



March 26, 2019

Via E-mail

Christopher Brooks
Aviation Safety Officer
Department of Transportation
Division of Aeronautics – M.S. #40
1120 N Street
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Swansboro Country Airport - FAA Site No. 02051.2*A

Dear Mr. Brooks:

In response to your letter dated January 14, 2019, following the California Department of Transportation, Division of Aeronautics (Caltrans) permit compliance inspection completed on December 20, 2018, the Swansboro Country Property Owners Association (SCPOA) Board of Directors (BOD) presents the following plan of action to address the safety items listed in your letter. To minimize confusion, this letter will use the paragraph numbers in your letter to address each of the items.

1. SCPOA maintenance workers will re-mark the approach end of Runway 9 as recommended. The yellow demarcation line will be painted 240 feet east of the runway end and all other required markings will be IAW AC 150/5340-1L, *Standards for Airport Markings*, Chapter 2, section 2.9. We expect the painting to be completed by early summer 2019. After re-marking Runway 9, SCPOA will request a survey for both the new and existing runway ends and displaced thresholds. Upon completion of the survey, we will submit the data to the FAA's Obstruction Evaluation/Airport Airspace Analysis website and update Form 5010-1. We will also submit a Form DOA-0103 to your office.
2. In general terms, most of the safety items listed are on privately owned land and are not controlled by SCPOA. SCPOA has already sent out a letter (dated February 4, 2019) to all owners who have properties with obstructions listed in your report. This letter included a copy of your report and advised owners to review the report to see if any future action will be required for each of their respective properties. SCPOA is currently in the process of generating unique letters for each of the property owners to better identify specific obstructions and inform the owners of their responsibilities under California Public Utilities Code 21659. We expect these letters to be mailed out in early April 2019 and we are requesting responses 30 days after notification.
 - a. This terrain is located on privately owned land (Lot 93) and the terrain has existed as is since the airport was originally permitted. This terrain has previously been issued a variance.
 - b. The utility pole and structure are also located on Lot 93. Though they have not been issued a variance, their location lies further away from the runway than the terrain mentioned in

- (2a) above. The structure is a shed covering the water well for the property and the pole carries the power line for the pump. Moving the shed and pole would also require moving the well, which is impractical and cost prohibitive. Considering the location of the structure and pole relative to the surrounding terrain (covered by a variance), the structure and pole do not appear to be an additional obstruction hazard.
- c. This terrain is located on privately owned land (Lot 78) and the terrain has existed as is since the airport was originally permitted. This terrain has previously been issued a variance. The trees and brush located on the Primary Surface (approximately 85 feet north of centerline) were issued a Variance based on two letters from Gary Cathey (dated March 10, 2005 and April 7, 2005). The March 10, 2005 letter has the following quote: "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." The April 7, 2005 letter states: "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." There is no mention of the impacts to safety from allowing these trees to remain, nor is there any mention of procedures or actions to be taken to mitigate these impacts to safety. We question whether this Variance for the trees was legally issued. Additionally, in the 14 years since the Variance was issued, the trees mentioned in the Variance have greatly increased in size and additional trees and brush have grown in the area covered by the Variance (north side middle third of the runway). The trees and brush have all become a larger hazard to flight than they were when the Variance was issued. Since the size and number of trees allowed was never mentioned in either the March 10, 2005 or April 7, 2005 letters, this would question the legality of such an "open-ended" variance. We request Caltrans provide us with an opinion on the legality of this Variance. We also request guidance on how to mitigate the safety hazard of these trees should your opinion be the current Variance is valid and legally issued.
- d. Some of the obstructions noted in Photograph 5 lie within common areas controlled by SCPOA. These obstructions will be taken care of by SCPOA as soon as weather and ground conditions allow. Those obstructions on privately owned land will be addressed as stated in paragraph 2 above.
- e. Some of the obstructions noted in Photograph 6 lie within common areas controlled by SCPOA. These obstructions will be taken care of by SCPOA as soon as weather and ground conditions allow. Those obstructions on privately owned land will be addressed as stated in paragraph 2 above.
- f. Some of the obstructions noted in Photograph 7 lie within common areas controlled by SCPOA. These obstructions will be taken care of by SCPOA as soon as weather and ground

conditions allow. Those obstructions on privately owned land will be addressed as stated in paragraph 2 above.

3. Owners of the properties identified in this paragraph will be notified as in paragraph 2 above.
4. The property identified in this paragraph does not lie within the SCPOA boundaries. The owners of this property will be notified as stated in paragraph 2 above.
5. Owners of the properties identified in this paragraph will be notified as in paragraph 2 above.
6. Owners of the properties identified in this paragraph will be notified as in paragraph 2 above.
7. SCPOA maintenance workers will correctly paint the displaced threshold arrow heads for Runway 27 at the same time they are completing the work on the approach end of Runway 9 as stated in paragraph 1 above.

We will provide progress updates as each of the safety items is corrected. We look forward to working with Caltrans to improve the safety of our airport.

Sincerely,

SCPOA Board of Directors

Attachment: SCPOA Letter Feb. 4, 2019