department for review and scheduling. Per the aforementioned correspondence, **the Swansboro Airport Permit will be suspended effective March 15, 2005.** For the purpose of allowing based aircraft to be relocated to other airports, we will allow only takeoff operations to continue until April 1, 2005. By this date, the runway numbers or "R"s must be removed and replaced with yellow "X"s. Refer to FAA AC 150/5340-1H, Figure 20 for proper dimensions. All tenants should be informed of the airport's permit status and that no operations will be allowed after April 1, 2005.

On March 4, 2005, we visited Swansboro Airport to do a site review prior to the hearing. You, Mr. Donald Rhoades, and myself attended the meeting. During the visit, we observed trees on Mr. Rhoades property that were located in the Runway Safety Area (RSA), the Runway Object Free Area (ROFA), the Primary Surface (PS), and the 7:1 Transitional Surface (TS). Additionally, terrain penetrates the PS at this location. The RSA is 120 feet wide, 60 feet to either side of the runway centerline, extending 240 feet past the physical ends of the runway. The ROFA is 250 feet wide, 125 feet to either side of the runway centerline, extending 240 feet past the physical ends of the runway. The PS is 250 feet wide, 125 feet to either side of the runway centerline, extending 200 feet past the physical ends of the runway.

On Monday, March 7, 2005, a Department of Transportation (Department), Division of Aeronautics, Permit Committee Meeting was held to discuss the permit status of the Swansboro Airport. It was decided that at a minimum, we will require the following to remove the suspension of the airport permit:

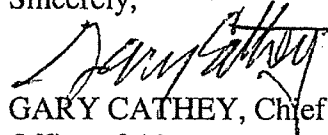
- **Day-use Only:** Obstruction-free 20:1 approach slopes to the existing displaced thresholds of Runway 9 and Runway 27, obstruction-free PS, and a RSA that meets runway design standards (no objects, ruts, humps, or depressions). The RSA must be suitable for the occasional passage of an aircraft. Based in part on existing variances and clearing accomplished thus far, we are receptive to issuing a variance for remaining trees located in the PS that are more than 85 feet away from the runway centerline, only for the north side of the middle third of the runway. ALL other trees must be removed.

Mr. Wayne Mikel
March 10, 2005
Page 2

- Day and Night-use: All day-use requirements, clear PS, one clear 7:1 TS, an approved and functional runway lighting system, red obstruction lights on structures that cannot be removed or relocated outside TS, and compliance with the night-use conditions stipulated on our inspection letter dated December 29, 1999, page 2 (enclosed).
- Existing Variances to the runway design standards, as provided in the current Swansboro Airport Permit dated December 18, 1990, will remain and will not be effected by the above requirements.
- A Variance will be provided for existing terrain that penetrates the Primary Surface.

If these conditions are agreed to and the physical improvements are made, we will schedule an airport inspection for verification purposes. If all conditions are complied with, the suspension will be removed and a corrected Special-Use Airport Permit will be issued to the Swansboro Country Airport reflecting the additional Variances. Please notify the Department by April 15, 2005, of your intended or completed actions. If you have any questions about any of the above items, please contact us at (916) 654-5183.

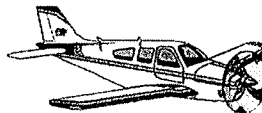
Sincerely,


GARY CATHEY, Chief
Office of Airports

Enclosure

c: FAA W-P Region, FAA ADO, FAA SAC FSDO, El Dorado Co. Planning Dept.

State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



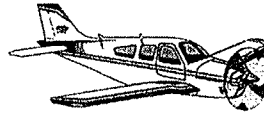
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FACSIMILE COVER

Attention: ROD BAYGOLON Attorney for Mr. Wayne Mikel	From: JACKIE FOWLER Secretary
Fax: 916-669-3501	Date: March 10 th , 2005
Voice:	Phone: 916.654.4848
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



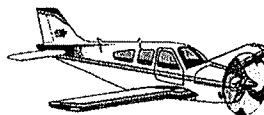
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FACSIMILE COVER

Attention: JOHN MALOWEY Vice President Swansboro Airport Owner's Association	From: JACKIE FOWLER Secretary
Fax: 650-642-1970	Date: March 10, 2005
Voice:	Phone: 916.654.4848
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



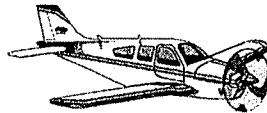
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FACSIMILE COVER

Attention: DAN STROUDER Attorney for Mr. Donald Rhoades	From: JACKIE FOWLER Secretary
Fax: 916-321-4444	Date: March 10, 2005
Voice:	Phone: 916.654.4848
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



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FACSIMILE COVER

Attention: MARK MILLARD El Dorado County Planning Dept	From: JACKIE FOWLER Secretary
Fax: 530-642-0508	Date: March 10, 2005
Voice:	Phone: 916.654.4848
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS - M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Swansboro Country Airport
El Dorado County
SUSPENSE 15 APR 05



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March 10, 2005

Mr. Wayne Mikel, President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Mikel:

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Mr. Wayne Mikel
March 10, 2005
Page 2

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Sincerely,

Original Signed by

GARY CATHEY, Chief
Office of Airports

Enclosure

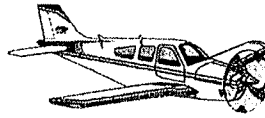
c: FAA W-P Region, FAA ADO, FAA SAC FSDO, El Dorado Co. Planning Dept.

bc: W. Lewis – District 03

GCC:bsc

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State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



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Be energy efficient!*

FACSIMILE COVER

Attention: WAYNE MIKEL	From: JACKIE FOWLER Secretary
Fax: 530-642-1970	Date: March 11, 2005
Voice:	Phone: 916.654.4848
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

Swansboro Country Airport

El Dorado County

*Flex your power!
Be energy efficient!***SUSPENSE: 9 MAY 05**

April 6, 2005

Replace w/ Yellow copy *2*

Wayne Mikel, President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Mikel:

The California Department of Transportation, Division of Aeronautics Program, conducted an annual aviation facilities inventory and State permit compliance of the Swansboro Country Airport on April 1, 2005. We appreciate the cooperation you and other members of the property owner's association provided to us during the inspection. The updated information will be entered into our database records.

During the inspection, we determined that the following improvements have been made:

- The Runway Safety Area (RSA) is obstruction free. Due to terrain drop-off, although an approximate 1000 foot length of RSA located at the east end of the runway is only 90 feet wide, a Variance to the minimum design standards will be granted since this substandard terrain feature existed at the time the facility was originally permitted. We strongly encourage the airport to acquire and place sufficient backfill to obtain a standard width RSA of 120 feet (60 feet to either side of the centerline) for the full length of the runway.
- The Primary Surface (PS) is obstruction free, except for trees located more than 85 feet north of the middle third of the runway centerline, and occasionally by terrain that will also be granted a Variance. As stipulated in our letter dated March 10, 2005, only these remaining trees in the PS will receive a new Variance for the purpose of resuming day use operations.
- The 20:1 Approach Slope (AS) to the displaced threshold of Runway 9 is obstruction free. The 20:1 AS to the displaced threshold to Runway 27 is clear for at least half the first 2500 feet; the remaining AS appears to be obstructed by terrain and trees. In part, a precision survey would need to be accomplished to verify the entire approach slope to this end of the runway is obstruction free to resume night operations to this end of the runway.

Per our conversation on Saturday, April 2, 2005, the completion of these items satisfies the Division's requirements to partially remove the suspension to the airport permit for the purpose of resuming day-use operations, effective April 2, 2005. However, our inspection revealed the following discrepancies that we would like to bring to your attention for correction:

Mr. John Walker

April 8, 2003

Page 2

- Three drainage inlets (DIs) located within the RSA in first 1500 feet of Runway 9, approximately 40 feet left of the centerline, are uncovered. These DIs must be covered with a grate or plate capable of supporting the weight of the occasional passage of an aircraft. There may not be any ruts, humps, or depressions within the limits of a RSA.
- A +3 foot tall debris pile is located about 90 feet right of the centerline to Runway 9, near the beginning of the runway. This pile must be removed.
- Nine +3 foot tall concrete filled bollards are located about 85 feet right of the centerline to Runway 9, from 0 to 300 feet past the beginning of the runway. These bollards should be removed and replaced with a frangible fence (similar to the white, vinyl fence at the opposite end of the runway) to deter vehicles from entering the runway environment.
- The windsock located within the first 300 feet of the beginning of Runway 9, approximately 75 feet left of centerline, did not appear to be mounted on a breakaway pole. Ensure any windsock located within the Primary or Transitional surfaces are frangible, or are relocated outside of these areas.
- All runway markings are very faded and must be repainted.

Please notify the Department by May 9, 2005 of your intended or completed actions. Upon receipt of evidence (i.e. photographs) that the above items have been corrected, we will issue a Corrected Airport Permit containing the existing and appropriate additional Variances. If you have any questions about any of the above items, please contact us at (916) 654-5183 or via e-mail at gary.cathey@dot.ca.gov.

Sincerely,



GARY CATHEY, Chief
Office of Airports

cc: CT Dist Liaison, El Dorado Co. Planning Dept., FAA W-P Region (Airports), FAA ADO, FAA SAC FSDO.

bc: File, Cathey, Wiswell, Legal

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

Swansboro Country Airport
El Dorado CountyFlex your power!
Be energy efficient!**SUSPENSE: 9 MAY 05**

April 7, 2005

Mr. Wayne Mikel
President
Swansboro Country Property Owners Association
6770 Sluice Street
Placerville, CA 95667

Dear Mr. Mikel:

The California Department of Transportation, Division of Aeronautics, conducted an annual aviation facilities inventory and State permit compliance of the Swansboro Country Airport on April 1, 2005. We appreciate the cooperation you and other members of the property owner's association provided to us during the inspection. The updated information will be entered into our database records.

During the inspection, we determined that the following improvements have been made:

- The Runway Safety Area (RSA) is obstruction free. Due to terrain drop-off, although an approximate 1000 foot length of RSA located at the east end of the runway is only 90 feet wide, a Variance to the minimum design standards will be granted since this substandard terrain feature existed at the time the facility was originally permitted. We strongly encourage the airport to acquire and place sufficient backfill to obtain a standard width RSA of 120 feet (60 feet to either side of the centerline) for the full length of the runway.
- The Primary Surface (PS) is obstruction free, except for trees located more than 85 feet north of the middle third of the runway centerline, and occasionally by terrain that will also be granted a Variance. As stipulated in our letter dated March 10, 2005, only these remaining trees in the PS will receive a new Variance for the purpose of resuming day use operations.
- The 20:1 Approach Slope (AS) to the displaced threshold of Runway 9 is obstruction free. The 20:1 AS to the displaced threshold to Runway 27 is clear for at least half the first 2500 feet; the remaining AS appears to be obstructed by terrain and trees. In part, a precision survey would need to be accomplished to verify the entire approach slope to this end of the runway is obstruction free to resume night operations to this end of the runway.

Mr. John Walker
April 7, 2005
Page 2

The airport was found to be in satisfactory condition with no identifiable safety problems. Per our conversation on Saturday, April 2, 2005, the completion of these items satisfies the Division's requirements to partially remove the suspension to the airport permit for the purpose of resuming day-use operations, effective April 2, 2005. However, our inspection revealed the following discrepancies that we would like to bring to your attention for correction:

- Three drainage inlets (DIs) located within the RSA in first 1500 feet of Runway 9, approximately 40 feet left of the centerline, are uncovered. These DIs must be covered with a grate or plate capable of supporting the weight of the occasional passage of an aircraft. There may not be any ruts, humps, or depressions within the limits of a RSA.
- A +3 foot tall debris pile is located about 90 feet right of the centerline to Runway 9, near the beginning of the runway. This pile must be removed.
- Nine +3 foot tall concrete filled bollards are located about 85 feet right of the centerline to Runway 9, from 0 to 300 feet past the beginning of the runway. These bollards should be removed and replaced with a frangible fence (similar to the white, vinyl fence at the opposite end of the runway) to deter vehicles from entering the runway environment.
- The windsock located within the first 300 feet of the beginning of Runway 9, approximately 75 feet left of centerline, did not appear to be mounted on a breakaway pole. Ensure any windsock located within the Primary or Transitional surfaces are frangible, or are relocated outside of these areas.
- All runway markings are very faded and must be repainted.

Please notify the Department by May 9, 2005 of your intended or completed actions. Upon receipt of evidence (i.e. photographs) that the above items have been corrected, we will issue a Corrected Airport Permit containing the existing and appropriate additional Variances. If you have any questions about any of the above items, please contact us at (916) 654-5183 or via e-mail at gary.cathey@dot.ca.gov.

Sincerely,

Original Signed by

GARY CATHEY, Chief
Office of Airports

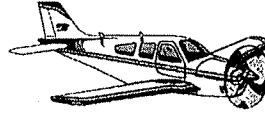
c: El Dorado Co. Planning Dept.
FAA Burlingame (Airports)

bc: Austin Wiswell, Raiyn Bain -Legal
W. Lewis - District 03

GC:bsc

s:\lx\gc-Swansboro-3.doc

State of California
Department of Transportation
Division of Aeronautics
Mail Station #40
Mail: P.O. Box 942874
Sacramento, CA 94274-0001



*Flex your power!
Be energy efficient!*

FACSIMILE COVER

Attention: WAYNE MIKEL POA President	From: GARY CATHEY Chief
Fax: 530-642-1970	Date: April 7, 2005
Voice:	Phone: 916.654.5183
E-Mail:	Fax: 916.653.9531
	TTY Phone: 916.651.6827
	Internet: www.dot.ca.gov/aeronautics
Total pages including cover sheet: 3	

COMMENTS:

TRANSMISSION VERIFICATION REPORT

TIME : 04/07/2005 13:15

DATE, TIME
FAX NO./NAME
DURATION
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May 6, 2005

Gary Cathey
Department of Transportation
Division of Aeronautics M.S. #40
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

FILE:

☒ A/P Swansboro

☐ H/P _____

☐ OTHER _____

COUNTY: EDH

Dear Mr. Cathey:

We would like to express our profound thanks for allowing the resumption of day use operations at Swansboro effective April 2, 2005. Your assistance was vital in helping resolve long standing problems and your performance was exemplary.

We have corrected the discrepancies noted in your April 7th letter with the exception of repainting the runway markings. The runway will soon be repaved and the required markings repainted then. We will inform you when this action is complete.

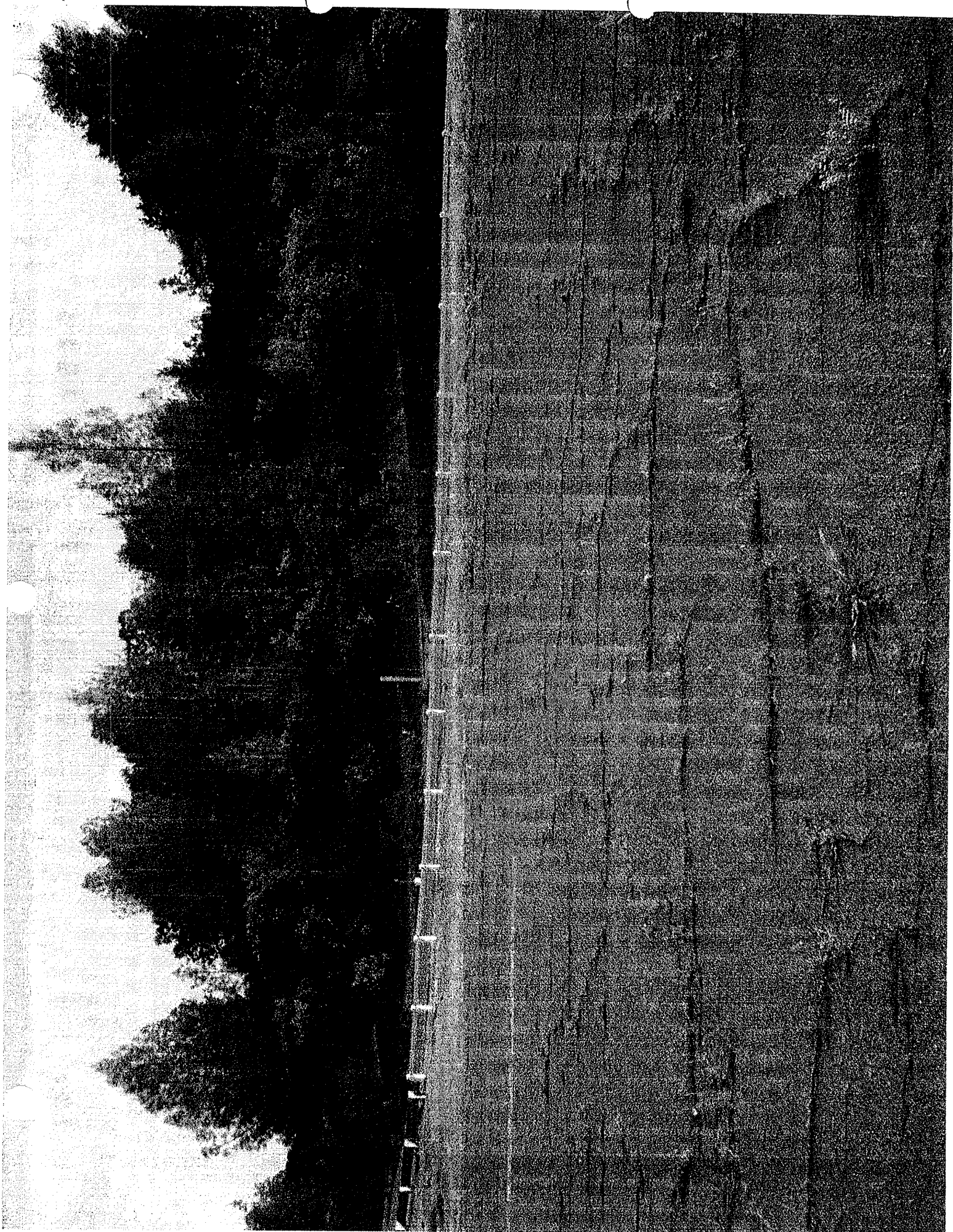
The enclosed photographs are evidence that we have complied with your requirements, including your suggestion to remove the brush on the hill adjacent to the telephone pole. The frangible fitting on the windsock is an FAA approved part. Incidentally, the vinyl fencing is much more attractive than the bollards and cable we had there.

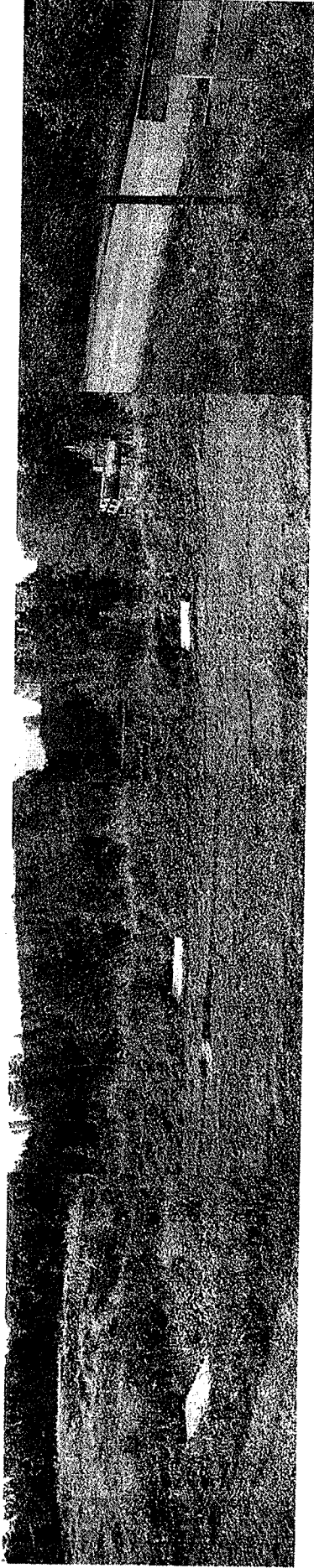
If you have any questions you may contact me at (530) 642-1970. Again, thank you for your help.

Sincerely,

Wayne Mikel

Wayne Mikel
President, SCPOA Board



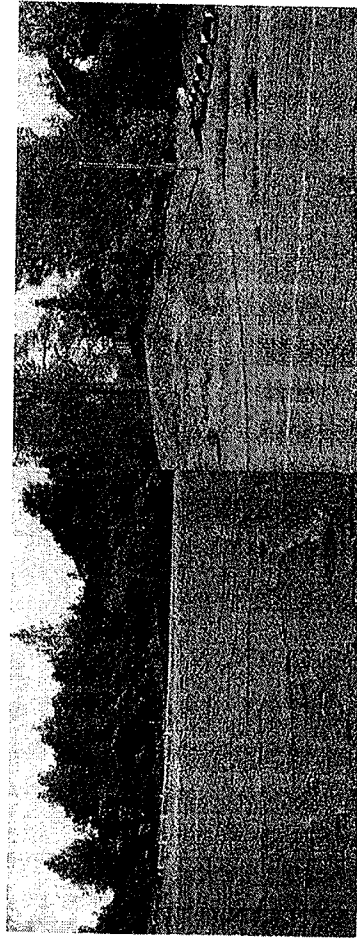


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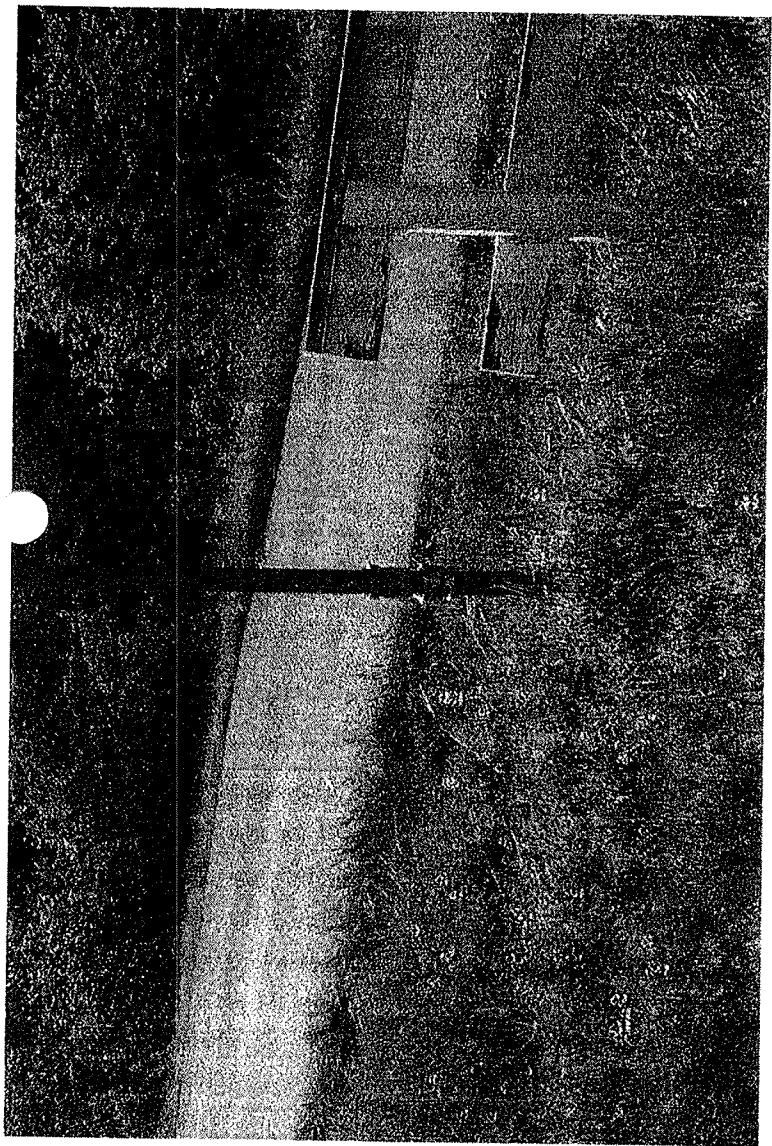
03164928.JPG



03164941.JPG

03164950.JPG

*Brush cleared from
hill by telephone pole*



STEIN BAYDALINE

LLP

ATTORNEYS AT LAW

TEL • (916) 669-3500

FAX • (916) 669-3501

ROD A. BAYDALINE
rbaydaline@stein-bay.com

FILE:

☒ A/P Swansboro Country

☐ H/P _____

☐ OTHER _____

COUNTY: ED

June 10, 2005

Mr. Gary Cathey, Chief
Office of Airports
California Department of Transportation
Division of Aeronautics - M.S. #40
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

**Re: *Swansboro Country Property Owners Association
Withdrawal of Request for Hearing Pursuant to Public Utilities Code
Section 21688.2 Regarding the Suspension of Airport Operations at the
Swansboro Country Airport***

Dear Mr. Cathey:

As you are aware our firm represents the Swansboro Country Property Owners Association (the "Association"). The Association had previously informed you that pursuant to the demand of one of its members, Mr. Donald Rhoades, the Association was requesting a hearing pursuant to Public Utilities Code Section 21688.2 regarding the suspension of airport operations.

The Association has recently settled its litigation with Mr. Rhoades and is in the process of finalizing the termination of the litigation. Given these facts, please be advised that the Association hereby withdraws its previous request for a hearing pursuant to Public Utilities Code Section 21688.2 regarding the suspension of airport operations at the Swansboro Country Airport. This withdrawal of the Association's request is made without prejudice to the Association's ability to request a hearing at a later date.

Mr. Gary Cathey, Chief
Office of Airports
California Department of Transportation
Division of Aeronautics - M.S. #40
June 10, 2005
Page 2

Should you have any questions regarding this notice of withdrawal please feel free to contact me directly.

Very truly yours,

STEIN & BAYDALINE LLP

A handwritten signature in black ink, appearing to read 'Rod A. Baydaline', is written over the printed name.

Rod A. Baydaline

RAB:DMB/

cc: Board of Directors
Swansboro County Property Owners Association
1596.05/330469.1

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov

Making Conservation
a California Way of Life.

Swansboro Country Airport

El Dorado County

Suspense: February 28, 2019

January 14, 2019

Mr. Connell Persico, President

SCPOA Board of Directors

PO BOX 1459

Folsom, CA 95763-1459

Dear Mr. Persico:

The California Department of Transportation, Division of Aeronautics (Caltrans), conducted a State permit compliance inspection and Federal Aviation Administration (FAA) Airport Master Record (Form 5010-1) update of the Swansboro Country Airport (FAA Site No. 02051.2*A) on December 20, 2018. We appreciate the cordial welcome and assistance Board Members provided during our visit. The updated information will be entered into State and FAA Airport Master Records.

Caltrans conducted this inspection at the request of the SCPOA Board of Directors with the purpose of evaluating compliance with permitting conditions and enhancing safety at the airport. The airport was evaluated using the current State Airport Permit dated December 18, 1990, and the original permit dated October 23, 1978, in accordance with standards defined in FAA Advisory Circular (AC) 150/5300-4B, *Airport Design*, June 24, 1975.

Both permits contain several variances granted for obstructions which penetrate Federal Aviation Regulations (FAR) Part 77 imaginary surfaces. Variances were granted for obstructions in the primary surface, approach, and transitional surfaces. These variances have grown in intensity over the past 41 years and when combined with inadequate Runway Safety Areas (RSA) could be considered hazardous.

We recommend and encourage the SCPOA Board of Directors to mitigate the following safety items, variances or not, which we now bring to your attention:

1. The RSA at the Runway 9 Approach end drops-off and does not meet standards in effect when the airport was permitted in 1978. In accordance with AC 150/5300-4B, *Airport Design*, June 24, 1975, the airport is required to maintain adequate RSAs of 120 feet wide and 240 feet from each runway end.

RSAs are rectangular areas, centered on the runway centerline. The portion abutting the edge of the runway shoulders, runway ends, and stopways must be cleared, drained, graded, and usually turfed. The RSA is capable of supporting snow removal, firefighting, and rescue equipment and accommodating the occasional passage of aircraft without causing major damage to the aircraft.

We recommend re-marking the Runway 9 Approach end by painting a yellow demarcation bar 240 feet to the east of the current runway end in accordance with AC 150/5340-1L, *Standards*

1/11/19 | 1/14/19 | 1/14/19 | 1/14/19

for *Airport Markings*, Chapter 2, section 2.9, and Figures A-8 and A-10. The Runway 9 Displaced Threshold would remain in the same location, shortening the displacement to 70 feet. This re-marking would result in a total runway length of 2,960 feet.

Runway 9/27 would need to be re-marked in accordance with AC 150/5340-1L, and a survey conducted on both the new and existing runway ends and displaced thresholds. Then the survey data would need to be submitted on the FAA's Obstruction Evaluation/Airport Airspace Analysis website (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>) at the "Add New Case (On Airport)" tab, to update the Form 5010-1. In addition, an Amended/Corrected Airport Permit-Application Form, DOA-0103 (enclosed) would need to be submitted to this office to reflect the change in runway length and displacement.

2. Structures, trees, brush, and areas of high ground along both sides and down the entire length of Runway 9/27 are within the Federal Aviation Regulation (FAR) Part 77, Primary Surface (please see enclosed Photographs 1 through 7). The Primary Surface extends 200 feet beyond each runway end, 125 feet each side of the runway centerline, with an elevation equal to the nearest point on the runway centerline. Although, some of the following items were varianced for aircraft parking we recommend mitigating each to the degree possible:
 - a. Terrain on the north side of the runway abeam of the Runway 27 Displaced Threshold to Sluice Street penetrates the Primary Surface at 60 feet from the runway centerline (please see enclosed Photograph 2). We recommend keeping the area clear of rocks and tall grass by grading the area as close to runway height as practicable.
 - b. A utility pole and a structure abeam and 115 feet north of the Runway 27 Displaced Threshold penetrates the Primary Surface by 10 feet (please see enclosed Photograph 3). We recommend you work with the homeowner and the power provider to relocate the pole and structure clear of the primary surface.
 - c. Trees, brush, and high ground penetrate the Primary Surface on the north side of the runway and from 450 to 1,300 feet west of the Runway 27 Displaced Threshold (please see enclosed Photograph 4). At a minimum, this area should be kept clear of trees and brush with the artificial raised berm graded flush to the elevation of the runway centerline.
 - d. Small trees, brush, and high ground penetrate the Primary Surface on the north side of the runway from 450 to 885 feet east of the Runway 9 Displaced Threshold (please see enclosed Photograph 5). Although Lot 60 is varianced for aircraft parking, at a minimum this area should be kept clear of trees and brush.
 - e. Small trees, brush, and high ground penetrate the Primary Surface on the south side of the runway from 300 feet west of the Runway 9 Displaced Threshold to the edge of the westernmost pond (please see enclosed Photograph 6). Although Lot 10 and 710 are varianced for aircraft parking, at a minimum this area should be kept clear of trees and brush.

- f. Small trees, brush, and high ground penetrate the Primary Surface on the south side of the runway from 580 to 770 feet east of the Runway 9 Displaced Threshold (please see enclosed Photograph 7). At a minimum this area should be kept clear of trees and brush.
3. Trees and high ground from the Runway 27 Displaced Threshold to 950 feet east of the Displaced Threshold penetrate the FAR Part 77, 20:1 Approach and 7:1 Transitional Surfaces (please see enclosed Photograph 8). Trees and high ground in the Approach and Transitional Surfaces were varianced in 1978. However, the trees have grown significantly in the intervening 41 years, coupled with high ground north of the Displaced Threshold and 950 feet east of the Displaced Threshold penetrating the Approach Surface, and now constitute a potential hazard to approaching traffic. We recommend that the trees be trimmed as shown in enclosed Photograph 8 or be removed, and the area from the Displaced Threshold to Sluice Street graded down as close to the runway centerline elevation as possible to provide a clear approach for incoming traffic.
4. Two redwoods, specifically varianced in 1978 when each was 70 feet in height, are now well over 100 feet in height and constitute a significant obstruction hazard. Located 800 feet east of the Runway 27 Displaced Threshold and 155 feet south of the extended runway centerline, these trees penetrate the Transitional Surface by over 60 feet. These trees are located just outside and to the left of the Runway 27 Approach Surface close to aircraft performing normal traffic pattern operations. We recommend that these trees be trimmed as shown in enclosed Photograph 9 or be removed as soon as possible.
5. Trees, brush, and terrain 75 to 550 feet west of the Runway 9 Displaced Threshold penetrate the FAR Part 77, 20:1 Approach and the 7:1 Transitional Surfaces. Although, a variance exists for aircraft parking in Lots 10 and 718, terrain penetrates the Approach Surface at 75 feet west of the Runway 9 Displaced Threshold to the runway end as close as 55 feet south from the runway centerline. We recommend this area be graded level to the elevation of the runway centerline to provide a clear approach for incoming traffic. Additionally, both Transitional Surfaces are varianced, however, many trees are taller than when the variance was granted in 1978 with many trees now penetrating both the Approach and Transitional Surfaces by more than 50 feet. At a minimum, trees in the Approach Surface must be trimmed, and Transitional Surface penetrations should be trimmed as shown in enclosed Photograph 10 or be removed.
6. Structures, trees, brush, and areas of raised terrain on both sides and down the entire length of Runway 9/27 penetrate the FAR Part 77, Transitional Surface. Trees, high ground, a hangar, and parked aircraft in the Transitional Surfaces are varianced on both sides of the runway. However, comparing photographs taken during the inspection (please see enclosed Photographs 11 and 12) to those taken in 1976, trees adjacent to the runway have grown in number and are substantially higher. We recommend that these trees be trimmed as shown in enclosed Photographs 11 and 12 or be removed to be clear of the Transitional Surface as soon as possible.
7. Both displaced thresholds are mis-marked with the arrowheads painted yellow instead of the standard white. Both displaced threshold arrow heads should be painted white in accordance

Mr. Connell Persico

January 14, 2019

Page 4

with FAA AC 150/5340-1L, Chapter 2, section 2.9, and Figures A-7 and A-10 as soon as possible.

It is Caltrans' objective to ensure that airports and heliports meet all applicable FAA minimum design safety standards and FAA AC criteria, FAR, the California Public Utilities Code, section 21001 et seq., CCR, Title 21, sections 3525-3560, and all required conditions depicted in your State Airport Permit issued by Caltrans. Airport permit criteria, including many FAA ACs, may be found on our website at www.dot.ca.gov/aeronautics.

Please notify us by February 28, 2019, of your intended or completed action concerning these items, and provide us with photographic evidence documenting the results of the completed items.

Caltrans is pleased to offer our technical assistance to the Swansboro Country Airport. If you have questions or we may be of further assistance, please contact me at (916) 654-5450 or via email at christopher.brooks@dot.ca.gov.

Sincerely,

Original signed by

CHRISTOPHER BROOKS
Aviation Safety Officer

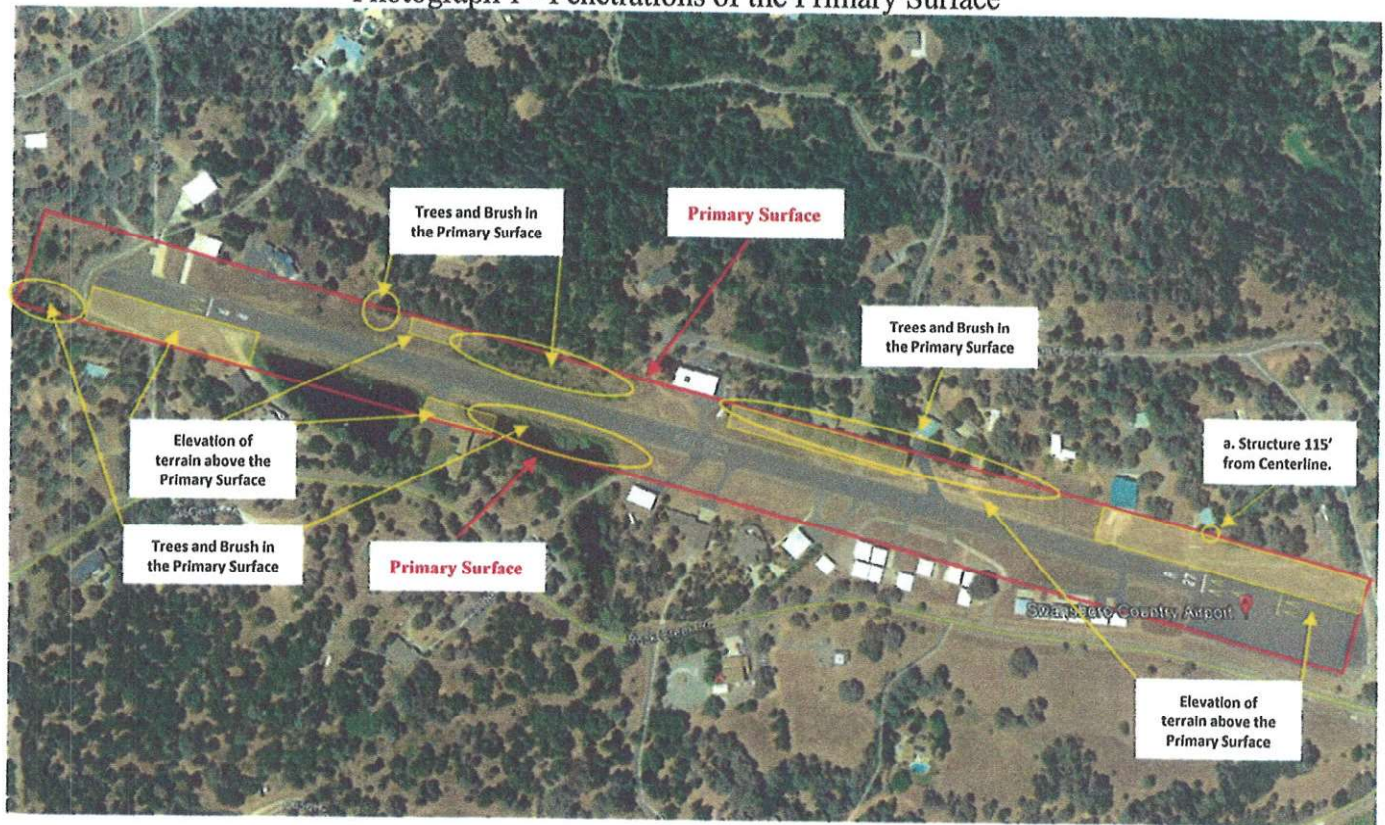
Enclosures

c: FAA SFO ADO

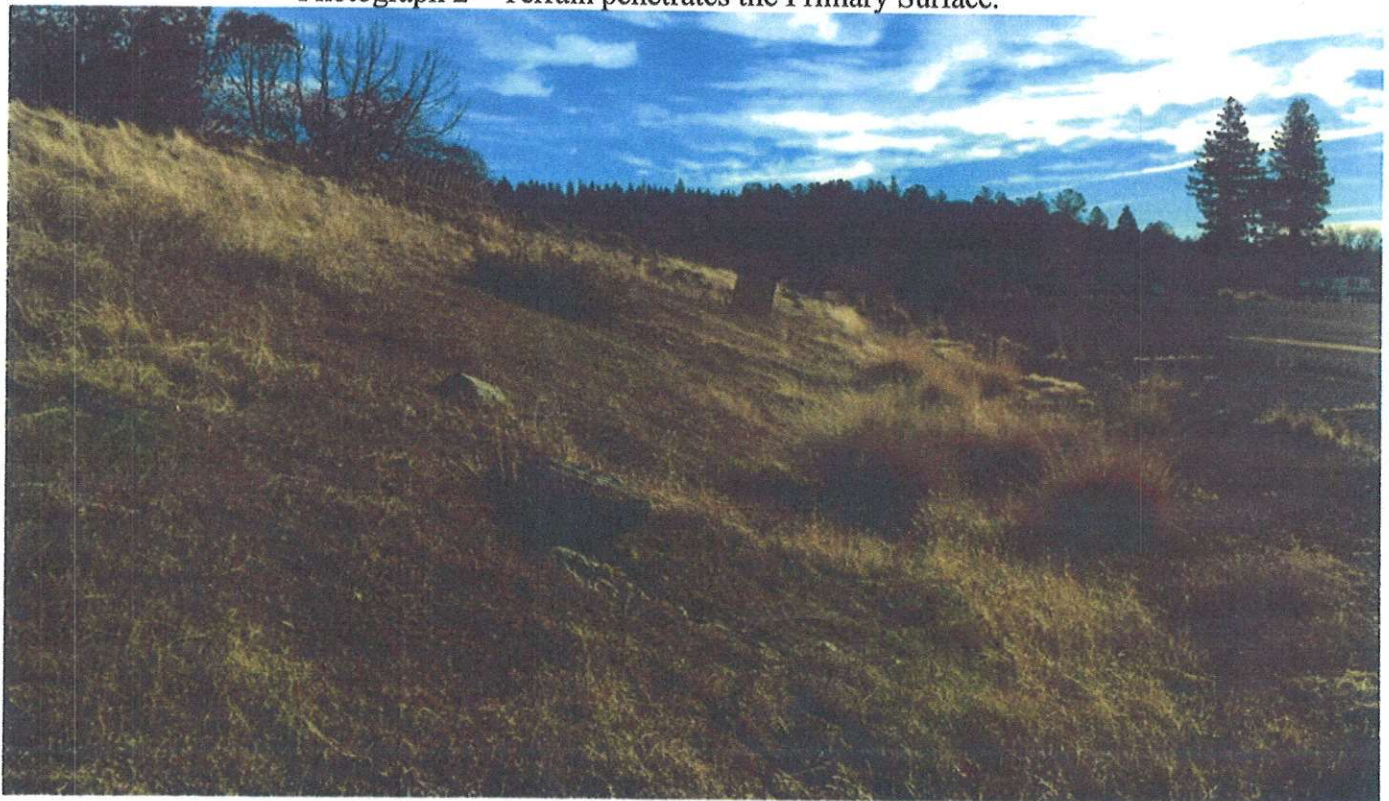
bc: Gary Cathey, Acting Deputy District Director, District 3

ChrisBrooks:do U:\\z\\ArptInspect\\EIDoradoCnty_SwansboroCountryArpt_Inspt_011419

Photograph 1 - Penetrations of the Primary Surface



Photograph 2 – Terrain penetrates the Primary Surface.



Mr. Connell Persico
January 14, 2019

Photograph 3 - Pole and Structure 118 feet north of Runway 9/27 penetrates the Primary Surface.

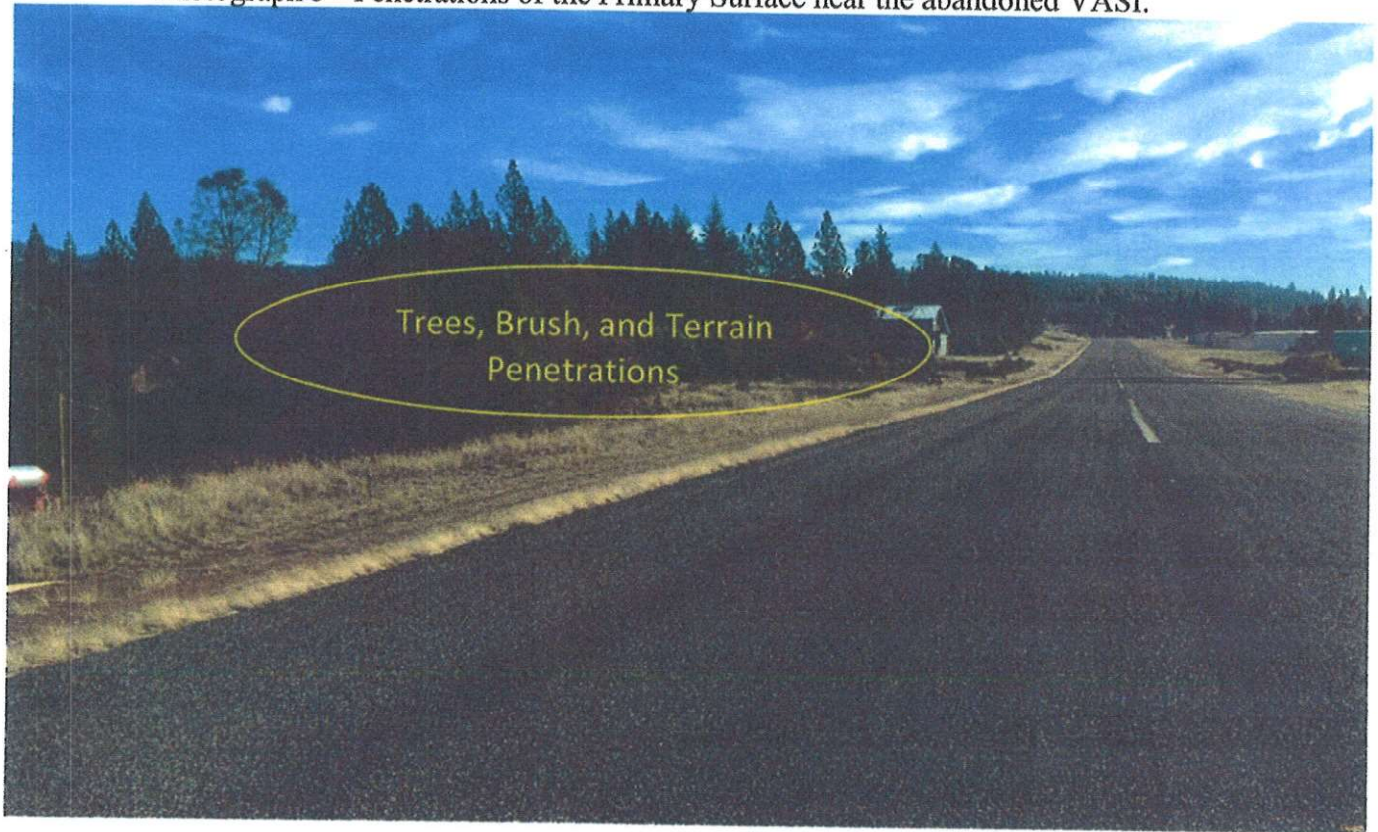


Photograph 4 - Penetrations of the Primary Surface north side of Runway 9/27

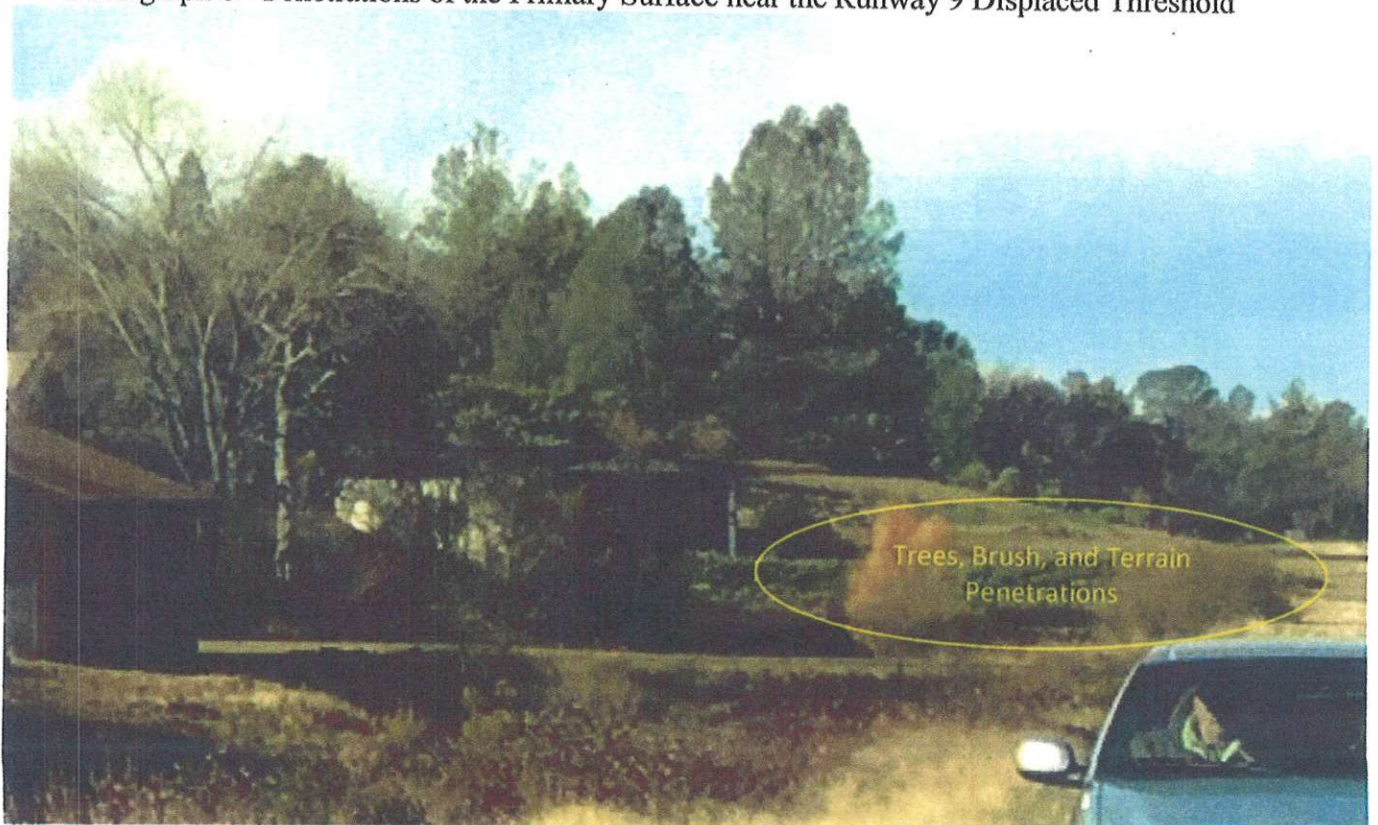


*"Provide a safe, sustainable, integrated, and efficient transportation system
to enhance California's economy and livability"*

Photograph 5 - Penetrations of the Primary Surface near the abandoned VASI.



Photograph 6 - Penetrations of the Primary Surface near the Runway 9 Displaced Threshold

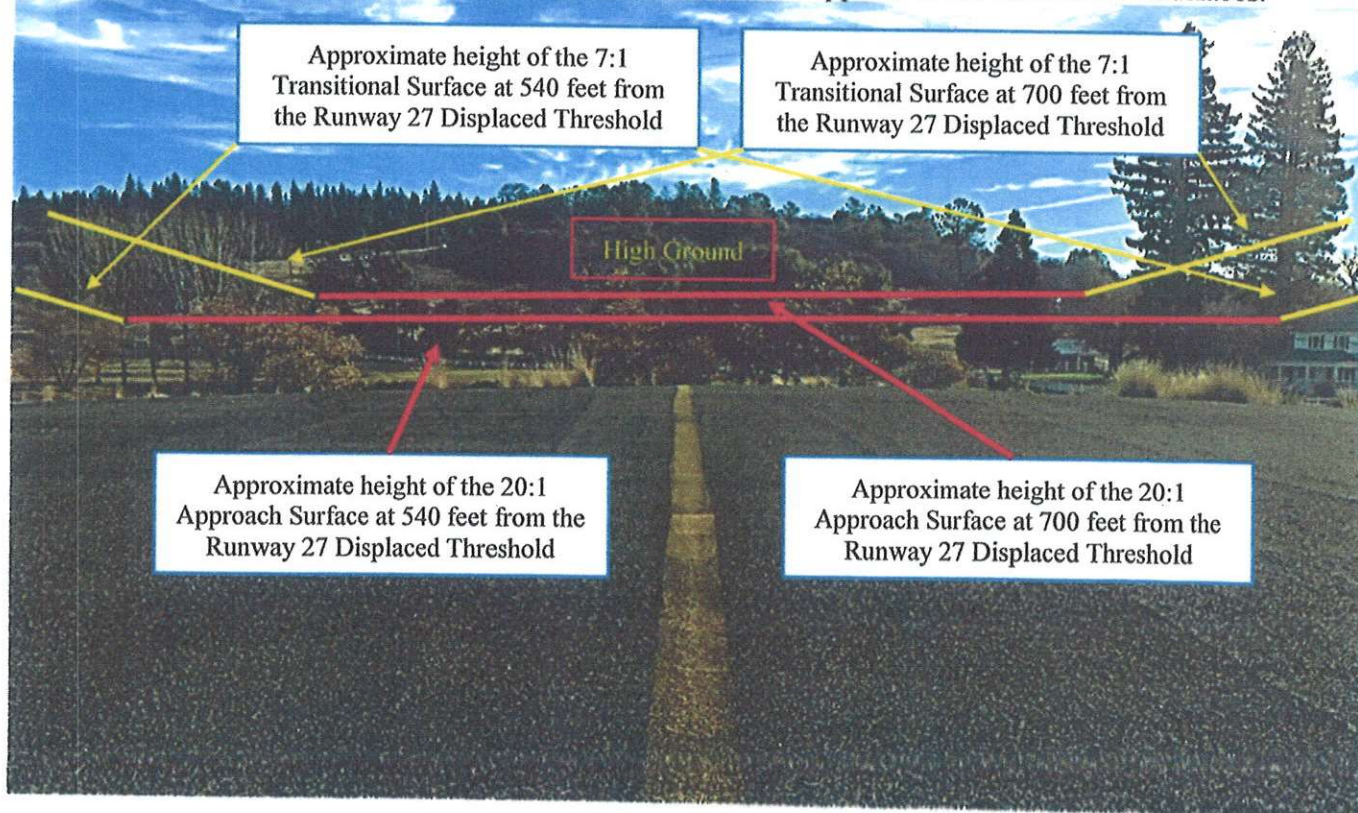


*"Provide a safe, sustainable, integrated, and efficient transportation system
to enhance California's economy and livability"*

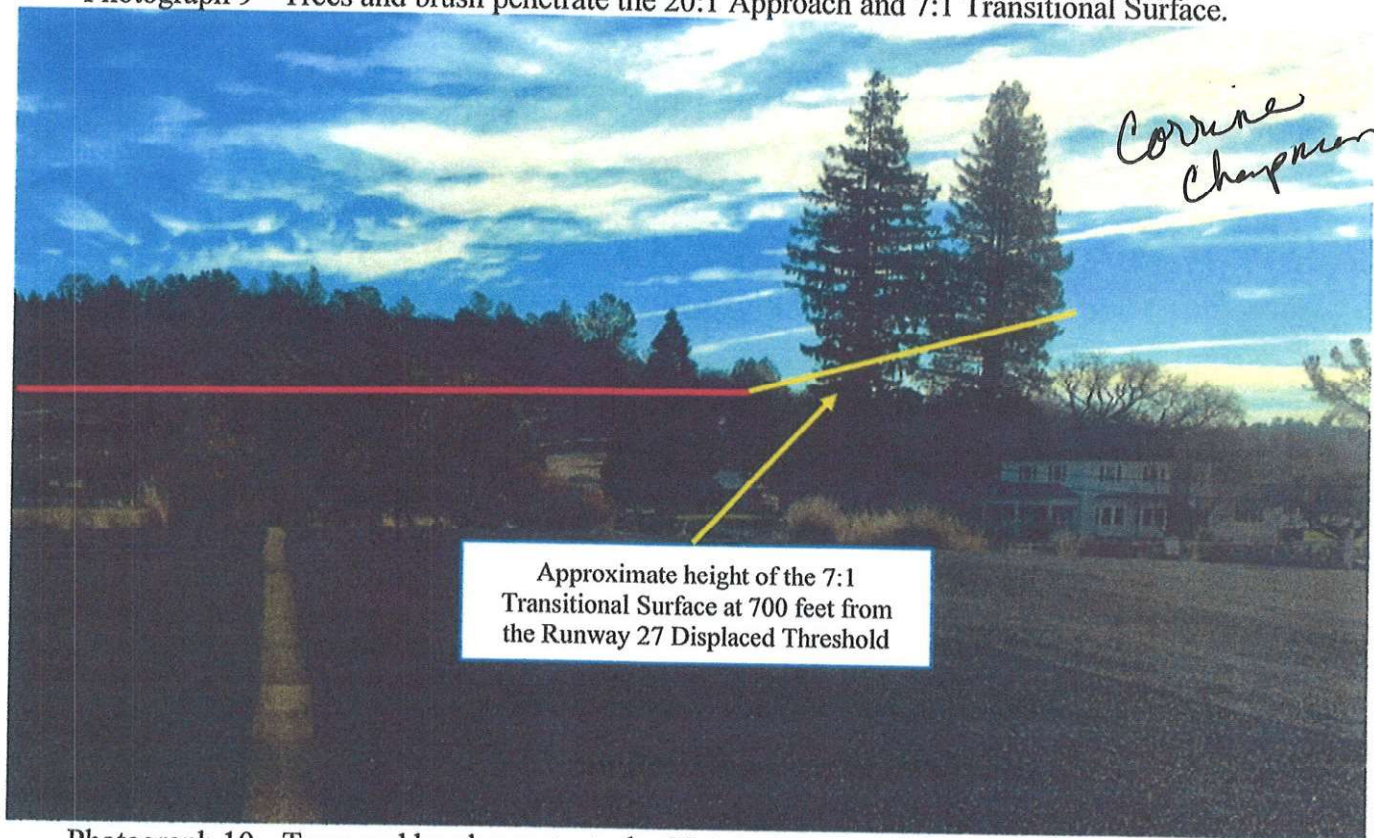
Photograph 7 - Penetrations of the Primary Surface near the ponds



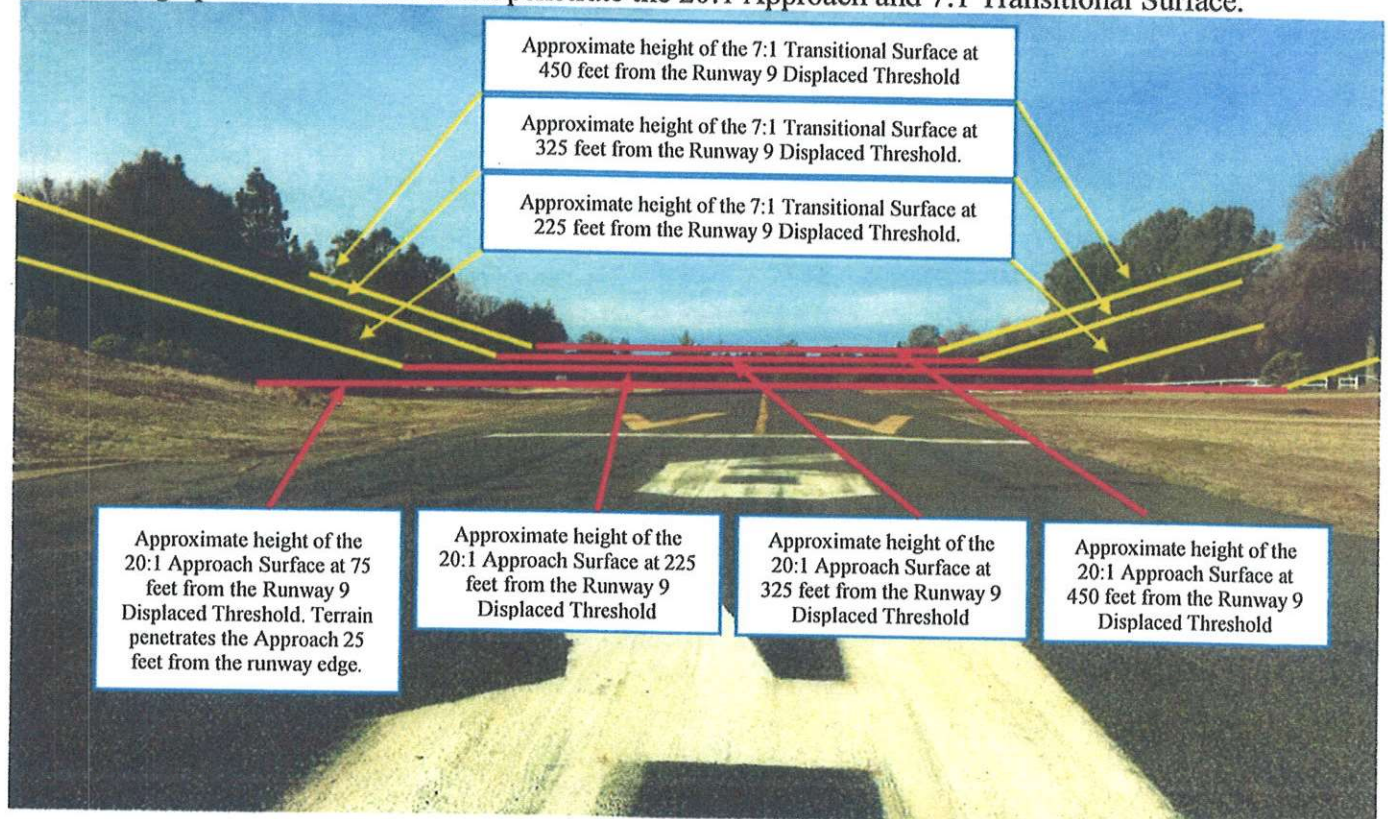
Photograph 8 – Trees, brush, and high ground penetrate the Approach and Transitional Surfaces.



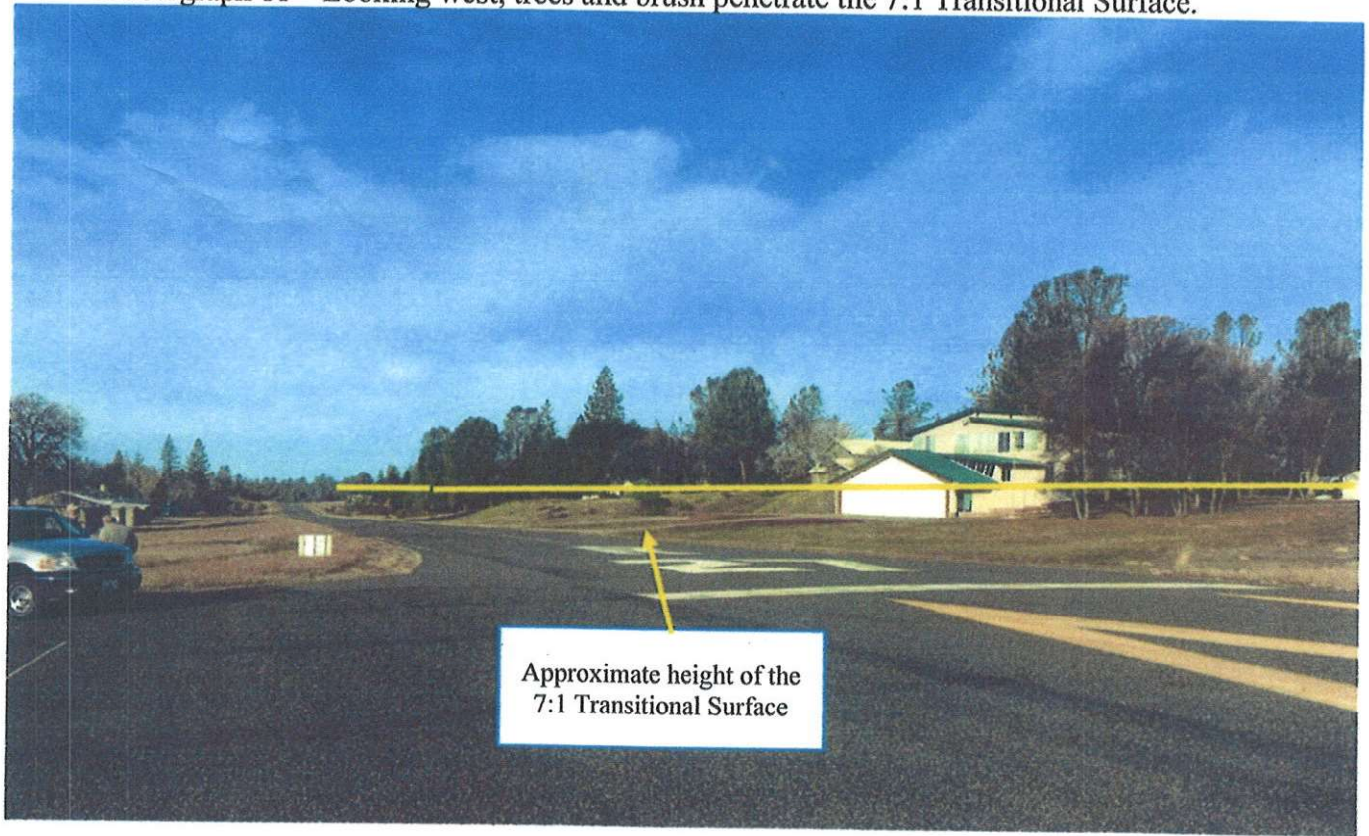
Photograph 9 - Trees and brush penetrate the 20:1 Approach and 7:1 Transitional Surface.



Photograph 10 - Trees and brush penetrate the 20:1 Approach and 7:1 Transitional Surface.



Photograph 11 – Looking west, trees and brush penetrate the 7:1 Transitional Surface.



Photograph 12 – Looking east, trees and brush penetrate the 7:1 Transitional Surface.



AMENDED/CORRECTED AIRPORT PERMIT - APPLICATION

DOA-0103 (REV. 10/96) Front

PLEASE PRINT OR TYPE

PART I. GENERAL INFORMATION

AIRPORT NAME

Swansboro Country Airport

PERMIT NUMBER

ED-07

PART II. COMPLETE IF CHANGE OF AIRPORT NAME OR OWNER

CORRECTED PERMIT - FOR A CHANGE IN OWNERSHIP, SUBMIT PROOF OF OWNERSHIP (deed, lease, other) WITH APPLICATION

NEW AIRPORT NAME

NEW OWNER'S NAME

NEW OWNER'S ADDRESS

BUSINESS TELEPHONE NUMBER

FAX NUMBER

AGENT'S NAME (if applicable)

AGENT'S ADDRESS

BUSINESS TELEPHONE NUMBER

FAX NUMBER

**PART III. COMPLETE FOR AIRPORT EXPANSION OR TO CHANGE CONDITIONS
ON AN AIRPORT PERMIT**

AMENDED PERMIT - SEE REVERSE OF THIS APPLICATION

DESCRIPTION OF CHANGE (use additional sheet if necessary)

Change in Runway length and displacement:

Please refer to attached sheet for both runway ends and displaced threshold coordinates as surveyed.

CHANGE AIRPORT USE TO:

☐ PUBLIC USE☐ SPECIAL USE☐ NO CHANGE

ANTICIPATED COMPLETION DATE

PART IV. CERTIFICATION

I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT I AM AUTHORIZED TO SUBMIT THIS APPLICATION.

OWNER'S OR AGENT'S SIGNATURE

TITLE

PRINT NAME

DATE

SEND COMPLETED APPLICATION AND ALL NECESSARY DOCUMENTS (SEE BACK OF THIS FORM) TO:

CALIFORNIA DEPARTMENT OF TRANSPORTATION
AERONAUTICS PROGRAM - MS #40
P. O. BOX 942874
SACRAMENTO, CA 94274-0001