

Dear CPAD Board members:

We are the property owners and businesses on the east side of the airport with access to the airport. Some of our members have been contacted by your legal counsel Mr. David Becker and/or received documents from Mr. Becker.

As we review the discussions and the documents it would appear CPAD has three issues of concern:

- Increasing revenue for the airport.
- Security for the airport
- Liability

These issues all relate to the long term viability of the airport

Let us address each of what we understand to be your concerns:

- **Revenue:** Homeowners and businesses all have a vested interest in working together to assure the financial viability of the airport. All of us want to cooperate and provide our fair share of airport revenue. We believe financial health of the airport involves more than just dollars paid by property owners. We'll explain more below.
 - There appears to be a misconception that the property owners and business on the east side have not to date been paying their fair share. Please look at Exhibit A. to this letter. As you will see: the east side of the airport accounts for approximately 60 +% of the total airport revenue.
 - We have seen the proposed ballot measure to increase the property tax bill for all residences. Please note that the businesses already pay the same amount as currently paid by homeowners. We are in favor of the measure and will support it. We would even offer to aid from a PR professional to help at no expense to the district or residents to insure the measure passes. We concur that the tax increase will add substantial additional revenue to help the airport maintain financial viability.
 - It is our understanding that if the measure passes it will increase our property taxes in the same amount as residences. We support that and will not object even though we've been told a portion of those proceeds are designated for maintenance of the residential streets.
 - While our side of the airport currently provides 60+% of the revenue we are faced with taxation without representation. We understand only homeowners who are registered in the district as voters are allowed to be members of your board. We are asking your board to remedy that inequity. Our side of the airport should indeed have representation. We ask that the CPAD bylaws be amended to allow one or more board seats for businesses on the east side of the airport.

- Hangar fees. We understand you believe there should be additional fees paid by the occupants of the hangars where a property includes more than one hangar. We will not as a group speak on behalf of those property owners. However, we know them to be fair and reasonable people. Before those owners could even consider that possibility there would need to be an equitable and easy method for the fee structure and a method of collection that is not overly burdensome for the property owners. Finally, it should not be any more than paid by homeowners with hangars.
- We mentioned above that long term financial viability of the airport requires more than just revenue from the property owners and from the sale of gasoline. We believe it includes two other businesses critical to our airport.
 - An aircraft maintenance business and
 - A pilot training business.
 - We object to the document presented to the existing maintenance business because it asks that business to forfeit several of its existing rights. We can cover details in a separate communication. We are asking that the CPAD board work to make it easier not harder for that business to survive. Many of the current aircraft are at the airport because of the ease of maintenance supplied by a local repair shop.
 - We consider the existing pilot training facility as critical.
 - Substantial additional fuel sales
 - It provides new airport customers. 8 students that have been through the flight school program now own and base aircraft at O61. As older pilots age out, we need to continue to provide new pilots to keep the airport active.
 - We have significant concern about the current negotiations with the training business. We have been told by multiple reliable sources that two members of the committee appointed to negotiate with the pilot training business have openly demonstrated that they have a significant conflict of interest. Those members have repeatedly stated that:
 - They object to a pilot training facility at the airport
 - That they want to themselves rent the existing aircraft training hanger.
 - Those conflicts of interest undermine the very integrity of the entire community. We demand the immediate removal of those members from the committee and board.

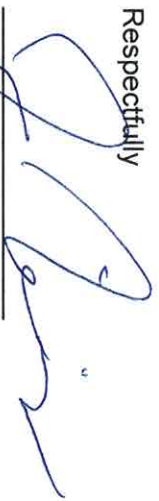
- It would appear that to date that the representatives of the board have suggested rates and terms that really appear to be what would be considered “Bad Faith” or “unfair dealings”
- Having a committee directly negotiate on behalf of the board is a violation of the boards on rules. See “CPAD Board Policy” 1.2 Adopted 7.20.2020 1.2.6.6
- We understand the flight school approached the board over a year ago offering to increase the rent payment above their contractual obligation. None of us have ever had a tenant make that offer. They requested in turn to extend their lease term. It seems unconscionable that CPAD has failed to act in good faith to extend the lease to insure the airport maintain its financial viability by cooperating with the flight school to keep them at the airport.
- **Security of the airport:** We appreciate the security concerns and understand it relates at least in part to gates. You will find each of us cooperative to comply with any reasonable measures for security. You can meet with any of us individually and you will find us cooperative. We simply ask that you deal with us in the same manor of courtesy and respect with which you want to be accorded. We are not your enemy. We are not purposely trying to cause problems for the airport. We are instead your friends, your neighbors and your fellow supporters of a healthy friendly and financially viable airport. We do not need some lengthy legal document to cooperate.
- **Insurance:** We respect the board's concern about liability. We do not, however, agree with the approach suggested in the documents presented member of our group. It is overreaching and not equitable. We believe your concerns can and should be addressed by having an independent insurance consultant and/or legal liability expert find a way to add provisions to your own insurance liability policy. It would be unfair to ask the businesses to provide insurance not demanded of homeowners.

Let us close by addressing the documents presented to two or more of our members. We don't know who stirred the pot to make the board decide to create such excitement and imply that the airport needs to make so many significant demands. Those of us who have been at the airport for years have found everything working well. The cooperation of homeowners and business during the past few years have helped resolve multiple issues. We believe the east side legal document requests, the insurance requests, and the attack of the flight school is clouding the issues, causing significant frustration for many parties, and seriously jeopardizes the chance of all parties working together to insure the passage of measure J. We would suggest that the person or those persons who created the frenzy need to find a different mission in life than taking steps that will cause significant division between people that have worked well together for years. We disagree with the very premise of the documents.

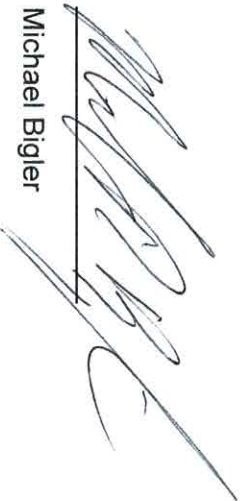
Our properties have deeded access to the airport runway. Why would we agree to sign documents that significantly diminish our property rights? Why should we agree to multiple restrictions and additional costs not demanded of the residential community?

As discussed earlier in this letter let us work together as reasonable people to achieve even greater compatibility. Let us not be driven by overzealous people who want to make all our lives more complicated than necessary. Let us instead work together to avoid a contentious and unfriendly environment

Respectfully



Jon Gibson OWNER 3300 CAMERON PARK DRIVE, CAMERON PARK



Michael Bigler

AGREES BUT IS OUT OF TOWN
CHARLES LAWSON

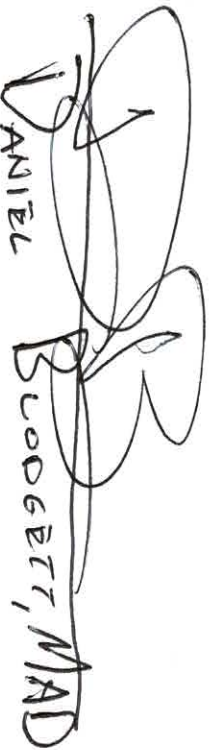


CHUCK WAHL



CAROL WAHL

Richard & Michael
Richard & Michael



DANIEL

BLOODETT, MAD



Fred Bloodett, MAD

EXHIBIT A - Analysis of CPAD Revenue Streams

This scenario looks at the “current state” prior to the rent and tie-down increase in the district hangars and prior to the passage of Measure J.

Assumptions

- 131 assessed parcels in the district
- \$300/yr. annual assessment per parcel
- 8 business on east side assessed
- 13,189 sqft. of district hangar space rented
- district hangar rent varies between \$0.24 and \$0.46/sqft.
- 21 district tie-downs
- \$75/mo. tie-down fee
- \$3,750 annual revenue from gate card fees

Airpark (West Side)	
Assessment	\$39,300.00
Total	\$39,300.00

Public Use (East Side)	
Hangar Rent	\$49,866.12
Tie-Down Rent	\$18,900.00
Gate Card Fees	\$3,750.00
Assessment	\$2,400.00
Total	\$74,916.12

Total CPAD Revenue - \$114,216.12

%35

Origin of Total Revenue - % Split

%65