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## AIRPORT MANAGER'S REPORT: APRIL 2021

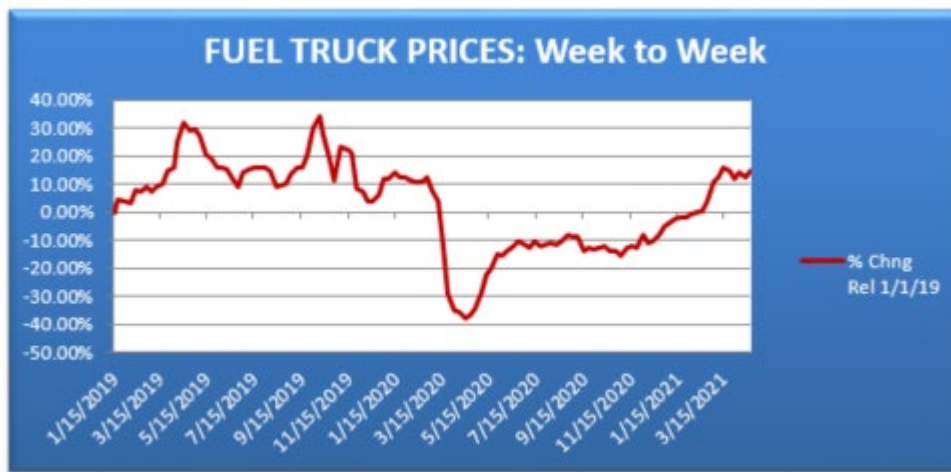
### "FBO"

#### 1. TENANT STATUS:

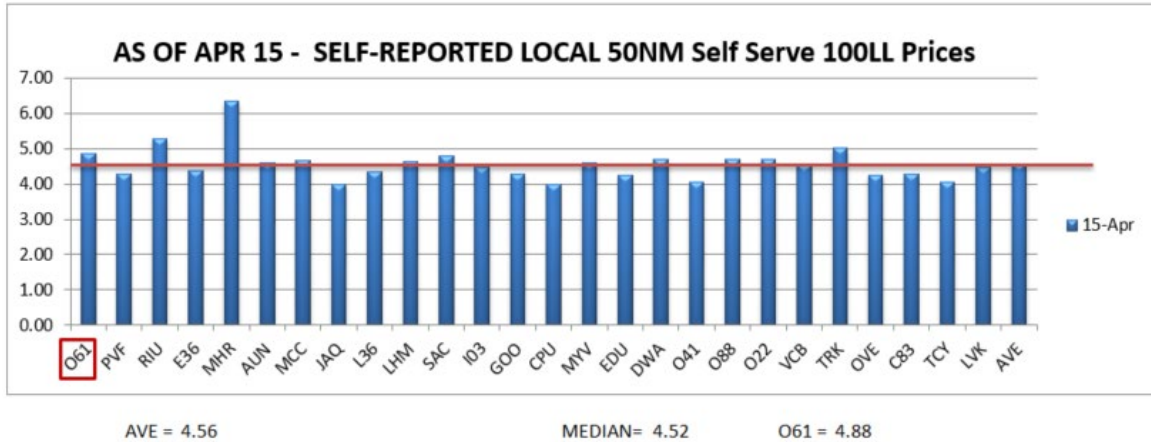
- a. All hangars leased, tiedown ramp at capacity. Hangar list, 35 names; Tiedown list, 2 names. Turnover in tiedown farm: two tenants gave notice; new tenants signed without interruption in revenue.
- b. All active tiedown and hangar tenants are current as to rent.
- c. Initiative to obtain certificates of insurance from all tenants (a lease requirement) is progressing. Good response from tenants but several are still due.
- d. Updated lease contracts, including commercial tenant template, still WIP

#### 2. FUEL SYSTEM

- a. It is fuel system inspection season!
  - i. April 26 is the tri-annual SB989 inspections. Evaluation of the system in preparation for the inspection indicated no moisture in the fuel tanks (no change in color in the indicator paste). Fingers crossed that the tanks and fuel are returned to us in the same condition! Thanks to the CPAD team members that were on hand as observers.
- b. Fuel Price:
  - i. Price of fuel off the truck continues to creep upward. (see graph). Wholesale price is back to what it was pre-Covid and seems to be stable with minor fluctuations up and down ( $\pm$  \$0.05), for the moment.



- ii. Timing of the last 8,000-gallon purchase was such that the all of our current on-hand inventory is from the new batch. O61 retail pricing is now \$4.869/gal. Local fuel data updated as of 4/15/2021 showing O61 above average pricing in the area (50NM radius) for 100LL self-serve. All airports that have updated their fuel reporting had a substantial price increase. As it is with Cameron Park, smaller airfields adjust their retail prices only when a new load of fuel is purchased with a new underlying cost of goods; so, some of the lower prices in the table are expected to go up with the next load.



- iii. Sales: March fuel sales were robust, at >30% over 2020 and making up for February’s slight decline as compared to a year ago. The quarter ended with almost 10,000 gallons sold, up 11% as compared to the same quarter in 2020. April sales are also robust, trending toward almost 4,500 gallons on simple extrapolation. Comparison to 2020 sales is skewed due to Covid onset and a short-lived downturn in flying activity.

	Pump 1	Pump 2	Month Totals	2020	Δ
JAN	1,988	1,151	3,138	2,811	12%
FEB	2,234	1,074	3,259	3,466	6%
MAR	1,197	2,380	3,577	2,713	32%
APR MTD	2,153	1,591	3,744	2,847	
APR EST			4,492		57%

- c. Pump system continues to exhibit spurious issues with the Point of Sale system and, frustratingly, pressurization on Pump 2. We’ve been getting by mainly by being patient and tolerating the cantankerous behavior. Discussion with visiting fuel SMEs indicate some level of diagnostic/exploratory surgery will be necessary to determine the root cause (\$\$\$). The spurious nature of the fault will make it challenging to pin

down and the option may be replacing the sensors and switches that enable pressurization and/or interface to the Point of Sale system. I have not found service records (yet!) that might shed some light on when this long-time issue was last investigated.

- d. The Point of Sale card reader difficulties reported last month have not recurred. Removing the modem card, wiping down contacts, and inserting in a different peripheral slot on the main board seems to have resolved the issue.
  - e. Sales from Pump 1 outpace Pump 2 nearly 2 to 1. The pressurization gremlin in Pump 2 is probably a big contributor, but it will lead to temporarily closing Pump 1 to balance the fuel in each tank.
  - f. Repair to the meter in Pump 2 was completed shortly after last month's report. \$\$.
3. OFFICE - GENERAL
- a. DOCUMENT ARCHIVING: NO UPDATE: Several software options were identified that enable 'tagging' of electronic files (i.e., scanned files to convert the District's archive from paper to "electronic file cabinet").
  - b. AIRPORT HISTORY PROJECT: Continuing to assemble O61 timeline. Preparing a PRR to Caltrans to relearn original runway configuration and placement of the displaced thresholds.

### **AIRPORT OPERATIONS**

- 1. AWOS: 120 day inspection successful. Mesotech, our AWOS vendor, will load an update to the application software that enables XML-out of the wx reporting. Goal is to have at least a text wx report accessible from the CPAD website.
- 2. MIDFIELD GATE: Discussion with Charlie Langdon about options for the mid-field gate the serves the tiedown area and private T-hangars. The padlocks on the gate are frequently found in a manner that locks out other tenants. Not sure why it is so intellectually challenging for the user to daisy chain the locks.
- 3. MIRA LOMA GATE: Reviewing list of issued cards to the automated gate. Many are issued to long-gone users or individuals that no longer access the field. Shutting those cards off.
- 4. FIRE ALARMS: Assessing wireless sensors and transmitters for the hangar fire alarm system. A common fault for our system is in the aging wiring. Although advertising the new tech, our vendor is not responsive to assessment installing the more reliable technology. We will look at potential new vendors for our business.
- 5. HANGAR DOORS: Repairs to the accordion doors on H4 are necessary. I'm hopeful replacement trucks for the hanging panels are still available. Preventative maintenance for the bi-fold doors is due on H5 – H8.
- 6. FUEL SYSTEM FEASIBILITY PROJECT: Team effort continues to retain a disinterested engineering firm to assess placement of an above ground fuel system at the airport. A

modest RFP received only passing interest from a healthy list of firms; nevertheless, there is a reputable firm willing to assist with the feasibility work. It is exciting to get a “stake in the ground” placed from which to advance the diligence for an AST.

7. NOISE ABATEMENT & GENERAL OPERATIONS

- a. Noise compliance was good in April. Thank You to all operators for being safe and considerate.

8. VEGETATION

- a. ONGOING: Most of the vegetation burning is complete! There will be an occasional contained burn as we maintain the airfield, but the big piles are GONE. Thank you to the volunteer “Burn Bosses.”
- b. South Overrun: Tractor work during the winter cleaned up the center section sufficiently that the flail mower can operate in that area. The perimeter is still a significant challenge with undulating terrain and brush. Local rental has a medium bulldozer on its equipment fleet that, if we can find a qualified operator, could make much of the remaining surface accessible by the flail mower. We will need a location to discard the material.

9. LOCAL CONSTRUCTION & BUSINESS PROJECTS

- a. Self-Storage: No updates re the construction project. The tenant reported last month that had parked their sailboat too close to the taxiway has since moved the boat forward in their assigned spot. The property owner was no help whatsoever.
- b. Dave’s Rental Car: ONGOING: Potential new owners of the property submitted proposed changes to EDC for alterations to the building’s interior (as presented to the CPAD BOD in February). CPAD responded to the County with routine compliance and easement comments. The County’s airport engineering firm crafted suggested language for the avigation easement. Review and comment by CPAD is pending.
- c. Bean Barn: Corner of Mira Loma and Cameron Park Drive: No updates, but other than traffic considerations at the intersection there should be no impact on airport operations or airspace.

**AIRPORT DISTRICT**

- 1. “TAXI” Surface Marking on Boeing Road: CPAD discussed the Caltrans directive to remove and replace the “X” surface marking with TAXI with pavement maintenance companies. A slurry seal company recommended assessing a Type 2 agg-slurry for better longevity. The mobilization costs for a team that works with Type 2 came in at \$15K (just to get them here), with other added expenses. Not in our budget, so a fallback to the originally planned but shorter life-span sealcoat will be the best we can do. Note that both X markings on Boeing are again clearly visible. They were covered with seal coat by CPAD volunteers shortly after receiving the adverse Caltrans letter (Jan 2019). Seal coating does

not adhere very well to the thermally applied material that was used for the center stripes and X marking, so renting a diamond grinder to remove the markings before applying seal coat is planned.

2. GUTTER REPAIRS: Discussion continues on how CPAD will address street repair needs. The maintenance account is underfunded.
3. STREETLIGHTS: Neighborhood streetlights are owned and maintained by PG&E. If a light is dark, make note of the identifying number on the pole and email PG&E at [streetlighttrouble@pge.com](mailto:streetlighttrouble@pge.com) with the information. They usually respond within 10-14 days.
4. SCO Filing: Filed the annual report of district transactions with the State Controller's Office.
5. AUDITS for FY19 and FY20: CPAD solicited interest from four CPA firms, including the firm that has conducted CPAD's audits for many years. One firm that was recommended by another local small special district has potential to provide the services at a better rate. With the individual tax season winding down, the firm will be able to turn its attention to CPAD's FY19 audit and, in turn, start the FY20 audit after 30JUN2021.
6. Financial audits for most of the last 20 years have been located and assembled. Available in the CPAD office for any hobby forensic accountants to review. Those amenable to scanning are accessible under the Finance tab of the CPAD website, with more added as time permits.
7. RECORDING BOD MEETINGS: Recorded BOD meetings can be found on the CPAD website. CSDA is monitoring an assembly bill (AB399) that may require districts to continue providing video access to meetings after restrictions on in-person meetings are lifted. This likely will present a challenge for CPAD because Zoom will no longer be sufficient. Estimates from other CSDA members indicate the software and equipment to enable broadcasting a meeting can run from \$15K to \$20K. CSDA is monitoring the progress of the assembly bill because the association's membership comprises many special districts with razor thin budgets. Accommodating such an imposition is not in CPAD's current budget.
8. TECHNOLOGY GRANT: Coincidentally enough, the Special District Leadership Foundation just published a competitive Technology Grant that is intended to support district IT and tech needs. Meeting facilitation technology is included in the permissible uses of the funds, as would be a document archive system, airport security system (updated access control). Successful applications are capped at \$3,000 (we can easily use 3X that!).
9. CARES ACT: O61 was deemed eligible for an additional \$13,000. In second week of April CPAD signed funding document and is not waiting on electronic transfer of the funds.
10. STOLEN: The small "REGULAR MEETING" and "EMERGENCY MEETING" signs that sit in the bulletin board at the entrance to the Air Park are gone. If you see anyone posting notice of a meeting at their private residence, they probably have our (your!) signs!