



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

AIRPORT MANAGER'S REPORT: NOVEMBER 2020

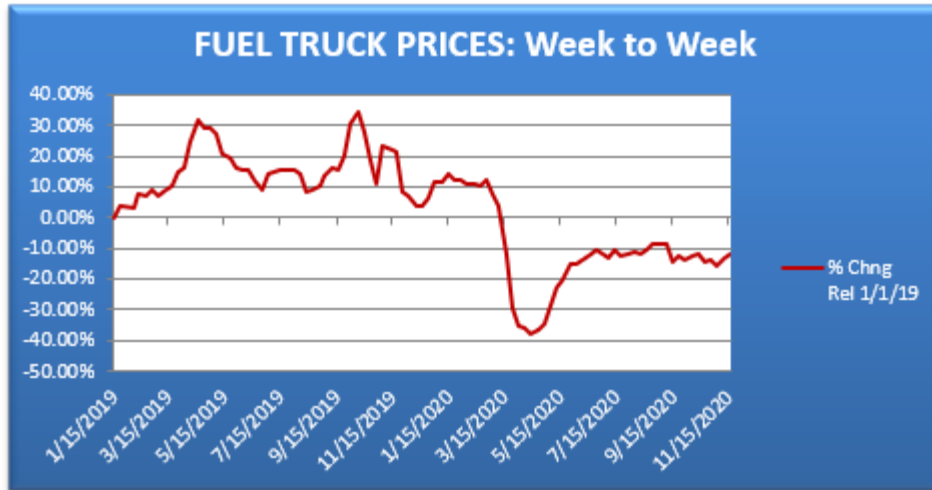
"FBO"

1. TENANT STATUS:

- a. All hangars leased, tiedown ramp at capacity. Wait lists were confirmed (annual exercise) by email and 23 hopefuls responded. Hangar, 23 names; Tiedown, 6 names. Continued frequent inquiries for both.
- b. All active tiedown and hangar tenants are current as to rent.
- c. Confirming status of tenant insurance certificates (CPAD as named insured)
- d. Monthly rent/lease income is stable – The long list of names for the hangars begs the routine question of whether the lease rate is correct. Several points to consider:
 - Grant assurances for public-use *Residential Through The Fence* Airports, like ours, require that costs to maintain the airfield be equitable across public users of the airport (our tenants) and the RTTF users of the airport (CPAD residents). Presently, we are out of balance to the detriment of the airport district.
 - Increases to hangar and tiedown rents will arguably exacerbate the imbalance.
 - CPAD lease rates are already close to market, depending on the hangar amenities. Because of the limited number hangars and tiedowns, even gross changes in rents will be insufficient to overcome budgetary needs.
- e. Accordion doors on hangars 1-4 are in dire need or significant service or, preferably, replacement. Assembling info on options that will work with low overhead clearance and lack of support infrastructure.

2. FUEL SYSTEM

- a. Fuel Price:
 - i. Price of fuel off the truck remains stable with a slight uptick. A new load was purchased in mid-November with a modest increase in the retail price. O61 is competitive with rates within 50 miles.



- ii. Sales: Strong sales in October, up ~65% YOY. November is comparatively low for this year and against last November (pre-Covid).

	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	3,091	2,079	5,170	3,784
NOV MTD	1,547	1,032	2,580	3,845
NOV EST			3,518	

- b. Pumps: Spurious issues with pump #2 failing to pressurize. Assessing options to properly diagnose (this is a long-standing transient issue with both pumps 1 & 2) but anxious that it could unfold into an expensive repair.
 - c. Static Reels: Those poor beasts continue to take a flogging. The bumper tennis balls on the wires left town.
3. OFFICE - GENERAL
- a. Transitioning CPAD’s online presence (email, website, Constant Contact, etc.) from a ‘dot-com’ domain to a ‘dot-org’ domain. This effort is to avoid distractions at regulatory and grant agencies when there is an appearance the airport is a privately

owned/for-profit facility rather than a small government, public use airport. A permanent sign on the interior side of the brick pillar at the entrance to the airpark will show the website's new URL.

- b. Monthly Financial Reports: Fuel history binder was created in the office to complement the district's financial reports binder. Copies can be viewed at the office or, preferably, send the office a request and PDFs of the financials will be sent by reply.
- c. Asset Tracking: Inventory list of office equipment (newly donated computers, thank you FFC and Knud Kirkegaard) and field equipment (saw, blower, etc.) were updated and given metalized/serialized tracking stickers.
- d. Formation History: CPAD made a Public Records Request with the County to obtain what is available regarding non-confidential (privileged) deliberations that led to the County transferring the airport to the newly formed district.



AIRPORT OPERATIONS

1. RECOVERING TIEDOWN USE: CPAD submitted a formal 7460 to our FAA Airspace Specialist for on-airport determinations. Many thanks to Dave Becker for retaining a surveyor to obtain fresh elevations to accompany the request. The FAA typically takes 6-10 weeks to respond. Hoping it can be on the short end of the timeline since this is a simple submission.
2. EQUIPMENT CONSOLIDATION: Continuing to consolidate CPAD-owed items from several tenant hangars to one location. Each hangar is given a lease reduction for permitting the airport to use some of the space for storage.
3. NOISE ABATEMENT & GENERAL OPERATIONS
Noise compliance was quite good in October/November; thank you to all operators.
4. VEGETATION
 - a. Residential burn permit (Cameron Park and Calfire/EDC) obtained. Planning to obtain a commercial permit (as we did in 2019) to enable slightly larger burn piles. Volunteer Burn Bosses needed!
 - b. Growlersburg Captain Chad Beckman is moving to a fire station. He will be replaced by Clint Siebert who is very familiar with CPAD and the airport.
 - c. Growlersburg crew worked the west ditch north of the culvert/creek. Piles of slash will be burned once permits are available.

CAMERON PARK AIRPORT

- d. Growlersburg can also do a controlled burn of the south overrun. It's the cheapest labor available but can accumulate a deficit (we're presently owing approximately \$1,900). Still, one cannot be that ROI.
- e. We need to figure out the mowing equipment/hardware situation. Cutting before attempting to lay down preemergent is critical. Lots of great options, but cost is constraining + need to cut very close to the ground (flail) to satisfy Calfire/CSD requirements.
- f. New cable for the walk behind DR mower is on hand, need installation. Volunteers invited to come over for a safety check-out and then use the mower along any of the fences and ditches. Endless fun and you will be popular with the coyotes.

AIRPORT DISTRICT

1. **RECORDING BOD MEETINGS:** The District has set up a YouTube channel for purposes of making video recordings of the required meetings available to the public. Working through the process with the YouTube account; currently, the platform says our video recordings are too long!
2. **ONGOING: CARES ACT:** CPAD contacted the FAA HQ Associate Administrator for Airports seeking help with the grant funding. A call from the west region finance manager (Dave Cushing) followed and there was appearance of progress (end of October). At the same time, Congressman McClintock's office responded offering to contact their FAA liaison. On FAA's request, documentation establishing CPADs pedigree separate from the county was resubmitted (same information provided with the 2000 APL grant and submitted for the CARES Act application in April 2020). As of 11/23/2020, the dialogue with McClintock's staff continues but the FAA is quiet.