

PC 4/11/2024
ITEM # 2
25 PAGES

Fw: CUP-R22-0031/ Alhambra Drive Project Objections

Planning Department <planning@edcgov.us>

Wed 3/27/2024 10:39 AM

To:manager@cameronparkairport.org <manager@cameronparkairport.org>

Cc:Matthew A. Aselage <Matthew.Aselage@edcgov.us>;Ande Flower <Ande.Flower@edcgov.us>

📎 2 attachments (18 MB)

Cell Tower - FAA Part77 Analysis 07Nov2022 (002).pdf; 827264-578251_FAA No Hazard Determination CELL TOWER.pdf;

Good Morning,

Your email has been forwarded to the planner.

Thank you,

County of El Dorado

Planning and Building Department (Planning Services)

2850 Fairlane Court

Placerville, CA 95667

(530) 621-5355



Elevate to El Dorado
A Great Place to Live, Work & Play

From: manager cameronparkairport.org <manager@cameronparkairport.org>

Sent: Wednesday, March 27, 2024 9:19 AM

To: Planning Department <planning@edcgov.us>

Subject: CUP-R22-0031/ Alhambra Drive Project Objections

Hello,

Cameron Park Airport District will be voicing it's concerns with the height of this cell tower and how it violates our FAA Part 77 airspace. While it may have been determined as "no hazard" by the FAA (see attached), CPAD would like to reiterate that any incursion possess a potential risk to airport operations and the original height of the tower was set to ensure that it would not penetrate our airspace. We have attached a basic slide show illustrating how the tower impacts the area parallel to our runway and we will be attending the meeting on April 11 to voice our concerns and to answer any questions.

Sincerely,

Dominic



CAMERON PARK AIRPORT (O61)

530-676-8316 | cameronparkairport.org

manager@cameronparkairport.org



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-AWP-21088-OE
 Prior Study No.
 2002-AWP-171-OE

Issued Date: 11/13/2023

Susan Bottone
 Crown Castle USA-SB
 8000 Avalon Blvd. Suite 700
 Alpharetta, GA 30009

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Tower 827264 SA948 Cameron Park
 Location: CAMERON PARK, CA
 Latitude: 38-41-15.60N NAD 83
 Longitude: 120-59-20.30W
 Heights: 1292 feet site elevation (SE)
 55 feet above ground level (AGL)
 1347 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure should continue to be marked/lighted utilizing red lights.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 05/13/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 13, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 23, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-21088-OE.

Signature Control No: 561883044-604532451
David Maddox
Manager, Obstruction Evaluation Group

(DNH)

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

Additional information for ASN 2022-AWP-21088-OE

AERONAUTICAL STUDY NO. 2022-AWP-21088-OE

Abbreviations:

AGL - Above Ground Level

AMSL - Above Mean Sea Level

IFR - Instrument Flight Rules

NEH - No Effect Height

NM - Nautical Mile

RWY - Runway

VFR - Visual Flight Rules

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Crown Castle USA's proposed height increase to an existing tower (827264 SA948 Cameron Park) at 55 feet AGL/1347 feet AMSL, has been identified as an obstruction under Part 77 standards. The proposed structure is located 0.23 nautical miles northeast of the Cameron Park Airport (O61) airport reference point (ARP) in Cameron Park, CA. O61 elevation is 1292 feet AMSL.

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(e) - Transitional Surface, these surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposed structure would exceed the transitional surface for the existing RWY 13/31 by 23 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace is not penetrated.
- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: No impacts to any instrument approach procedure minimums at O61.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.
- d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested the study to be circularized. The proposal was circularized for public comment on October 2, 2023, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed the transitional surface by the value shown above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. The proposal was sent out for public comment with no letters of objection being received against the structure. The continued incorporation of obstruction lighting will provide additional pilot conspicuity for VFR and IFR pilots flying in the vicinity of O61 airport.

7. CONDITIONS

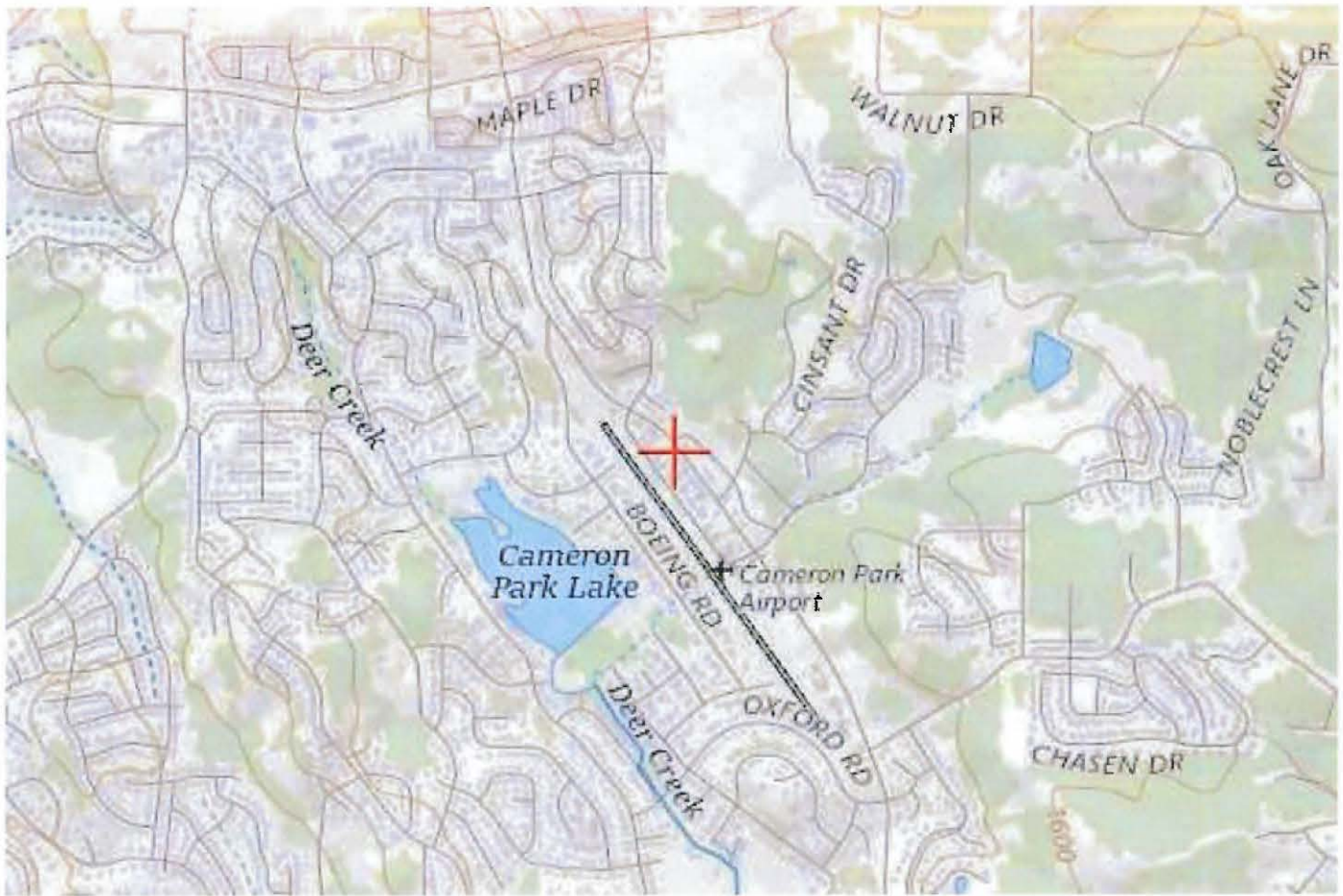
The structure shall continue to be lighted as outlined in Chapters 4, 5 (Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519

Within five days after the structure reaches its greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

Frequency Data for ASN 2022-AWP-21088-OE

| LOW FREQUENCY | HIGH FREQUENCY | FREQUENCY UNIT | ERP | ERP UNIT |
|--------------------------|---------------------------|---------------------------|------------|---------------------|
| 6 | 7 | GHz | 55 | dBW |
| 6 | 7 | GHz | 42 | dBW |
| 10 | 11.7 | GHz | 55 | dBW |
| 10 | 11.7 | GHz | 42 | dBW |
| 17.7 | 19.7 | GHz | 55 | dBW |
| 17.7 | 19.7 | GHz | 42 | dBW |
| 21.2 | 23.6 | GHz | 55 | dBW |
| 21.2 | 23.6 | GHz | 42 | dBW |
| 614 | 698 | MHz | 1000 | W |
| 614 | 698 | MHz | 2000 | W |
| 698 | 806 | MHz | 1000 | W |
| 806 | 901 | MHz | 500 | W |
| 806 | 824 | MHz | 500 | W |
| 824 | 849 | MHz | 500 | W |
| 851 | 866 | MHz | 500 | W |
| 869 | 894 | MHz | 500 | W |
| 896 | 901 | MHz | 500 | W |
| 901 | 902 | MHz | 7 | W |
| 929 | 932 | MHz | 3500 | W |
| 930 | 931 | MHz | 3500 | W |
| 931 | 932 | MHz | 3500 | W |
| 932 | 932.5 | MHz | 17 | dBW |
| 935 | 940 | MHz | 1000 | W |
| 940 | 941 | MHz | 3500 | W |
| 1670 | 1675 | MHz | 500 | W |
| 1710 | 1755 | MHz | 500 | W |
| 1850 | 1910 | MHz | 1640 | W |
| 1850 | 1990 | MHz | 1640 | W |
| 1930 | 1990 | MHz | 1640 | W |
| 1990 | 2025 | MHz | 500 | W |
| 2110 | 2200 | MHz | 500 | W |
| 2305 | 2360 | MHz | 2000 | W |
| 2305 | 2310 | MHz | 2000 | W |
| 2345 | 2360 | MHz | 2000 | W |
| 2496 | 2690 | MHz | 500 | W |

TOPO Map for ASN 2022-AWP-21088-OE



Sectional Map for ASN 2022-AWP-21088-OE



Alhambra Drive Cell Tower Expansion

November 07, 2022

Cameron Park Airport District



Cameron Airpark Airport Land Use Compatibility Plan

Part 77 Airspace Surfaces

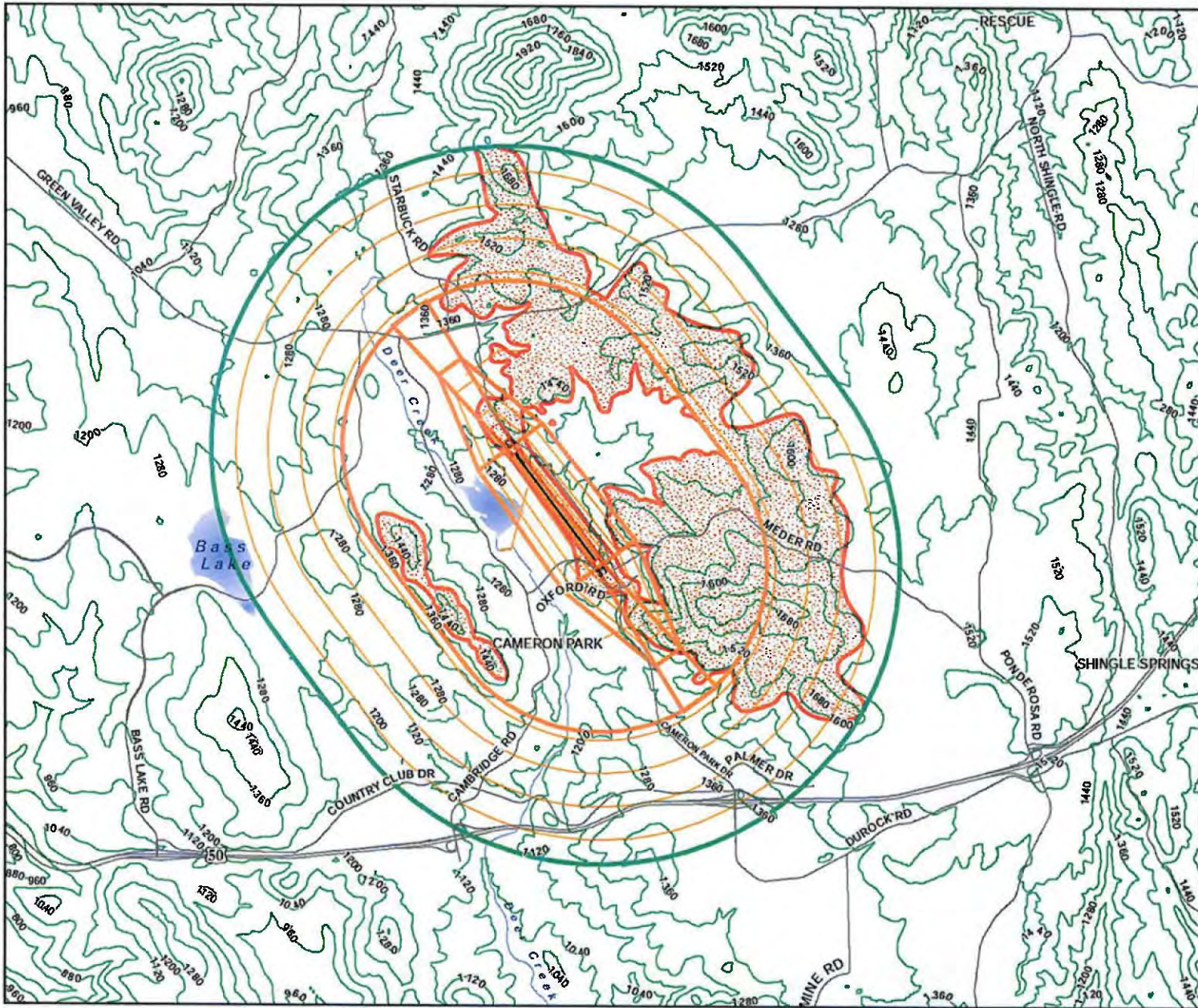
(June 2012)

Map Feature Key

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

Airspace Factors Key

- Part 77 Surfaces
- High Terrain Areas
- Topographic Contours



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

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

1 inch = 3,000 feet



November 7, 2022



November 7, 2022



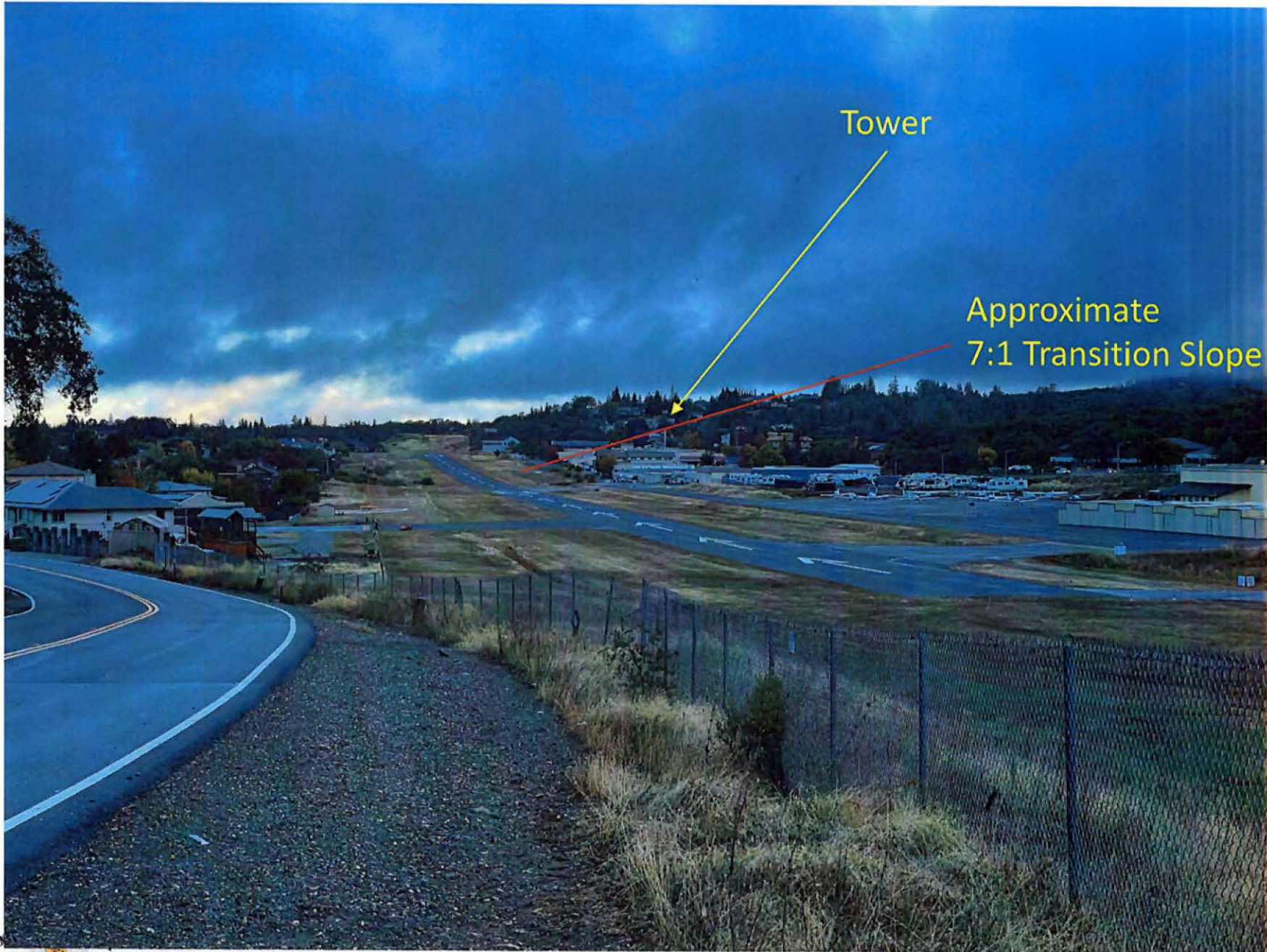
November 7, 2022



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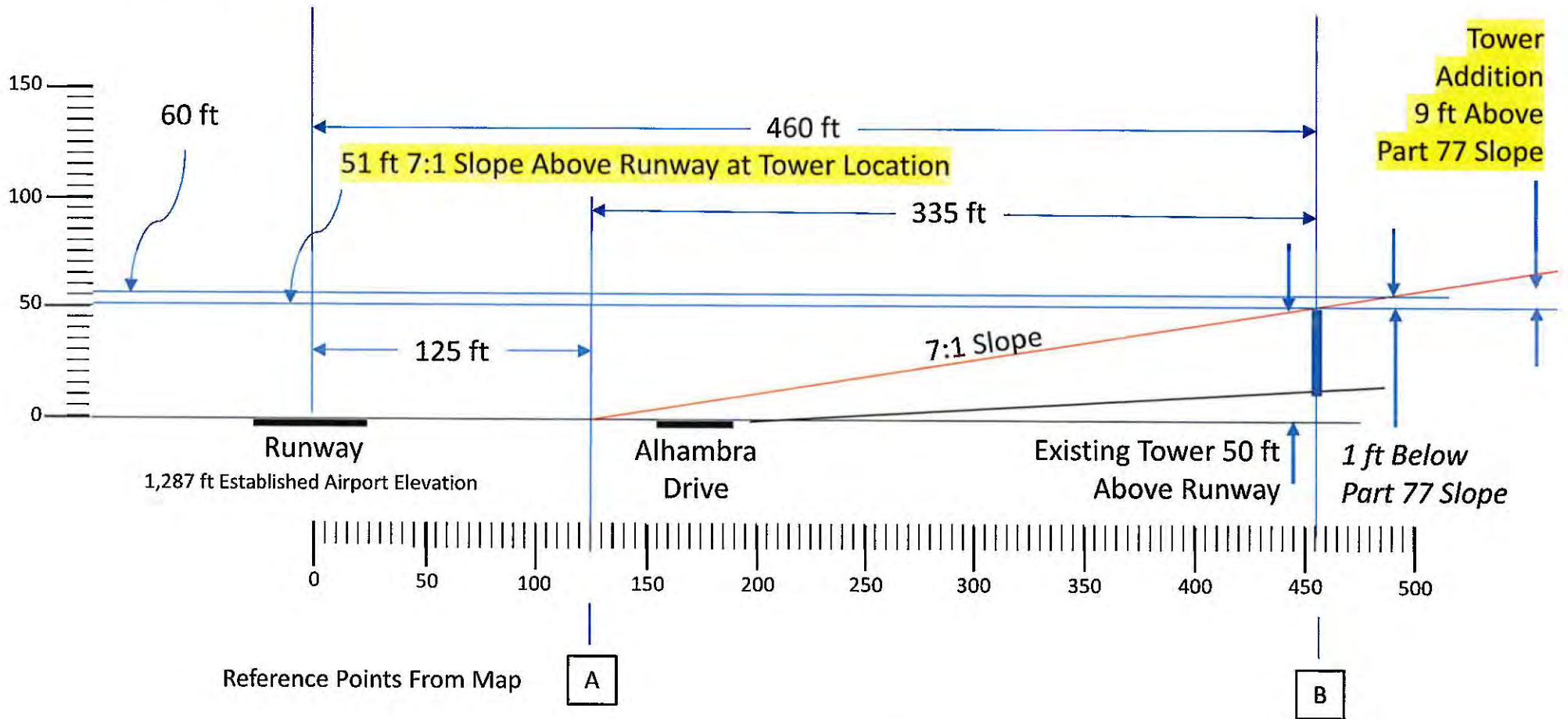
24-0618 Public Comment
PC Rcvd 03-27-24



November 7, 2022

Alhambra Drive Cell Tower Expansion – FAA Part 77 Airspace Analysis

November 07, 2022



LENGTHS AND DISTANCES ARE APPROXIMATE



November 7, 2022

7



November 7, 2022



November 7, 2022

CPAD Response Letter

- Dated August 19, 2022
- An FAA request form 7460-1, Notice of Proposed Construction or Alteration shall be filed with the FAA copied to CalTrans Division of Aeronautics and Cameron Park Airport District
- Has this been filed with FAA?
- EDC ALUP Chapter 4.4 Airspace Protection,



November 7, 2022

DRAFT

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24-0618 Public Comment
PC Rcvd 03-27-24

EDC Airport Land Use Compatibility Plan (ALUC)

- Chapter 4.4 Airspace Protection,
 - Chapter 4.4.4 Requirements for FAA Notification of Proposed Construction or Alternations. The project proponent. is responsible for notifying the FAA about proposed construction that may affect navigable airspace.³⁹ The following is ALUC policy on this topic.
 - (a) Reference to FAA notification requirements is included here for informational purposes only, not as an ALUC policy. Local agencies should inform project proponents of the requirements for FAA notification.
 - (b) Any proposed development project that includes construction of a structure or other object and that must be referred to the ALUC for a consistency review in accordance with Policies 2.4.3 or 2.4.5 shall include a copy of the completed FAR Part 77 notification form (Form 7460-1) submitted to the FAA, if applicable, and the findings of the FAA's aeronautical study (i.e., notice of determination letter). A proposed project may be referred to the ALUC in advance of the completion of the FAA aeronautical study. However, the completed study must be forwarded to the ALUC when available and the ALUC may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the ALUC's determination.



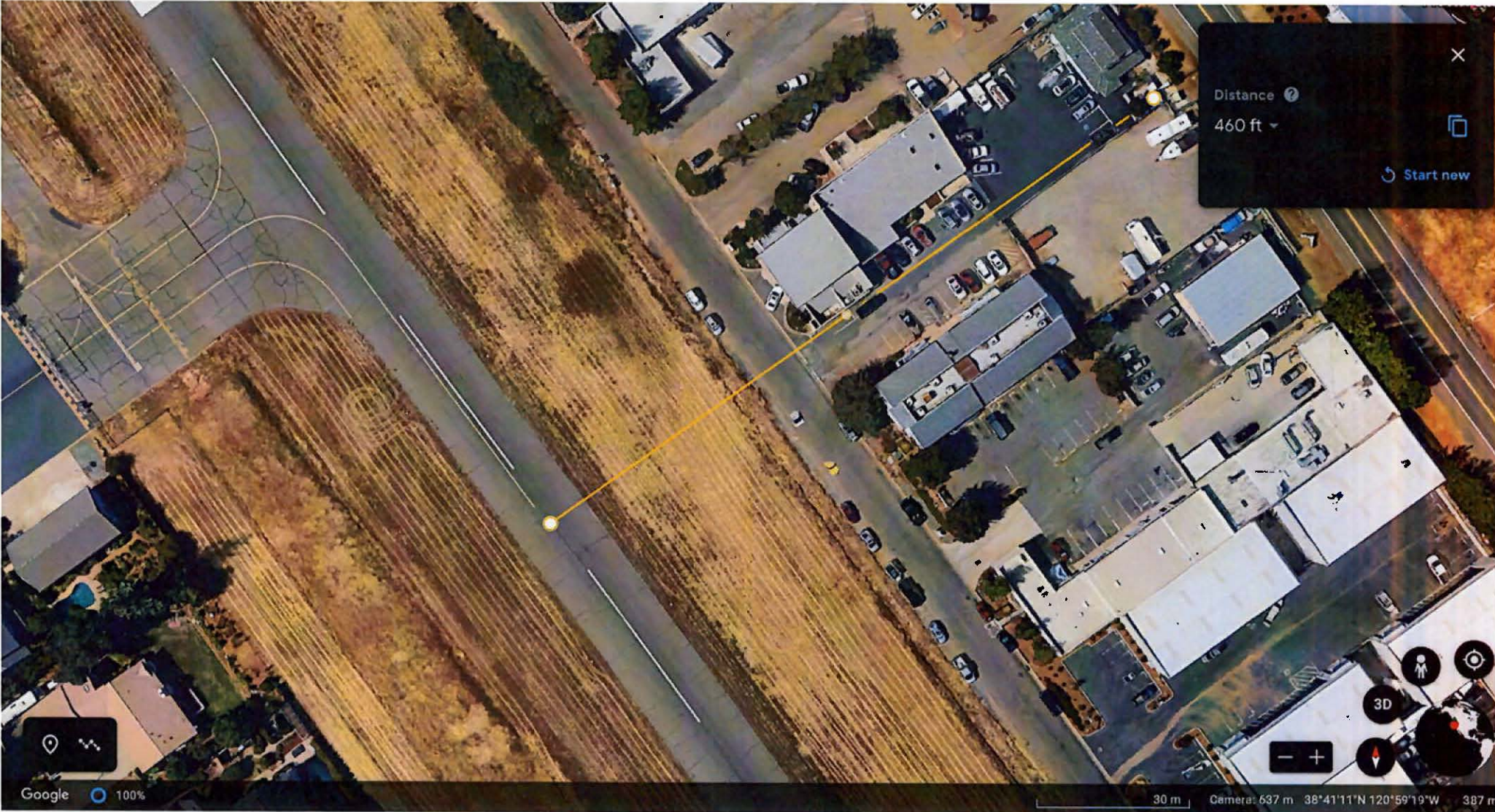
November 7, 2022

DRAFT

11

Backup





Distance ⓘ
460 ft ▾
Start new

Google 100%

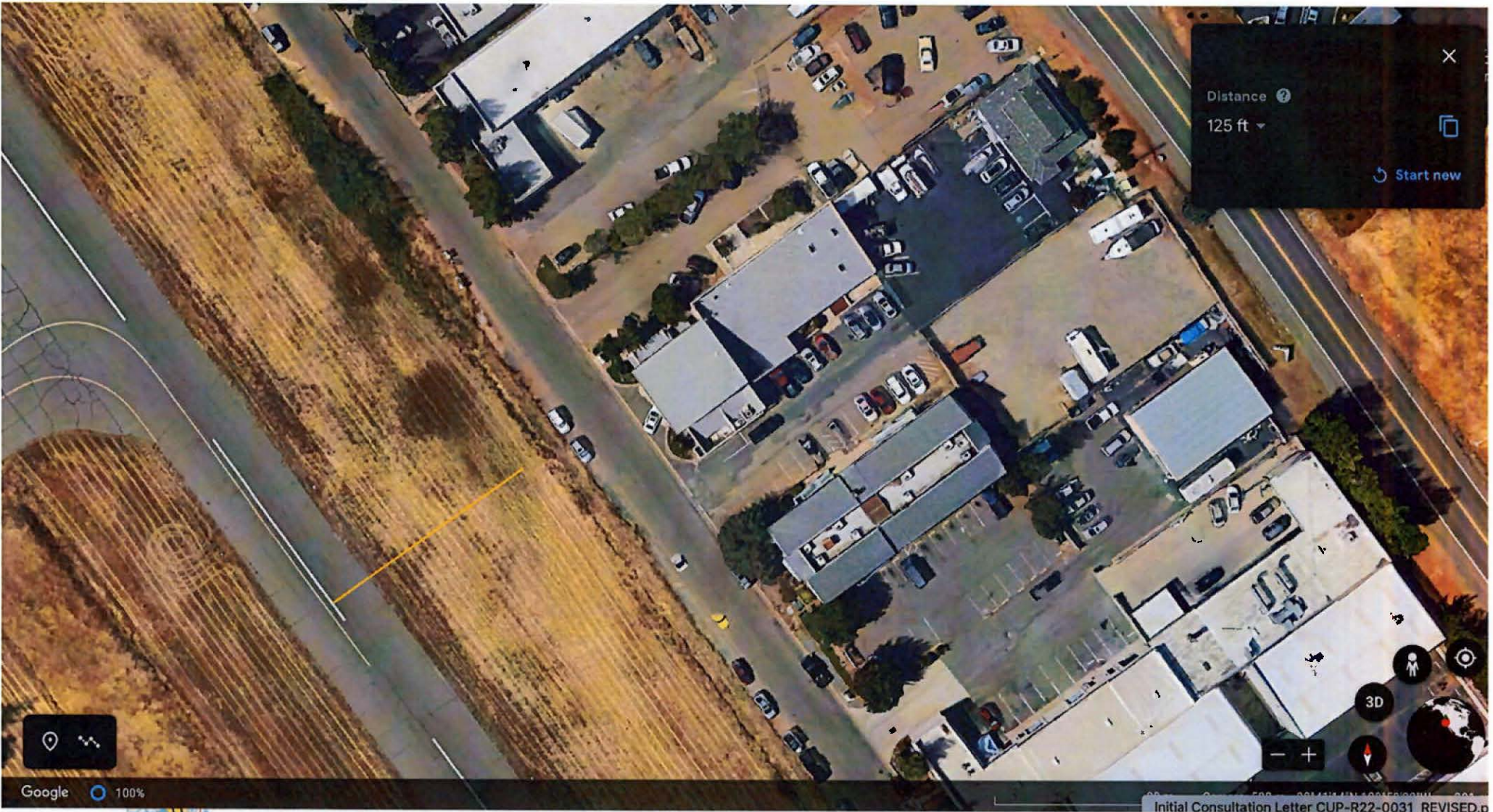
30 m Camera: 637 m 38°41'11" N 120°59'19" W 387 m



November 7, 2022

13

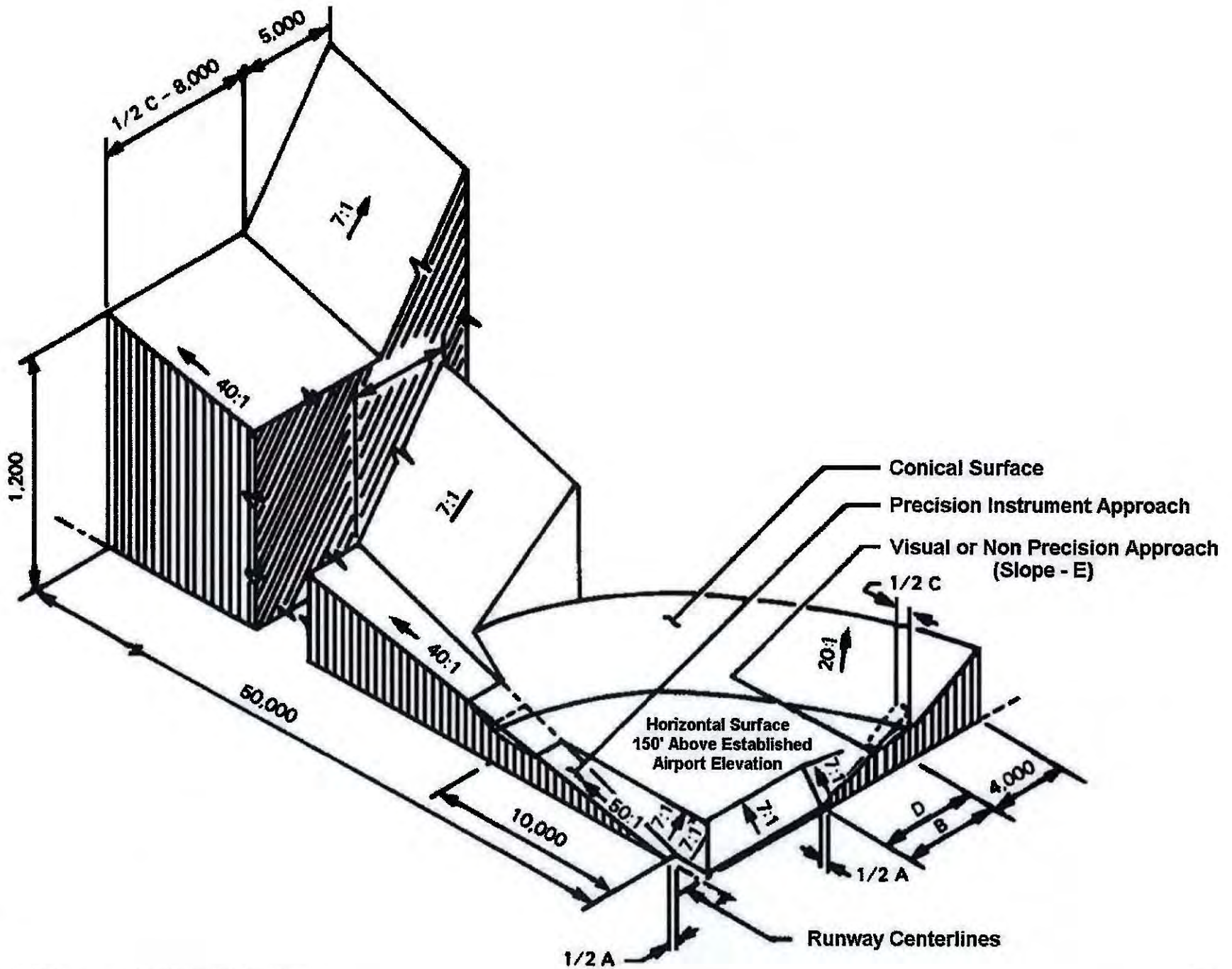
24-0618 Public Comment
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November 7, 2022

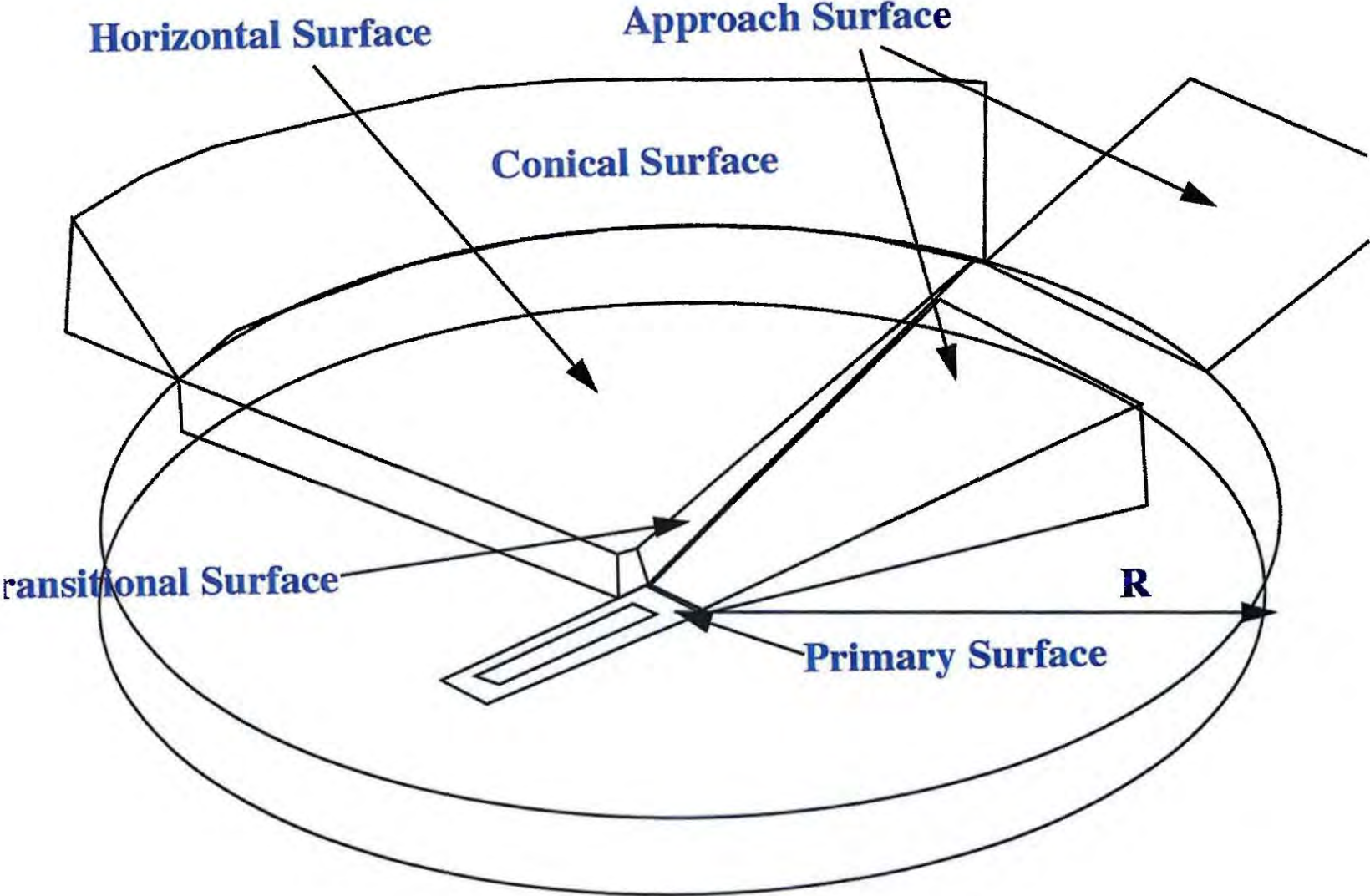
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24-0618 Public Comment
PC Rcvd 03-27-24



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Graphical Depiction



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