

CHAPTER 10: AVIATION

GOAL 5: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.

Local airports play a significant role in the safety, efficiency, and sustainability of communities. Airports improve the quality of life and enhance mobility by connecting communities with business services, emergency response, fire suppression, law enforcement, tourism, and travel. Airports are a critical element of the regional transportation network and must be maintained as development pressures grow and communities expand.

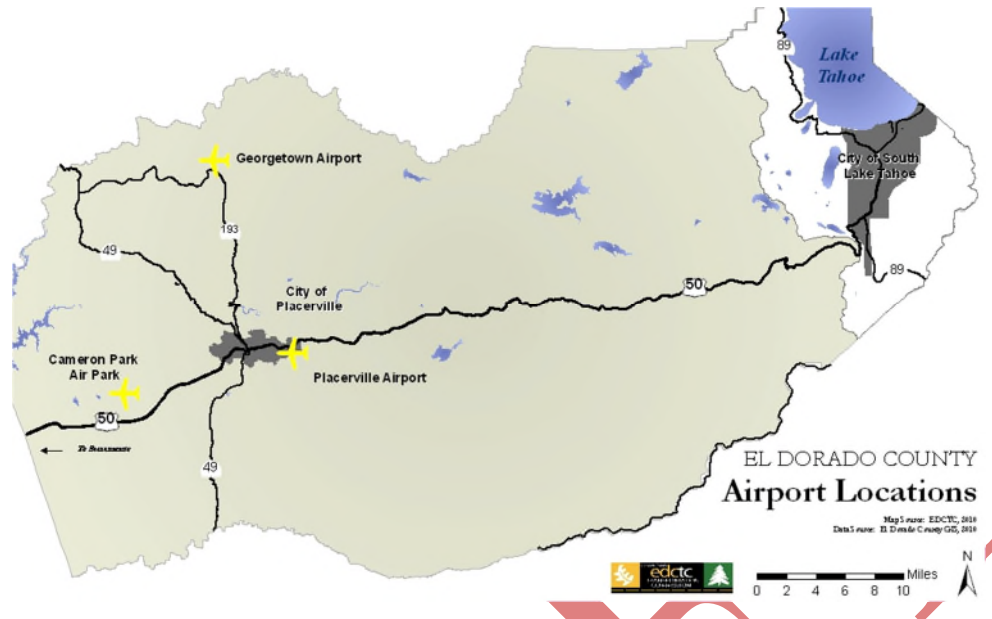
Aviation facilities in El Dorado County include both public and private airports and helipads serving commercial, recreational, medical, military, fire, and search and rescue needs. There are three public use airports on the west slope in El Dorado County: the Cameron Park Airpark, Georgetown Airport, and the Placerville Airport. There are also several private use airports and helipads in the County. There are no commercial or military airports on the west slope of El Dorado County. Map 10-1 displays the location of the public use airports on the west slope of El Dorado County.

The California Department of Transportation, Division of Aeronautics classifies the Cameron Park Airpark and Georgetown Airport as Community General Aviation (GA) Airports. Community GA Airports provide access to other regions and states and are located near small communities or in remote locations. They serve, but are not limited to, recreational flying, training, and local emergencies. They accommodate predominately single-engine aircraft under 12,500 pounds and provide basic or limited services for pilots or aircraft.

The Placerville Airport is classified as a Regional GA Airport. Regional GA Airports provide the same access as Community GA Airports, but may provide international access, and are located in an area with a larger population base than Community GA Airports. They have a higher concentration of business and corporate flying, and accommodate most business, multi-engine, and jet aircraft. They also provide services for pilots and aircraft including aviation fuel, have a published instrument approach, and a control tower.

The South Lake Tahoe Airport is located in El Dorado County in the City of South Lake Tahoe. The airport is within the planning boundaries of the Tahoe Regional Planning Agency, and therefore, is included in the Tahoe Regional Transportation Plan.

MAP 10-1: Location of Public Use Airports in El Dorado County (Excluding Tahoe Basin)



CAMERON PARK AIRPARK

Cameron Park Airpark is the smallest of nine unique Airport Districts in California. The district is a special district similar to a Community Services District or Fire District governed by an elected Board of Directors and run by an on-site airport manager. The El Dorado County Board of Supervisors formed the District on December 1, 1987.

Cameron Park Airport is classified as a Community General Aviation (GA) Airport and serves the area from western Placerville through the more heavily populated areas of El Dorado Hills and Folsom (combined population exceeding 100,000).

The Cameron Park Airpark encompasses 50 acres within the County and is responsible for paying the costs of maintenance and operation of the airport and the taxiway/streets within the adjacent subdivision, Air Park Estates. The district is made up of 136 parcels: 124 residential (plane port lots) and 11 commercial parcels. There are 107 developed plane port lots and 17 undeveloped residential parcels in the district. The plane port lots typically have homes with their own hangars and the Air Park has 100-foot-wide streets that serve as joint taxiways and roadways combined for taxiing between the residences and the runway.

The Cameron Park Airpark is essentially in the center of the Cameron Park community, situated between its own residential parcels and some commercial development along Cameron Park Drive. The properties along both sides of Cameron Park Drive near the airport are zoned and developed commercial-industrial. The airport is 1.5 miles north of US 50 and approximately 1 mile south of Green Valley Road at an elevation of 1,286 feet. The Cameron Park Airpark is surrounded primarily by developed land and new infill development is subject to encroachment regulations.

The airport runway is 4,051 feet long, 50 feet wide, and has a rated capacity of 12,500 pounds for single-wheel landing gear aircraft. The airport provides facilities for recreational flying, compassion and medical flights, and local emergency response including medical evacuation, law enforcement, and training. Commercial aviation support facilities include complete aircraft maintenance and restoration services.

Airport facilities include four transient tie-downs, 21 leased tie-downs, 100LL self-serve fuel availability, and a public restroom. As of 2020, there are 23 District-owned and privately owned hangars on the public use and commercial portion of the airport. Within the Air Park, most of the 107 existing plane port lots have a hangar, and some residences have more than one aircraft. The Cameron Park Airport District officials estimate that 250 aircraft could eventually be based in Air Park Estates and, with acquisition of adjacent properties, can accommodate significantly more on the airport, itself.

The Cameron Park Airport has an approved airport layout plan with an update on the horizon. Of particular concern in the development process of the Airport Layout Plan is whether it will be recognized and funded by FAA due to regulations regarding access to the Airport from the Air Park properties (e.g., “Through the Fence Operations” considerations). The Airport’s Capital Improvement Plan (CIP) will include proposals for expansion and maintenance of the airport through the mentioned acquisition of adjacent land within the district boundaries that is currently not District-owned with the intent of gaining additional aircraft tiedown and, potentially, highly sought-after hangar space.

GEORGETOWN AIRPORT

Georgetown Airport is located approximately two miles northwest of the community of Georgetown in the Sierra Nevada foothills of El Dorado County. It is situated on a ridge top above the town at an elevation of 2,623 feet. The airport is a public use Community General Aviation airport owned by El Dorado County and operated by the El Dorado County Planning and Building Department. The airport can be accessed by SR 193 from either the City of Placerville or the community of Cool.

The airport has a single north-south asphalt runway that is 2,980 feet long and 60 feet wide. The runway has a rated capacity of 12,500 pounds for aircraft with single-wheel landing gear and 20,000 pounds for dual-wheel landing gear. Airport facilities include fuel availability, 30 tie-down spaces designated for lease by based aircraft, 7 transient spaces, 19 hangars, and public restrooms.

PLACERVILLE AIRPORT

Placerville Airport is located in the foothills of the Sierra Nevada in El Dorado County, three miles southeast of downtown Placerville. The airport is a public use Regional General Aviation airport owned by El Dorado County and operated by the Planning and Building Department. The airport serves the Placerville community as well as a number of surrounding communities. It is also used by the military and other governmental agencies for training, search and rescue missions, medical evacuation, and fire support. According to the California Aviation System Plan (CASP), Placerville Airport is considered one of the Sierra Region’s highest priority facilities in terms of capacity and safety enhancement. Enhancements to the airport could improve the California state system capacity and safety, and perhaps make it worthy of reclassification.

The airport property is 243 acres at an elevation of 2,585 feet above sea level. The airport terminal area consists of the airport administration building, aircraft parking aprons, aircraft storage hangars, a fuel island, and facilities for aviation related service businesses. The airport also has 107 open tie-down spaces, portions of which are designated for transient overnight parking, one helicopter parking space available, 107 hangars, and public restrooms. According to the CASP Forecast Element, in 2009 there were 208 based aircraft and 72,348 annual operations. The existing airfield includes a northeast-southwest runway that is 3,910 feet long and 75 feet wide. The gross weight strength is rated at 26,000 pounds for single-wheel landing aircraft.

Placerville Airport is considered to be strategically important to emergency air operations in support of wild land fires. The airport’s location is ideal due to its access to US 50 and proximity to Sacramento. Placerville’s central location allows access to a broad area within the foothill region

of California. Ground access is crucial to emergency air operations. In some cases, the vehicles required to support emergency air operations are double-trailer tank trucks delivering fuel for helicopter operations.

The airport is located on Airport Road, which can be accessed from either upper Broadway Road on the east end of Placerville or via Cedar Ravine Road from central Placerville. The access from upper Broadway is limited due to one hairpin turn and, to a lesser extent, overhead clearance problems presented by trees and brush. The alternate access route from Bedford Road exit off US 50 to Main Street and then to Cedar Ravine Road is more direct, with less drastic turns, but less desirable due to the required travel on Main Street.

The aviation activity forecasts are complete, and it has been determined that the airport is currently operating at maximum capacity. The Airport Master Plan includes proposals for a significant increase in airport land. The Master Plan also includes detailed proposals for expansion and maintenance of the airport in a process guided by an Airport Capital Improvement Program.

AIRPORT LAND USE COMMISSION

On July 3, 2008, the El Dorado County Transportation Commission (EDCTC) was designated as the Airport Land Use Commission (ALUC) for El Dorado County. As the designated ALUC, EDCTC provides technical and advisory support to Georgetown and Placerville Airports, and the Cameron Park Airpark.

The California Public Utilities Code governs ALUC responsibilities and powers. ALUCs have two specific duties:

- Prepare and adopt an airport land use compatibility plan; and,
- Review local agency plans, regulations, and other actions for consistency with the plan.

The Airport Land Use Compatibility Plans (ALUCPs) were adopted by the EDCTC ALUC June 28, 2012, for Georgetown, Placerville, and Cameron Park Airpark Airports. These plans define and assess compatible land uses for safety, height, and noise on and near airports. ALUCPs were adopted by the City of Placerville and El Dorado County and deemed to be consistent with their respective General Plans.

EDCTC ALUC coordinates with the California Department of Transportation, Division of Aeronautics for ALUC planning activities and funding. As the designated ALUC for the West Slope of El Dorado County, EDCTC is responsible for defining planning boundaries and setting standards for compatible land uses surrounding airports. The California Department of Transportation, Division of Aeronautics, updated the California Airport Land Use Planning Handbook in 2002. The Handbook is to be used by ALUCs to address airport/land use safety issues and determine compatible land uses surrounding airports in California.

The EDCTC ALUC serves four primary functions under the State Aeronautics Act of the California Public Utilities Code Section 21670 (Division 9, part 1, Chapter 4, Article 3.5):

- Develop and adopt land use standards to minimize public exposure to safety hazards and excessive levels of noise
- Prevent encroachment of incompatible land uses around public-use airports
- Prepare an Airport Land Use Compatibility Plan (ALUCP) for the area around each public use airport defining compatible land uses for safety, density, height, and noise
- Perform land use consistency determinations for proposed projects within each ALUCP

AVIATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identifies the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond.

The Aviation Action Plan implements Goal 5 of the Policy Element of this RTP, which pertains to aviation:

- *Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.*

Unlike in prior Action Plan sections, there are no projects included in the RTP 2045 that are specifically identified as “aviation” projects and therefore are not depicted as a proportionate share of total expenditures.

RTP ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP’s support in advancing advance statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 5: Aviation**, are as follows:

- **Measure 5.1; M10:** Projects that improvement for access to (Georgetown and Placerville) airport (Subjective evaluation). Reference M10, El Dorado County Airport Lans Use Compatibility Plan.

Table 10-1 includes a list of road and highway and system management and operations projects that best meet the performance measures for **Goal 5: Aviation**. The comprehensive RTP Project and Performance Measure List is included in **Appendix 6A**.

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

TABLE 10-1: Aviation Projects

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 5: AVIATION
						Proposed Project Performance Criteria
						5.1 Projects that improve access to (Georgetown and Placerville) airport (subjective evaluation).
						Performance Reference*
Lead Agency	Year	MapID	Project Type Category	Title	Description	M10
City of Placerville	2025-2035	7	G- System Management, Operations, and ITS	US 50 Broadway Eastbound Exit (#47)- Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	Yes
El Dorado County	2035-2045	28	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Cameron Park Dr to Ponderosa Rd	Project provides eastbound continuous auxiliary lane (an added lane between ramps of two adjacent interchanges) from Cameron Park Dr Interchange to Ponderosa Rd Interchange.	Yes
El Dorado County	Beyond 2045	30	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane (an added lane between ramps of two adjacent interchanges) to westbound US 50, connecting Cameron Park Dr Interchange to Cambridge Rd Interchange.	Yes
El Dorado County	Beyond 2045	31	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane (an added lane between ramps of two adjacent interchanges) to westbound US 50, connecting Cameron Park Dr Interchange to Ponderosa Rd Interchange.	Yes

TABLE 10-1: Aviation Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 5: AVIATION
						Proposed Project Performance Criteria
						5.1 Projects that improve access to (Georgetown and Placerville) airport (subjective evaluation).
						Performance Reference*
Lead Agency	Year	MapID	Project Type Category	Title	Description	M10
El Dorado County	2035-2045	33	B- Road & Highway Capacity	US 50/Cambridge Rd Interchange	Improvements to Cambridge Rd Interchange: 1) widening EB and WB off-ramps; 2) new WB on-ramp from SB Cambridge Rd; 3) reconstruction of the local intersections for additional capacity; 4) installation of traffic signals at EB ramp terminal intersection	Yes
El Dorado County	2035-2045	34	B- Road & Highway Capacity	US 50/Cameron Park Dr Interchange Improvements	This project includes study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings.	Yes

*Performance Reference:

M10: El Dorado County Airport Land Use Compatibility Plan