



**Agenda Item:** Approval of purchase order and payment to Sierra Hot Springs in the amount of \$5000 for tree removal required to maintain the clear zone easements of the Dearwater Airport.

**Background:**

The County airport (Dearwater Field) is under State and FAA permit to operate and for years we have consistently been requested to remove vegetation and trees penetrating the clear zones (transitional surfaces) extending out perpendicular to the center of the airstrip a distance of 250-300 feet. A copy of the latest airport inspection is attached. The County under the Public Utility Code can cause the trees to be removed under its own forces or by contract but in this case, meetings with the property owner resulted in the owner agreeing to remove the trees by its own employees. The Sierra Hot Springs obtained an estimate from a professional forester to propose a cost and this estimate from David Levy Forestry is also attached. The estimate was submitted at a cost of \$5000.

The trees have all been severed and the Sierra Hot Springs is making use of the wood which in its entirety was a significant effort and which saved the County from expending its labor and resources to implement the needed work. The State will be making its annual inspection on September 6 and will be very happy to know that the trees have been removed. Trees penetrating these transitional surfaces pose encroachments to aircraft on approach or taking off and the liability to the County if not resolved could be significant. The effort and the cooperation from Sierra Hot Springs, in particular Kaisa McDonald and Arnold Mitchum is acknowledged and sincerely appreciated.

This expenditure is in the Aviation budget and the matter is before the Board to approve the payment to Sierra Hot Springs.

**Recommendation:** Approve the payment of \$5000 upon proper submittal to the County Auditor of a request for payment from the Department of Transportation from the County Aviation budget.

## David Owens Forestry

David Owens  
PO Box 366  
Sierraville, CA 96126  
Phone: 530.994.3359  
Fax: 530.994.3479

Sierra County Public Works  
Attn: Tim Beals  
PO Box 98  
Downieville, CA 95936

April 20, 2015

Bid for tree removal on Sierra Hot Springs property, adjacent to Deerwater Field.

Scope of work to be completed:

- Remove trees on Sierra Hot Springs property within 300 ft. of the eastern edge of Dearwater Field airstrip, running about 1500 ft. parallel to the runway, approximately 275 trees (89 large trees, 109 small trees & 75 saplings) will be felled, de-limbed and removed.
- Create small access road parallel to the airstrip, approximately 150 ft. east of runway for tree removal.
- Brush/slash piles will be created for burning at an appropriate time.

Price: \$5,000, payable upon completion.

Work will be performed between Monday, April 27, 2015 and Friday, May 15, 2015.

Sierra Hot Springs will oversee the job and retain the felled trees.  
Workman's comp insurance will be provided by Sierra Hot Springs.

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Signature

## DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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October 31, 2014

Mr. Tim Beals, Director  
Transportation Department  
Sierra County  
P.O. Box 98  
Downieville, CA 95936-0098

Dear Mr. Beals:

The California Department of Transportation (Caltrans), Division of Aeronautics, conducted a State permit compliance inspection and Federal Aviation Administration (FAA) Airport Master Record (Form 5010-1) update of Sierraville Dearwater Airport, FAA Site No. 02295.4\*A, on October 24, 2014. We appreciate the cooperation Mr. Brian Davey provided during the inspection. The updated information will be entered into State and FAA Airport Master Records.

The airport was evaluated using the Airport Site Plan, the State Airport Permit (No. SIE-001), and previous inspection letters. We commend you and your staff for the improvements that you have made to your Runway and Taxiway Safety Area since the last inspection.

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

1. Multiple trees located southeast of the runway penetrate the Federal Aviation Regulations (FAR) Part 77, 7:1 Transitional Surface (please see enclosed Photo 1). The Transitional Surface, which begins at the edge of the Primary Surface located 125 feet from the runway centerline, rises upward and away from the runway at a 7:1 slope. The trees must be removed or trimmed as shown in the photo, so they do not penetrate the Transitional Surface. FAR Part 77 includes natural growth as a possible obstruction to navigational aids or facilities and if determined to be a hazard to air navigation, must be remedied. This is a repeat discrepancy.

Considering that, (1) the traffic pattern for both runway ends is on the northwest side of the runway, (2) the airport is not permitted for night operations, and (3) the rise in terrain elevation southeast of the runway, the Permit Committee has agreed to provide the airport with a variance to standards. The variance requires that the airport remove the tree obstructions to the southeast 7:1 slope located within 300 feet perpendicular to the runway centerline, thus permitting the existing and further growth of trees beyond that point. Please provide photographic evidence to this office, of the completed tree obstruction removal work. Once the work has been completed and is adequately verified, the Division will issue a Corrected State Airport Permit reflecting the variance to standard.

2. The aircraft parking ramp pavement has severe cracking and has failed in some locations (please see enclosed Photo 2). Loose debris and gravel due to pavement deterioration can damage

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Mr. Tim Beals  
October 31, 2014  
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aircraft propellers and engines. We strongly recommend that a pavement maintenance project be initiated immediately to address areas of pavement deterioration and failure. This is a repeat item.

3. The Form 5010-1 and the Airport/Facility Directory Southwest U.S. list the runway length at 3,250 feet and the displaced threshold of Runway 21 at 193 feet, while the runway length was measured at approximately 2,965 feet and the displaced threshold was measured at approximately 60 feet. You must submit the FAA Form 7480-1, Notice of Landing Area Proposal, with accompanying survey data to the FAA (with a courtesy copy sent to this office) indicating the correct length and displacement. Please contact Neil Kumar at the San Francisco FAA Airports District Office (650-827-7627) to coordinate this update.

In addition to the above referenced safety discrepancies, we also noted the following:

- The runway and taxiways are beginning to ravel and crack (please see enclosed Photo 3) and should be addressed in the near future to prevent further deterioration.

Understanding the significant resource burden associated with operating a safe, secure, and utilitarian airport, Caltrans will continue to offer both financial and technical assistance to Sierra County. The use of California Aid to Airports Program annual credit grant funds to correct safety discrepancies is considered an eligible expenditure. Please notify us by December 1, 2014, of your intended or completed action concerning these items, and provide us with photographic evidence documenting the results. If you have questions or require assistance, please contact me at (916) 654-5507 or via email at [phillip.miller@dot.ca.gov](mailto:phillip.miller@dot.ca.gov).

Sincerely,



PHILLIP C. MILLER, C.M.  
Aviation Safety Officer

Enclosures

c: FAA, SFO ADO