



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

## AIRPORT MANAGER'S REPORT: SEPTEMBER 2020

### "FBO"

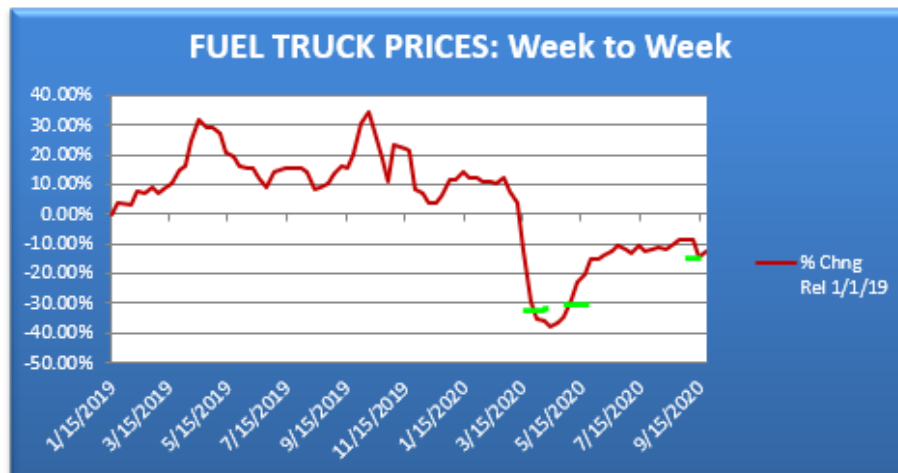
#### 1. TENANT STATUS:

- 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 – market check recommended: Still no update from the Chief Administrative Office in El Dorado County who was conducting their own tabulation of local lease rates. CPAD's tiedown rates are competitive.

#### 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: Fuel sales are stable through the last week of September and, while extrapolated to be down slight relative to 2019, have held up well considering the extensive smoke from state-wide wildfires.

	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 MTD	2,269	1,179	3,448	3,713
SEP EST			3,694	3,713

b. Fuel System Inspection

Our fuel vendor, Epic, conducted its annual system and operator safety inspection. This is a 6 to 8-hour event when the Safety Officer reviews everything from certificates and documentation through to the health of the mechanicals and procedures. It is an extensive review that, fortunately, is mostly a learning experience for team at O61. 2019’s inspection generated a list of adverse findings that needed prompt attention that, if left unattended, would certainly have been grounds for denying insurance coverage if there was ever a claim filed against CPAD.

Extensive dialogue throughout the inspection relating risks associated with the aging in-ground tanks and obsolescence concerns with the monitoring systems.

c. Point of Sale System (POS)

Rules regarding cyber-security for POS card purchase systems will accelerate the need to replace at least the card-reader portion of the FuelMaster pedestal. In brief, absent adequate security (which is beyond the capabilities of our 1990s vintage system), the vendor of such a system will be accountable for liabilities stemming from card fraud associated with the non-compliant system. Director Kirkegaard is assessing most affordable options for CPAD.

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. Conversations with each of our media vendors has us poised to migrate in mid- to late-November. The reason for the small change is a dot-org presence is to remove any inference that CPAD is a commercial entity. This is to head-off misunderstandings with any entity that offers

grant(s) to either government or non-profit owned applicants. Minimal cost to CPAD to make the change.

## **AIRPORT OPERATIONS**

### **1. NIGHT OPERATIONS**

- a. Latest Caltrans inspection letter (August 20, 2020) is available in the CPAD website. Currently linked under documents for this BOD meeting; however, a new (and obvious) tab will be created for Part 77 related information.
- b. Obstruction mitigation continues.
- c. **RUNWAY HEDGES AND TREES:** If you live on the east side of Boeing, please monitor your trees and hedges along the runway fence. The 7:1 slope needs to be maintained and is much lower than one might believe.

### **2. VEGETATION CONTROL**

- a. Both walk-behind deck-mowers repaired and now operational. See item c.
- b. The tenacious strain of summer weeds continuous to grow despite no water, blazing sun, and terrible air quality. Occasional disc cutter (a weed whipper with a blade rather than string) is used to maintain a ~6' apron on both sides of the runway and taxiway and around signage.
- c. Until the weather accommodates, there is no mowing. Although the field is looking a little ratty, the airport has had grass fires at both ends of the field. Our south overrun is in much better vegetation condition than it was last year, so CamPark Fire is not pressuring CPAD to do any more with that area until the weather changes. CPAD is on the Growlersberg list to conduct controlled burns in the fall (November at earliest). In the past, this burning has also help with maintaining the culverts.
- d. Absent acquiring a mowing vehicle for ourselves, alternatives such as renting a tractor with a barrel flail, etc., to attack our mowing needs will be assessed.

### **3. NOISE ABATEMENT & GENERAL OPERATIONS**

I was about to say that we only had one adverse call in September; unfortunately, we just had a (very) small plane fly a low approach, overhead break to an approach to 31 between the hills to a touchdown well before the displaced threshold. This is the only instance I'm aware of where a single arrival and landing produced neighbor complaints off of both ends of the airport. We can do without that, especially when we are out in the neighborhoods asking people to cut their non-airport trees.

4. **SECURITY/RV STORAGE:** We are monitoring the proposed development of the parcels on the east of airport through both the CSD and the County. The property is filling with RV vehicles of various sorts. Plans as currently submitted by the Proponents of the project include an access gate to the airport property. Access though this gate is intended for emergency access to the Self-Storage facility but CPAD is concerned about its long-term presence. CPAD discussing the gate, ingress, etc., with CP CalFire.

**AIRPORT DISTRICT**

1. CALTRANS ANNUAL CREDIT: With the State budget in chaos, the 2020 annual \$10,000 credit that all airports usually receive is uncertain. We had earmarked this for continued mitigation of priority obstruction trees. Our paperwork is in. Wait and See.
2. ONGOING: CARES ACT: CPAD is still waiting on confirmation that the O61 account in the SOARS system is operational. It's been a long road to obtain our allocated "emergency" Covid funding (\$30,000). A painful experience with the FAA.

**APPENDIX OF ONGOING ITEMS - ALL CATEGORIES**

**1. SECURITY/CHAIN LINK FENCE MATTERS**

Last month's report introduced the need for closing the fence gap at the airport's main gate on Mira Loma Drive. The same vendor that has helped CPAD with fence repairs in the north overrun and access gate in the south overrun submitted a bid of just over \$2100. Because the new posts will be into concrete hanging out over the creek, the labor component is higher than if on solid ground. This is a priority for airport security because it is a simple step to walk around the end of



the existing fence and gain access to the ramp. From there, opening the pedestrian gate from the inside or opening the vehicle gate is a simple task!

2. **SECURITY/AUTOMATIC GATE CONTROLS:** Investigating alternatives to manage and control access through the existing Mira Loma automatic vehicle gate and a future automatic vehicle gate at the Cameron Park Drive midfield access (transient ramp). There are numerous supporting reasons to both update the access controls and to install automation mid-field.
5. **ONGOING: TREE ORDINANCE CLARIFICATION:** A letter to the EDC Transportation Commission was prepared and transmitted to the Executive Director asking for guidance on potential conflicts between the County's oak ordinance and directives from CalTrans or CalFire regarding removal or obstructions or fuel reduction, respectively. Their response pointed us to pursuing an exemption through the Planning Dept and Board of Supervisors.
6. **ONGOING: AGING TIEDOWN CHAINS:** This is a [long] standing project that keeps getting demoted. Many chain sets are well-rusted and need replacing. Director Terry Bohlen researched and found FAA compliant chains and hooks for acquisition. Volunteer?
3. **ONGOING: BOEING STREET SURFACE MARKING:**
4. **ONGOING: Replace the yellow "X" with Caltrans compliant surface marking:** Jurisdiction question
5. **ONGOING: FOD:** The airport acquired a powerful backpack-style blower. If you do not like gravel on the airport surfaces and are looking for something to do, drop by the office to be checked out with the blower and have at it!
6. **THINGS O61 COULD USE:** If you have these items as a spare or something you are willing to donate, the airport side of the District could use any of the following. Dropping off at office is helpful or Kevin can come by to pick up.
  - a. Golf cart (CPAD cart stopped working last week!) or Pick Up Truck (seriously)
  - b. Donations of Round-Up concentrate
  - c. Bottle jack for the AOG shed