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## AIRPORT MANAGER'S REPORT: MARCH 2021

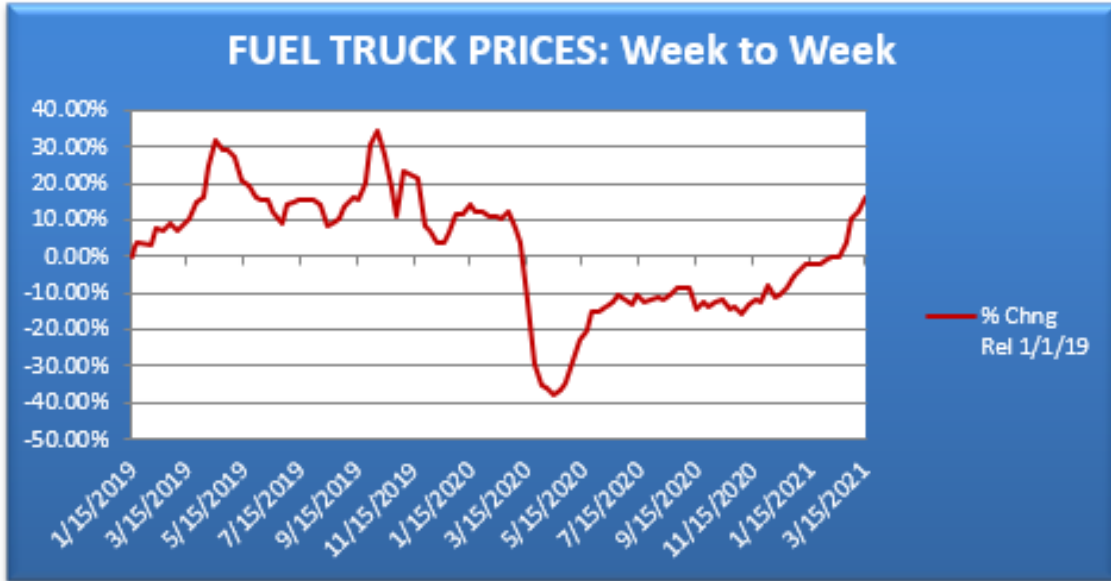
### "FBO"

#### 1. TENANT STATUS:

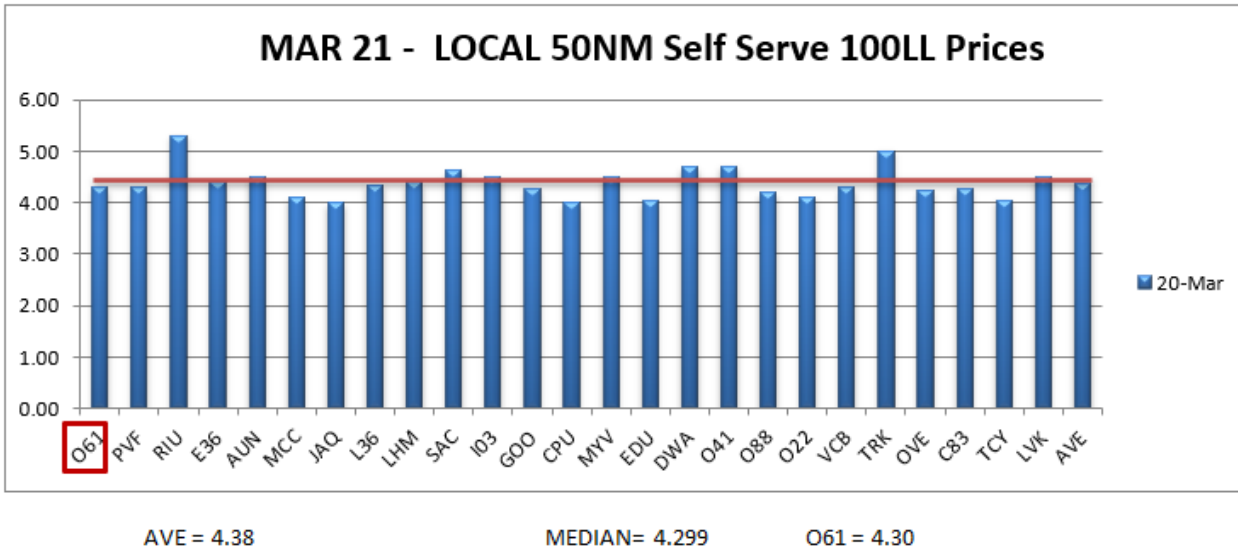
- a. All hangars leased, tiedown ramp at capacity. Hangar list, 35 names; Tiedown list, 7 names. Continued inquiries for hangars at approx. 2 to 3 calls per week. See comments in Airport Operations section regarding assessment of additional tiedowns and hangars on certain CPAD-owned property.
- b. All 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.
- d. Updated lease contracts still WIP

#### 2. FUEL SYSTEM

- a. It is fuel system inspection season!
  - i. County observers from both Air Quality Management and Hazardous Materials were on-site for our Designated Operator's check of overfill protection, vapor capture, tank & line integrity, and associated monitoring systems. Passed for the next 12-month certification cycle! Roughly \$900.
  - ii. April 22 will bring the tri-annual SB989 inspections. This will be a nail biter (even for new systems) because the integrity of the interstitial space between the double-walled tank is assessed... by filling it with water. There is no indication that we have a problem.
- b. Fuel Price:
  - i. Price of fuel off the truck continues to creep upward. CPAD still has inventory that was purchased at a lower price; however, if we recalculated retail price using current COGS, price at the pump would approach \$5.00 per gallon. There is some hint that wholesale prices may fall back a bit, but customers should prepare for a noticeable price increase after our next bulk purchase (see FUEL TRUCK PRICES graph).



- ii. O61 retail pricing is unchanged at \$4.299/gal. Local fuel data updated as of 3/20/2021 showing O61 at the average pricing in the area (50NM radius) for 100LL self-serve. Both RIU and TRK are not best comps for pricing given Rancho Murrieta is now a private airport and the nature of Truckee-Tahoe airport as a mountain/destination facility. Comparing to previous local price data, all reporting airports had a substantial price increase with exception of those who have not updated their price disclosure. For those airports, it is likely they are like O61 and adjust their retail prices only when a new load of fuel with a new wholesale price drives a retail price change at the pump.



- iii. Sales: February fuel sales ended slightly behind 2020, indicating increased sales toward the end of the month (we were trending to be down by as much as 20%). March 2021 Month-to-Date sales are trending well compared to last year, despite rain and persistent cantankerous behavior by the dispensing system. If good flying Wx continues for the last week of the month, straight line arithmetic puts sales at a robust +20% (volume) compared to 2020. Come out and fly!

	Pump 1	Pump 2	Month Totals	2020
JAN	1,988	1,151	3,138	2,811
FEB	2,234	1,074	3,259	3,466
MAR MTD	781	1,550	2,331	2,713
MAR EST			3,285	2,713

- c. Pump system continues to exhibit spurious issues with pressurization, mainly Pump 2.
  - d. The Point-of-Sale card reader had difficulties connecting to the network. Troubleshooting with FuelMaster tech support resulted in powering down the pedestal and moving the modem card to a different slot on the main board. Moving other associated wiring to other terminals eventually resolved the matter. While inside the box, it was easy to see the copyright date on the printed circuit board is from the early 1990s. For something that lives outdoors, that is a concern.
  - e. Low sales volume from Pump 1 is due to inventory balancing (i.e., closing pump 1 to draw down inventory in tank 2). Unfortunately, the pressurization gremlin returned to Pump 2 during that activity followed by the meter failing (see below).
  - f. The per-sale meter that displays volume of fuel pump with each individual sale is broken (it will not return to zero before each new transaction). It is a mechanical geared system and failure of wear parts is not uncommon. Volume dispensed and reflected in the meter used by County weights & measures (tax) is sound, so there is no uncertainty in what is dispensed. Repair is planned.
  - g. Routine/regular bulk fuel checks demonstrate no water is getting into the bunkers. This is a good thing! Caps on the filler and vent ports were replaced because they are not air tight.
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. Manager PTO March 29 through April 2, 2021. *Don't break anything!*
2. FUEL ISLAND LIGHTS: Repaired soffit lights.
3. AWOS: Holding steady this month... removed the "No Night Operations" message!
4. GATE: Mira Loma gate required a new power transformer for the card reader and, separately, a new motor and capacitor for the drive mechanism.
5. EMERGENCY CONTACTS: CPAD emergency contact information updated with EDCSO and Calfire/EMS.
6. FIRE ALARMS: Assessing wireless sensors and transmitters for the hangar fire alarm system. A common fault for our system is in the aging wiring.
7. RECOVERING TIEDOWN USE: CPAD submitted a Form 7460 to the FAA to assess possibility of recovering use of the tiedowns near the airport office (3 tiedowns that are just west of hangars 1 and 2). Unfortunately, they are deemed to be in the Runway Object Free Zone and, despite a reasonable amount of unflattering begging on my part, would not get a determination of non-hazard even with placement of hazard lights.

Unfortunately, and after discussion with the analyst, this same reasoning put a skewer in the idea of placing T-hangars at the very far south end of the CPAD property. This is a shame, of course, because tenants for such a hangar complex are immediately on tap.



## 8. NOISE ABATEMENT & GENERAL OPERATIONS

- a. Noise compliance was good in March. The Night Operations festivities generated only one call from a non-airport resident. There was some chatter on social media,

but regardless of source, the enthusiastic messages far outpaced anything negative. And those that were negative were “low grade.” A call to the fire department regarding a distressed aircraft generated a mandatory roll-out response. The EDC Sheriff had been advised in advance of the event. Many thanks to the Bohlens, the Pattersons and the Beckers for making that event happen. I say the CPAD neighborhood needs more of that sort of activity.

- b. With return of night operations, CPAD might consider adopting an informal curfew of 10pm to 7am. Truckee Tahoe publishes such a voluntary curfew to help keep the peace with surrounding community (see example at end of this report). *Voluntary*, meaning operations during the curfew window that are due to exigent circumstances are permitted. The hope is that pilots would be considerate in their flight planning. TRK also publishes guidance for departure angle/speeds.

Thank You to all operators for being safe and considerate.

## 9. 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. Continued thanks to all the volunteers that came out and manned a burn pile for an hour (or a day!).

## 10. LOCAL CONSTRUCTION & BUSINESS PROJECTS

- a. Self-Storage: No updates other than Caltrans sent an email alerting O61 that the FAA was sending the applicant a determination of non-hazard for their revised plans. Caltrans advised CPAD to monitor what is built to ensure they do not inadvertently pierce the P77 surface. A new RV tenant on the lot parked their sailboat too close to the taxiway. A call to the property manager was answered with a promise to take care of it (berth 51 in the RV lot).
- b. Dave’s Rental Car: Potential new owners of the property submitted proposed changes to EDC for contemplated 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. Pending.
- c. Bean Barn: Corner of Mira Loma and Cameron Park Drive: Drive-through coffee kiosk. CPAD responded with routine compliance comments plus a request for a crosswalk. EDC responded that someday there may be a light at the intersection and, until that happens, very unlikely that a crosswalk would be feasible.

## AIRPORT DISTRICT

1. 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.

2. AUDITS for FY19 and FY20: RFPs are still in process. Only one quarter left in fiscal 2020!
3. 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. They will eventually be accessible under the Finance tab of the CPAD website.
4. EMAIL: Domain name for CPAD was fully converted to dot-org. If you are no longer receiving CPAD emails, check your spam filter and white-list the new dot-org address.
5. RECORDING BOD MEETINGS: With help from Cody Dorkin, we may have the video recording process figured out (thank you, Cody). We are starting with BOD meetings but plan to post recordings of the Infrastructure & Finance Committee, as well. The return to in-person meetings will present new challenges to how the meetings are recorded.
6. CARES ACT: O61 was deemed eligible for an additional \$13,000. Updated application forms were submitted in early February, but we have not heard any more about the distribution calendar.
7. CSD inquired whether CPAD might accommodate food distribution for the EDC Food Bank while work is completed at the CSD facility. On a scheduled basis, the Food Bank parks two trucks in the pool parking lot to distribute food to local CP residents. Due to a solarization project, the lots will be closed for this sort of activity. CPAD declined to provide the residential neighborhood to parking trucks (it is cool that they came to us, though) but did offer several ideas for other commercial or undeveloped locations within Cameron Park that we felt are better suited to the need.
8. 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 signs!