



District Manager's Report

March 2026



Fuel Sales

2/19/25-3/19/25

- 115 Transactions, 1991 Gallons, \$12156.00

Slight increase compared to last month, but significant increase year over year.

2/19/25-3/19/26

- 140 Transactions, 3183 Gallons, \$18051.14



Vacancy

Currently 0 tie downs available

- Waitlist established

Hangars are leased

- Waitlist goes back to 2021



Immediate & Recently Completed Projects

Accounts receivable

- CPAD currently has around \$11k in accounts receivable (unpaid leases)
 - Malice not suspected, just breaks in automatic payment systems and communications
 - Phone campaign should reduce by 75% or more within 3 months

Document audit

- CPAD currently storing decades of documents
 - Document retention policies will be reviewed, then documents audited/purged
 - Volunteers



Immediate & Recently Completed Projects

Community communication

- Working with outside organizations who operate within the district to gain contacts, especially for work that impacts operations
- Working on internal systems to distribute the information more effectively

Vegetation

- Water + Sun = Growth
- Work party(ies) will be organized



Near Term Projects

Transient Berm

- Berm directly adjacent to transient parking experienced a 'slide', impacting safe operations of based and transient aircraft. Potential impact to emergency response.
 - First stage of repairs completed thanks to community efforts, immediate threats have been mitigated
 - Additional preventative repairs will be coordinated when weather permits
 - Special thanks to Veerkamp & Dwayne Plummer

Ditch spoils

- Spoils from the recent ditch cleanout are still present on the airfield
 - No significant risk to aircraft operations
 - Will be relocated on the airport to level terrain



Capital Improvement Projects (Airfield)

Runway resurfacing

- Currently compliant with certificate, but degrading. Will require significant repairs within the next 5 years
 - Likely to cost between \$500K and \$4 million
 - Will require Federal funding (Airport Improvement Program)
 - Most recent conversations with FAA will require us to generate a new Airport Layout Plan to become eligible.
 - Approximately \$100K cost (likely out of pocket)



Capital Improvement Projects (Airfield)

ALP Funding Scenarios (Assuming \$100k cost)

1. Self funded
 - a. \$100k out of pocket is doable, but has the potential to impact CPAD's ability to maintain operations
2. Self funded with loan assistance
 - a. \$50k out of pocket, \$50k CalTrans Loan
 - b. CalTrans loans subject to fund availability (\$300k) and eligibility requirements
 - i. CalTrans loans are typically 17 years at the rate of CA General Obligation bonds (5%)
 - ii. Annual payments. Simple interest (not compound). Can be paid off early without penalty.
 - c. Annual payments would be approximately \$5441
 - i. If taken full term, Total Interest: \$42,500, Total Repayment: \$92,500
3. Don't fund at this time
 - a. Self fund repairs
 - i. Runway can be sealed, extending runway life, but will remain ineligible for AIP funding



Capital Improvement Projects (Airfield)

Culvert repair

- Base of culvert under runway shows significant rust damage
 - Risk unclear (High damage, low likelihood).
 - Researching fiscal responsibility/funding options
 - AIP or Easement holders

Ditch cleanout

- Culvert is blocked by years of debris, silt and vegetation, impacting the airport's ability to withstand heavy rains
 - DOT has taken financial responsibility and has a project planned
 - DOT has received permit. Expect work late Spring/early Summer



Capital Improvement Projects (Residential)

Road sealing

- Vendors have inspected roadways and concur they are in good, usable condition (no operational impacts).
 - Sealing is recommended every 2-3 years, CPAD has not done it in at least 10
 - Total project (crack fill, seal, paint, etc) would require approximately \$100k
 - Evaluating partial project to address greatest needs

Street lights

- Lights are near end of life (some have already failed). PG&E intends to replace as a batch in the next 3 months (No cost to residents).
- Lights are not owned, maintained or controlled by CPAD
 - PG&E has sought input. CPAD has made a recommendation based on past community feedback and aviation concerns
 - Lights will be straight form and function replacements to the extent possible as pertains to color and brightness. Vertically cutoff (minimal up light) and shielded on home sides