



3374 Mira Loma Drive, Cameron Park, CA 95682 — 530-676-8316 — manager@cameronparkairport.com

AIRPORT MANAGER'S REPORT: OCTOBER 2020

"FBO"

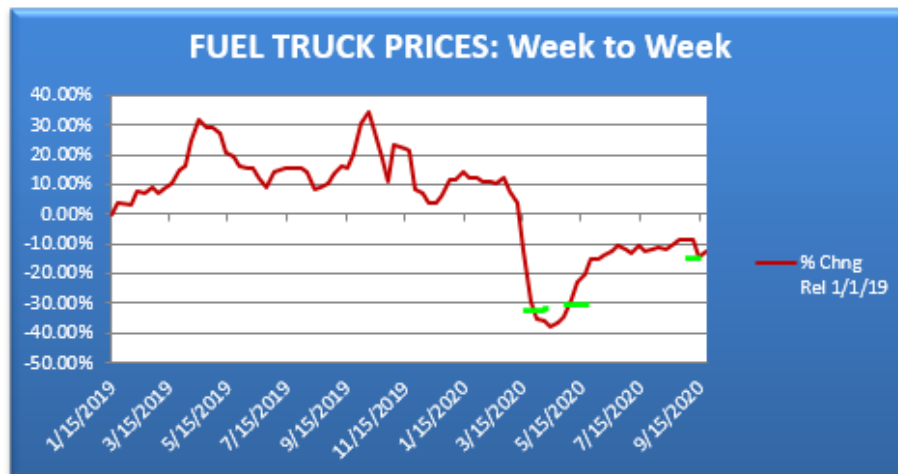
1. TENANT STATUS:

- a. All hangars leased, tiedown ramp at capacity. Wait lists are: Hangar, 25; Tiedown, 5, with regular inquiries for both. Pruning names from the hangar wait list by either confirming they are no longer interested or after several repeated contact attempts without a reply.
- b. All active tiedown and hangar tenants are current as to rent.
- c. Monthly rent/lease income is stable – The Deputy CAO for El Dorado County left the position as part of a county government-wide realignment. As a result, the airport data we were expecting is on indefinite hold. Backup plan for CPAD's use will be to obtain airport fee data through the Association of California Airports (for a market check).

2. FUEL SYSTEM

a. Price:

- i. Price of fuel off the truck has stabilized over the last ~10 weeks. CPAD received a heads-up that retail pricing was going up slightly, so we purchased a new load in time to keep our retail prices stable for the next month or so: \$4.069/gal. The green hash marks in the chart indicate the approximate relative price points and dates when CPAD purchased fuel.



- ii. Sales: Despite being slightly down in Aug and Sep, YOY Q1 was still +1% compared to Q1 FY2019. Q2 is off to a tremendous start with extrapolated sales exceeding 5,000 gallons. Extraordinary recovery from the limited visibility caused by wildfires during prior two months. Presently, there are ~4,200 gallons useable inventory, so expect a fuel purchase late in November. We have capacity to purchase fuel immediately if predicted changes to fuel pricing dictate.

	Pump 1	Pump 2	Month Totals	2019
JAN	1,759	1,052	2,811	2,337
FEB	2,321	1,145	3,466	1,353
MAR	356	2,357	2,713	2,446
APR	1,476	1,096	2,572	3,499
MAY	1,259	2,863	4,122	3,048
JUN	2178	1539	4,906	3,266
JUL	1,620	1,653	4,878	4,507
AUG	2,390	2,218	4,608	4,695
SEP	2,349	1,218	3,567	3,713
OCT MTD	2,382	1,856	4,238	3,784
OCT EST			5,053	

b. Fuel System Inspection

Static line/reel abuse! Those poor self-retracting units live a tough existence. Grounding lines from reel to the common bus-wire were installed to improve continuity across the reel-to-frame interface.

Fuel filler covers repainted/re-labeled per inspector’s recommendation

c. Point of Sale System (POS)

Evaluation of acquiring and installing a new card reader head on the pedestal. As reported by I&FC, rules regarding cyber-security for POS card purchase systems will place liability for card fraud on the operator (CPAD); meaning, this is an urgently needed upgrade. Bid for a Veeder-Root monitoring system are also pending.

3. OFFICE - GENERAL

- a. Preparation to move CPAD’s online presence (email, website, Constant Contact, etc.) from a ‘dot-com’ domain to a ‘dot-org’ domain is done. Intent is to make the transition after the November election. A permanent sign on the interior side of the brick pedestal at the entrance to the airpark will show the website’s URL.
- b. Monthly Financial Reports: Fresh binders with District financial reports and analysis were assembled and are available in the CPAD office at the airport.

AIRPORT OPERATIONS

1. NIGHT OPERATIONS

a. We are inching forward. Whether there is funding to complete the task is uncertain:

- i. **North:** completing two redwoods along Cameron Park Drive, two deciduous trees in the north adjacent neighborhood, and trimming remaining trees and brush near the 13 numbers.
- ii. **Midfield:** Progress made toward removing/lowering the midfield conifers. While these are the “priority trees,” residents all along Boeing need to bring tall trees in to Part 77/PUC 21659 compliance. Everyone should review their landscaping against Part 77 and act as necessary.



- iii. **South:** Negotiation with BLM is underway. Multi-step approach to taking immediate steps to bring vegetation below height of the hazard lights then



developing a long-term maintenance program along the spine of the ridge so that only spot maintenance will be necessary going forward. Private homes on Verano Court and Sudbury remain to be addressed but are active (written notice).

2. VEGETATION CONTROL

- a. The Board, along with the I&FC, are evaluating best (economical) path to obtaining mowing equipment that is suitable for the rough and uneven areas of the airfield. The deck mower donated to CPAD by the Community Foundation in 2019 does an excellent job mowing the sawgrass and weeds near the runway but is not suited for undulating terrain around the perimeter and in the distant north and south ends of the field (see 5, below). A borrowed barrel-style flail mower was used with great success in 2019 and, as such, a pull-behind, self-powered flail mower is being considered. See complementing analysis prepared by the I&FC.
- b. Volunteer help with the airport's (FOCA's) brush hog cutting along fences will be helpful and appreciated.

3. RECOVERING TIEDOWN USE: Informal conversation with the FAA Airspace Specialist regarding recovery of the four tiedowns immediately in front of CPAD hangars 1 and 2. These tiedowns were retired after an inspector deemed them incompatible with PUC21659. The Specialist invited "feasibility" submissions of form 7460, used to assess obstructions, to obtain preliminary reading of a situation before engaging in a formal submission. The Specialist replied that he was not opposed to reusing the tiedowns but, because the vertical tail of most small aircraft would penetrate the Part 77 surface, would want some manner of illumination. Our Caltrans inspector was copied on the Specialist's response and was supportive of reuse of the tiedowns if 1) CPAD submitted the formal 7460 and 2) implements whatever manner of illumination is deemed necessary under a Determination of Non-Hazard to Navigation by the FAA Airspace Specialist. In short, we can submit (no cost) and potentially underscore the existing flood lights that illuminate that portion of the ramp. CPAD could lease those spots quickly. Steps to obtain defensible elevation survey are underway.

4. NOISE ABATEMENT & GENERAL OPERATIONS

Noise compliance was quite good in September; thank you to all operators. The need for some to fly zoom climbs is still perplexing. I'm learning that disgruntled neighbors don't just call the O61 office... they're also calling the FSDO.

5. SECURITY/RV STORAGE: We continue to monitor the proposed development of the parcels on the east of airport through both the CSD and the County. Plans as currently submitted by the Applicants include an access gate onto the airport property. CPAD has continuously expressed its opposition to the gate with the applicant, CPSD design, CalFire, and County Planning.

6. SOUTH AREA GRADING: Grading the south acreage between Cameron Park Drive, Oxford and the 31 numbers is a low priority; however, doing that task will enable mowing, better annual compliance with vegetation ordinances, and better access for emergency equipment. Since there is no cost associated with the "Call Before You Dig 8-1-1" utility location service, that survey was undertaken. "All Clear" for the type of work contemplated when that time comes.

AIRPORT DISTRICT

1. **RECORDING BOD MEETINGS:** The District will set up a YouTube channel for purposes of making video recordings of the required meetings available to the public. Links will be added to the relevant pages on the CPAD website.
2. **ONGOING: CARES ACT:** CPAD has written to FAA HQ asking for assistance. SF ADO is not able to resolve the matter themselves and, from email correspondence, is having trouble escalating. CPAD reached out to the Regional office to draw in additional level of support.