



Cameron Airpark Report of Activities December 2018 to October 2019

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Chapter 1. INTRODUCTION

Cameron Park Airport is a public use airport located in Cameron Park, El Dorado County, California. It is owned by the Cameron Park Airport District. (CPAD) This airport is included in the National Plan of Integrated Airport Systems for 2019–2023, which categorized it as a general aviation facility.

Chapter 2. PURPOSE OF THIS REPORT

This report is intended to provide an overview of Board and Airport management activities for the period of December 2018 to October 2019. The primary activity has been to address the temporary restriction of night operations which is covered in detail in the Obstruction Mitigation Plan, update letters and associated documents. The management team is also involved in many other activities which are summarized in this report.

Chapter 3. MANAGEMENT CHANGES

Cameron Airport is managed by the Cameron Park Airport District (CPAD) composed of five elected board members and operated as a special district within El Dorado County, California, and is organized and operated per the El Dorado Local Agency Formation commission (LAFCO). Daily operations are managed by the airport manager who is the sole employee of this district.

Four of the five board members were changed early in this period as a result of incumbents timing out of their terms and one resignation. A new president, secretary, and treasurer were appointed in December 2018.

The previous airport manager became ill and left the position in January 2019.

A new airport manager, Kevin Cooksy, was hired April 1, 2019, after a search and interview process.

The new Board members faced numerous challenges in the continued operation of the airport which were eased somewhat when the new airport manager was hired.

Chapter 4. OBSTRUCTION MITIGATION

Restoration of Night Operations through Obstruction Mitigation has been the primary focus during this most recent period with the creation of a comprehensive mitigation plan, detailed survey of obstructions in the approach areas, and the ongoing efforts to remove these obstructions both within the district and in adjacent neighborhoods. This challenging activity is described in detail in the separate Obstruction Mitigation documents.

Chapter 5. FUEL SYSTEM

Continuing the ability to sell fuel is a priority which required training, inspections, maintenance and repairs to the system. CPAD has been able to meet the requirements of a three-year inspection, required insurance testing, required signage and improvements to the fuel delivery

system. Several volunteers are now trained to monitor the system and receive fuel shipments to back up the manager as needed.

Chapter 6. FINANCIAL

The new airport manager and treasurer have made great progress in learning the existing system and made numerous changes to expedite payments and better understand our financial position. The existing bookkeeper has been retained with additional hours added to relieve the manager from routine bill processing and allowing payments every two weeks, yielding savings due to prompt payments.

One of the first tasks of the new airport manager was to understand and resolve a large accounts receivable balance from the rental of hangars and tie downs. A new tracking system is now in place and all accounts are current.

This airport is minimally funded and relies heavily on volunteers for many support tasks.

The financial officer has recently agreed to head up a committee to study long term budget requirements to maintain and upgrade the airport along with identifying possible funding sources including grants and additional resident fees.

Chapter 7. MOWING AND WEED CONTROL

This year has been particularly challenging due to the long rainy season requiring additional work for weed control. Mowing and weed cutting is dependent on a few dedicated volunteers with the airport providing equipment and materials for their use. They have completed mowing the entire airport two times as of this report.

Part of the obstruction program included areas adjacent to the runway that were heavily overgrown intruding into the primary surface. Extensive use of CalFire inmate crews was made to clear out these areas at very low cost as this work is beyond the capabilities of the volunteers. CalFire worked 6 days on site with 12-15 person crews to clear most of the perimeter of the airport including deep culverts identified in the obstruction report. It is planned to use CalFire annually to maintain these conditions.

Chapter 8 HAZARDOUS MATERIAL DISPOSAL

CPAD reviewed the existing system and has been able to reduce by half the storage of waste due to a review of fuel system procedure with our vendor and elimination of the maintenance waste of a tractor previously owned by the district.

Chapter 9 GENERAL MAINTENANCE

High priority repairs have been completed by a combination of contractors and volunteers including the following:

1. Conduit sealed to stop water entering the lighting shack that controls runway lights.

2. New energy saving light fixtures installed at the fueling area to provide better lighting at lower cost.
3. The public restroom lock was broken and the toilet leaked water resulting in a high maintenance problem. A new pushbutton lock was installed that requires knowledge of an aircraft code to access, and the toilet leaks have been fixed.
4. Removal of debris and general clean-up of the fueling area and adjacent pad.
5. Installed upgraded signage for the fueling system as suggested by the fuel vendor risk manager during his training visit.
6. The fuel hose reels have been modified to stop hose jamming and the ground clamps modified to clamp more effectively on general aviation aircraft.
7. The drop tube of one fuel tank did not meet the requirements for overflow detection and prevention which has been replaced. Fuel pumps have been serviced with new filters and quick drain valves for easier routine inspections.

Chapter 10. OFFICE PROCEDURES

The new airport manager has been active in clearing out and organizing files, cleaning up the office and organizing the files on the computer. A portable hard drive backup is now used to copy all the files from the computer periodically. Obsolete and unused items and material have been disposed of in accordance with special district procedures. Spare parts and support equipment have been located and stored where they can be easily retrieved.

Chapter 11. COMMUNICATION

A previous Grand Jury report was critical of the communication between the Board and constituents. CPAD has adopted a paperless meeting system utilizing extensive use of email and a computer driven projector to improve communication and to eliminate the waste and cost of paper copies. A new web site (cameronparkairport.com) has been developed and is continually being updated as a communication portal.

The airport manager has developed both a tracking system and a proactive approach to complaints from our neighbors, which are usually noise due to non-standard pattern flying. He has been very active in educating pilots to the noise abatement procedures and interacting with the complainants with great success.

Chapter 12. CHALLENGES

The primary challenge is to remove the temporary night flight restriction which is being addressed through the obstruction mitigation process.

The airport is severely underfunded, which is being addressed by the budget and income committee headed up by the financial officer. CPAD is also trying to develop relationships within

the FAA and CalTrans Aero along with outside consultants to understand and begin to utilize available opportunities for grants and other funding.

CPAD is also very aware of the potential for creating anti-airport neighbors especially with the obstruction problem and is using a cooperative approach as much as possible. Even with our best efforts, some property owners are requiring the engagement of legal action.

References:

Cameron Park Obstruction Mitigation Plan Rev 2 Jan 2019