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## AIRPORT MANAGER'S REPORT: JANUARY 2021

### "FBO"

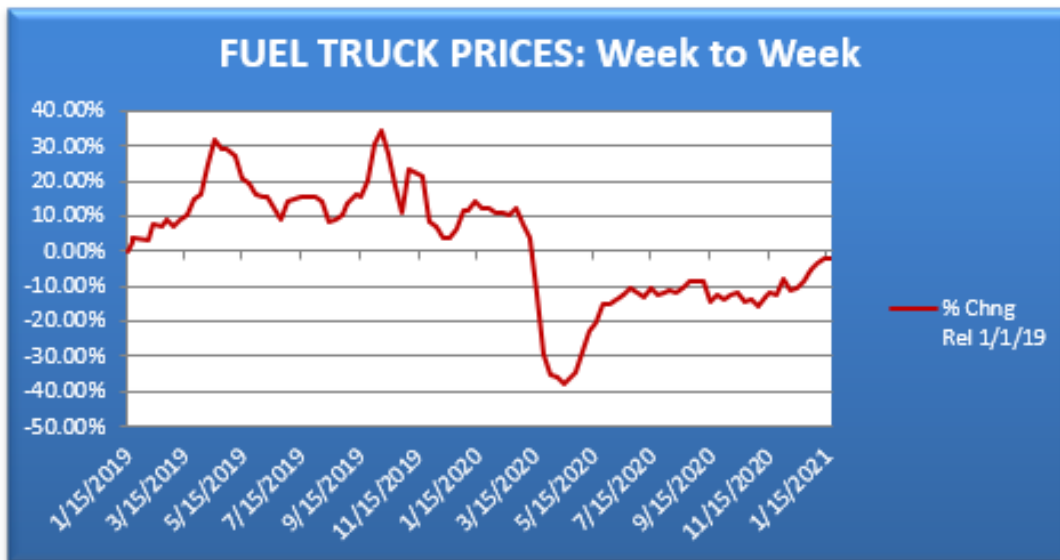
#### 1. TENANT STATUS:

- a. All hangars leased, tiedown ramp at capacity. Hangar list, 26 names; Tiedown list, 9 names. Continued frequent inquiries for both.
- b. All active tiedown and hangar tenants are current as to rent.
- c. Working on new contract template for CPAD tenants. Aiming to have the draft to Airport Counsel for review in early February; thereafter, to the Board for comment and potential adoption.

#### 2. FUEL SYSTEM

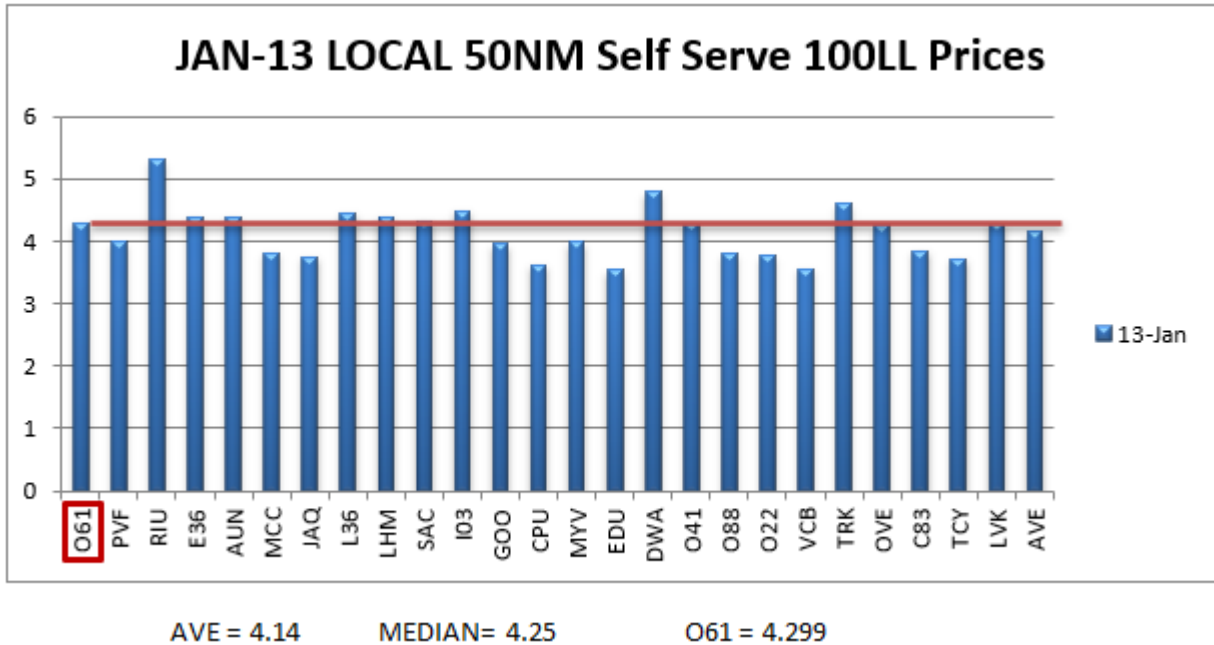
##### a. Fuel Price:

- i. Price of fuel off the truck continues to creep upward. It is trending higher and is nearing the baseline reference date of 1/1/2019.



Our fuel vendor, Epic, had warned that the Chevron fuel system in Richmond was scheduled to go off-line for maintenance. The shutdown date shifted outward several times and they were unable to pin down how long the dispenser rack would be closed; as such, we purchased a precautionary load of fuel to ensure we did not run out. The 100LL wholesale price has risen further since that purchase.

- ii. O61 retail pricing appeared to be above average as compared to similar airports and services within 50 miles; however, many of the dates reported by other airports in the cohort were over a month old. Price reporting is voluntary and typically changes only when an FBO makes a new purchase. As the airports in the cohort purchase their next load it is very likely that the average will approximate what O61 is presently charging (\$4.299/gal).



- iii. Sales: Month to Date we are just 144 gallons shy of what was purchased in January 2020 and, with simple straight-line extrapolation, we might move almost 500 gallons more this January than a year ago. The weather forecast is for rain, so we'll have to wait and see the actuals at month end.

	Pump 1	Pump 2	Month Totals	2019
JAN MTD	1,801	866	2,667	2,811
JAN EST	2,234	1,074	3,308	2,811

Touching on last calendar year's sales, O61's closing volume sold was 46,047 gallons as compared to 38,240 gallons in calendar year 2019; a full 20% increase in fuel sales while the District both increased its margin to support the airport and kept prices regionally competitive (and all that with a set of pumps having cantankerous attitudes).

- b. Report to the State Office of Fee & Taxation for the airport's 2020 fuel flowage was submitted and fees paid.

- c. Routine/regular bulk fuel checks demonstrate the new O-rings on the access covers are holding and no water is getting into the bunkers.
3. OFFICE - GENERAL
    - a. Several software options were identified that enable 'tagging' of electronic files (i.e., scanned files to convert the District's archive from paper to "electronic file cabinet"). Converting the archive to EFC is not in the budget; nevertheless, this information gathering exercise will facilitate our getting a handle on lost or misplaced critical information. Options are storing on a local computer, a local server, or the cloud.
    - b. Formation History: No work here in the last month other than to continue populating an O61 timeline as time in the airport office permits. A Public Records Request was made in November to both the county CAO office and LAFCO with the goal of the recovering institutional knowledge of the decisions, agreements, activities, transactions, etc., that guided district formation, obligations, operations, and viability.

### **AIRPORT OPERATIONS**

1. AWOS: Some spurious reports by the AWOS during the strong sustained winds in second week of January. MesoTech, our system vendor, is reviewing the data download to diagnose.
2. FAA: Contact made with our newly assigned airport planner to discuss several contemplated projects (including #6, below). Good relationship established... he is on the speed-dialer!
3. CHARGE CARD SOFTWARE: Epic Fuels rolled out a new web-based interface for charging fees to credit cards. A vast improvement over the retired version. Less chance for errors, better tracking, and better oversight. New processes are being drafted for the office Q-Ref binder.
4. MAIN AIR TRACTOR: We are still enjoying access to Main Air's small tractor for purposes of clearing debris from the south access gate (near Oxford) and to cut fire rings around burn piles. Very much appreciated!
5. FIRE BOTTLES: A condemned fire bottle at the north end of the field was replaced as were several of the protective plastic windows. Plastic pucks were placed in the bottom of each cabinet to lift the bottles out of any moisture that might lead to corrosion.
6. RECOVERING TIEDOWN USE: CPAD is waiting on the formal 7460 submitted in November to our FAA Airspace Specialist for on-airport determinations. Initial indications are favorable, but there are a couple of administrative matters to iron out. Stay tuned!
7. NEW HAZARD LIGHTS: Flight Light, Inc., distributes small-footprint LED (solar!) hazard lights (brochure attached). These units are a great possible solution to lighting obstacles on and around the airfield. Further exploration and discussion is necessary, but voluntary placement in certain places would certainly reduce our exposure at annual Caltrans inspections (not to mention improve safety).

8. NOISE ABATEMENT & GENERAL OPERATIONS

Noise compliance was good in January with only two calls. Frequently pilots drift *significantly* to the east or west during their northbound departures. One call about a very low approach (unwitnessed) to 31. We might want to consider a voluntary flying curfew from 10pm to 7am. Thank You to all operators for being safe and considerate.

9. VEGETATION

- a. Residential (Cameron Park) and EDC AQM burn permits were obtained. Volunteer Burn Bosses are still needed to address the accumulated on-airport slash. Continued patience and tolerance by those who find the smoke troublesome is appreciated. If we can recover the field and adjacent properties to a state where only annual maintenance is needed, the volume of catch-up burning will drop significantly.
- b. The larger DR mower is working and is available for brush cutting along the fences and ditches. Come over for a safety check-out and review of on-airport rules if you would like to help maintain the airfield.

10. CALFIRE EXPENSE: The Camp 33 crew provided extensive airspace-related help up in the Pine Hill Preserve. If you have not paused and looked to the south ridge, you will notice a significant difference/reduction in tree clutter. The Bureau of Land Management has been cooperative over the last few months as work was done on the ridge. Clean up of felled trees continues while we observe the access stipulations of BLM and the Department of Fish and Wildlife.

11. BUREUA OF LAND MANAGEMENT: Exploratory phase, but BLM is receptive, so far, to our request to add the spine of the south ridge in the Pine Hill Preserve to their regular maintenance cycle (e.g., when the firebreaks are refreshed, they would also clean the ridge to maintain clear space between the hazard lights).

12. AIRCRAFT TAX: Annual list of tenant aircraft conveyed to El Dorado County. Sorry folks, this is law.

**AIRPORT DISTRICT**

1. AUDIT RESPONSE LETTERS: The FY17 and FY18 audits were finished last summer and the District's responses to the auditor's findings were drafted. They are now before the Board for consideration and potential approval.
2. AUDITS for FY19 and FY20: RFPs were sent to three Sacramento area CPA firms to bid on our next round of financial audits. We will plan to deliver the source documents to the selected auditor after the close of FY20 in June of this year.
3. BOARD MEMBERS: Welcome Jeff Robertson to the BOD and Terry Bohlen for coming back! Mandatory ethics training, sexual harassment training can all be done, free of charge, through our account with the California Special Districts Association. There is not a way around the certifications, so please jump on that task ASAP!

4. FINANCE TAB ON WEBSITE: The website now has a new menu item under the Governance tab entitled “Finance.” As mentioned in December, CPAD meets all state transparency requirements; however, we can post financial documents such as the approved budgets and other operating information and have begun to do so. The postings also include the separate 2019 and 2020 annual reports for the Street Assessment District’s 2009-1 Bond (USDA loan).
5. RECORDING BOD MEETINGS: The District is still working on its YouTube channel intended to record public meetings. Troubleshooting our options because the platform returns a message stating our video recordings are too long and we are trying to avoid IT expense bloat.
6. CARES ACT: Knud and Burl have some good news!
7. AVIGATION: Renewing conversation with the County (Planning and Transportation Commission) regarding mandatory disclosures that attach to properties within the airport influence area.

# Red Solar Aviation Light AV-OL-70 & AV-OL-70-HI Avlite

## Compliance

- FAA AC150/5370-2F for construction and barricade installations
- ICAO Annex 14 Volume 1, 'Aerodrome Design and Operations', paragraph 5.3.17.7.

## Applications

- Solar Barricade Light
- Solar Caution Light
- Solar Taxiway Light (ICAO)
- Solar Threshold Light
- Solar Obstruction Light

## Features

- Solar powered, self-contained
- Integrated solar/battery system
- Dual internal high-performance solar modules angled to maximize solar collection
- Fast and easy to deploy - no programming
- IP68 waterproof rating
- User-replaceable battery in sealed battery compartment
- Ultra-high intensity LEDs (no changing lamps ever)
- Tough UV-stabilized LEXAN® polycarbonate lens and light base
- Automatic night activation

The AV-OL-70 is a field proven, low maintenance, self-contained solar LED light that is suitable for a variety of applications including general hazard, caution, barricade and low-intensity obstruction lighting.

Manufactured using latest in LED technology, the popular AV-OL-70 model boasts user-adjustable intensity and flash code settings that can be easily modified on site as required. Once activated, the light is ready for immediate operation and requires no operator intervention after installation.

Utilizing the two built-in, high performance solar modules to charge the battery during daylight hours and the internal photo diode to detect ambient light, the AV-OL-70 achieves true self-sufficient dusk-till-dawn operation in a small form factor environmentally sealed package that can be installed in minutes.

The versatile nature of the AV-OL-70 means it is also suitable for a range of taxiway applications.

## AV-OL-70-HI

The AV-OL-70-HI comes with a 16Ah battery and is a high intensity version of the popular AV-OL-70. It is ideal for use in high sunlight areas that receive a minimum of 3.5 hours of sun per day.



## Optional ON/OFF Switch & External Charging Port

This model can also be fitted with an optional, external ON/OFF switch for manual operation and/or an optional charging port for charging the battery while stored for extended periods.

## AV-SB-3 Solar Booster™

The AV-SB-3 Solar Booster™ can be connected to the AV-OL-70 light to provide additional solar collection for charging the battery. The Avlite Solar Booster™ can be used in areas of reduced sunlight to help ensure optimum battery charge.



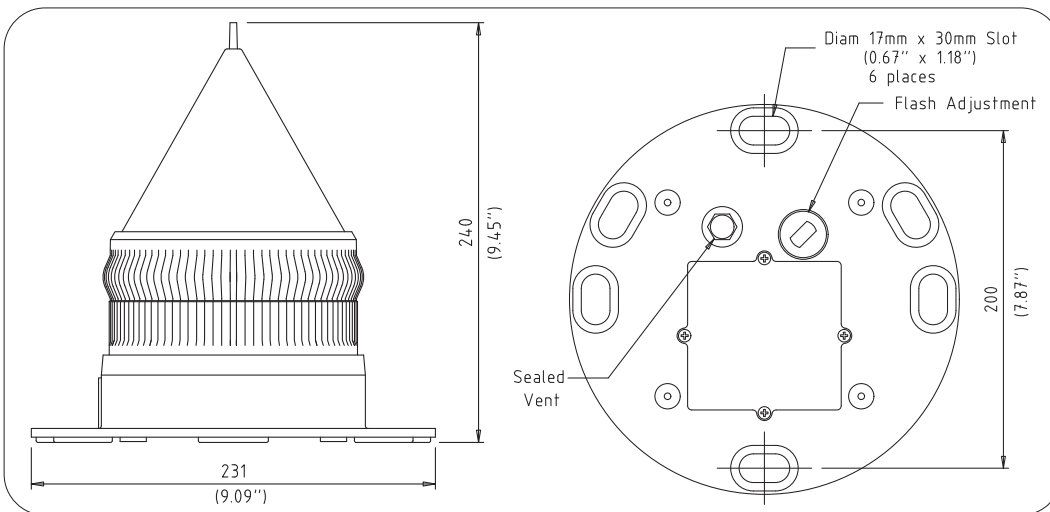
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Sacramento, CA, 95822, USA

SPECIFICATIONS * *	AV-OL-70	AV-OL-70-HI
<b>Light Characteristics</b>		
Light Source	1 LED	1 LED
Available colors	Red as standard. Other colors available on request, including IR	Red as standard. Other colors available on request, including IR
Peak Intensity (cd)†	10	10
Horizontal Output (degrees)	360	360
Available Flash Characteristics	>250 including steady-on (user-adjustable)	>250 including steady-on (user-adjustable)
Intensity Adjustments	Low: 25% Medium: 50% High: 100%	Low: 25% Medium: 50% High: 100%
LED Life Expectancy (hours)	>100,000	>100,000
<b>Electrical Characteristics</b>		
Operating Voltage (V)	3.6	3.6
Power (W)	@ 100% intensity: 0.2W	@ 100% intensity: 0.2W
Temperature Range	-40 to 80°C	-40 to 80°C
<b>Solar Characteristics</b>		
Solar Module Type	Multicrystalline	Multicrystalline
Output (watts)	2.5 (2 x 1.25watt)	2.5 (2 x 1.25watt)
Charging Regulation	Microprocessor controlled	Microprocessor controlled
<b>Power Supply</b>		
Battery Type	High grade NiMH – Environmentally friendly	High grade NiMH – Environmentally friendly
Battery Capacity (Ah)	8	16
Nominal Voltage (V)	3.6	3.6
Autonomy (nights)	Steady-on: 12 nights	Steady-on: 16Ah = 24 nights
<b>Physical Characteristics</b>		
Body Material	LEXAN® Polycarbonate – UV stabilized	LEXAN® Polycarbonate – UV stabilized
Lens Material	LEXAN® Polycarbonate – UV stabilized	LEXAN® Polycarbonate – UV stabilized
Lens Diameter (mm/inches)	140 / 5½	140 / 5½
Lens Design	External optics with interior flute design	External optics with interior flute design
Mounting	6 x 17mm holes on 200mm PCD	6 x 17mm holes on 200mm PCD
Height (mm/inches)	240 / 9½	240 / 9½
Width (mm/inches)	231 / 9¼	231 / 9¼
Mass (kg/lbs)	1.1 / 2½	1.1 / 2½
Product Life Expectancy	12 years plus	12 years plus
<b>Environmental Factors</b>		
Humidity	0 to 100%, MIL-STD-810F	0 to 100%, MIL-STD-810F
Icing	3.41kg per square cm / 48.5lbs per square inch	3.41kg per square cm / 48.5lbs per square inch
Wind Speed	Up to 160kph / 100mph	Up to 160kph / 100mph
Shock	MIL-STD-202G, Test Condition G, Method 213B	MIL-STD-202G, Test Condition G, Method 213B
Vibration	MIL-STD202G, Test Condition B, Method 204	MIL-STD202G, Test Condition B, Method 204
<b>Certifications</b>		
CE	EN61000-6-3:2007 EN61000-6-1:2007	EN61000-6-3:2007 EN61000-6-1:2007
Quality Assurance	ISO9001:2008	ISO9001:2008
Waterproof	IP68	IP68
<b>Intellectual Property</b>		
Patents	US Pat. No. 6,667,582. AU Pat. No. 778,918	US Pat. No. 6,667,582. AU Pat. No. 778,918
Trademarks	AVLITE® is a registered trademark of Avlite Systems	AVLITE® is a registered trademark of Avlite Systems
<b>Warranty *</b>	3 year warranty	3 year warranty
<b>Options Available</b>	<ul style="list-style-type: none"> <li>• IR LEDs</li> <li>• External ON/OFF Switch</li> <li>• External Battery Charging Port</li> <li>• Solar Booster™</li> </ul>	<ul style="list-style-type: none"> <li>• IR LEDs</li> <li>• External ON/OFF Switch</li> <li>• External Battery Charging Port</li> <li>• Solar Booster™</li> </ul>

\* Specifications subject to change or variation without notice  
 \* Subject to standard terms and conditions  
 † Intensity setting subject to solar availability



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 Sacramento, CA, 95822, USA



# Solar Powered ICAO Type A Low Intensity Obstruction Light AV-OL-75 Avlite

## Compliance

Low Intensity Type A Obstruction Light, ICAO Annex 14, Volume 1, Sixth Edition, July 2013, 'Aerodrome Design and Operations'

## Applications

- Wind Turbine
- Crane
- Buildings
- Towers

## Features

- Self-contained solar powered obstruction light with integrated solar/battery system.
- Dual internal high-performance solar modules angled to maximize solar collection.
- Save time, maintenance costs and increase safety by maintaining the light with your phone or tablet from the ground.
- Conveniently check the user-replaceable battery.
- Fast and easy to deploy - no programming.
- Ultra-high intensity LED (no changing lamps ever).
- Smallest and lightest self-contained ICAO compliant LIOL Type A Obstruction Light.
- IP68 waterproof rating.
- Tough UV-stabilized LEXAN® polycarbonate lens and light base.

The AV-OL-75 is a next generation, low maintenance, self-contained solar LED obstruction light designed to comply with ICAO LIOL Type A requirements. The model is suitable for a variety of applications including telecommunication towers, wind turbines, buildings and other structures up to 45 meters.

Manufactured using the latest in LED technology, the AV-OL-75 is an ultra bright, energy efficient and cost effective self-contained solar obstruction light with Bluetooth® connectivity for convenient servicing via your phone or tablet.

## Bluetooth® for Monitoring

Convenient servicing via the new Bluetooth® connected AvlitePro™ mobile application, the AV-OL-75 can be monitored from a distance up to 50 meters. An built-in solar calculator confirms the light's ability to operate at the set location, ensuring optimal operating performance.

## Dual High Performance Solar Modules

The AV-OL-75 boasts dual high performance solar modules which are tilted to obtain maximum sunlight capture, allowing



*Small Form Factor Obstruction Light with Bluetooth® Connectivity*



the unit to operate reliably in a range of low sunlight environments. The two built-in, high performance integrated panels charge the battery during daylight hours and the internal photo diode detects ambient light to achieve true self-sufficient dusk-till-dawn operation.

## Small Form Factor

The small form factor of the AV-OL-75 makes it the smallest and lightest self-contained ICAO compliant LIOL Type A obstruction light in the market. The new lights are compact, rugged and come fully self-contained. They offer rapid and easy installation due to the fact there is no external cabling or power required.

## Optional GSM Monitoring

The AV-OL-75 may also be fitted with GSM Cell-Phone Monitoring enabling users to access real-time diagnostic data. The system can also be configured to send out alarm SMS text messages or email alerts to designated operators should alarm conditions be triggered, such as low voltage or light failure.

## Ordering Codes

Fixture	Options
AV-OL-75	G1: GSM GX: No GSM SW: External ON/OFF switch CP: External charging port EX: Excluding battery SC: External ON/OFF switch & external charge port

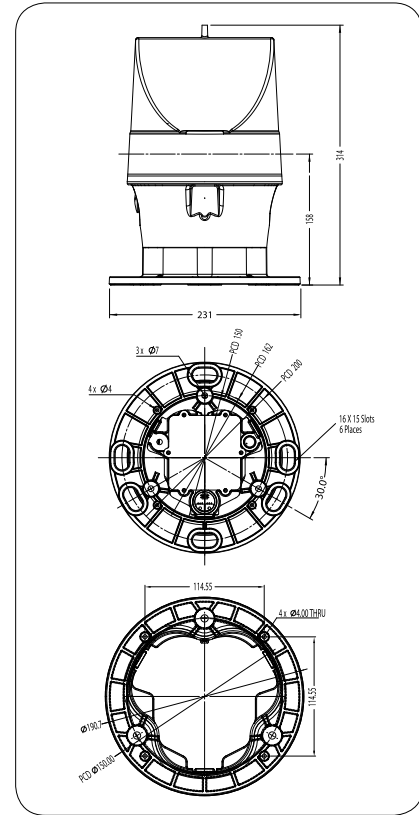
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Flight Light Inc., 2708 47th Ave.  
Sacramento, CA, 95822, USA



SPECIFICATIONS* AV-OL-75	
<b>Light Characteristics</b>	
Light Source	1 LED
Available colors	Red as standard.
Minimum Intensity (cd)†	10 cd - ICAO Type A
Available Operation Modes	Stand by, steady-on, dusk till dawn
LED Life Expectancy (hours)	>100,000
<b>Electrical Characteristics</b>	
Operating Voltage (V)	3.6
Temperature Range	-40 to 80°C
<b>Solar Characteristics</b>	
Solar Module Type	Monocrystalline
Output (watts)	2 x 2.5 watt
Charging Regulation	Microprocessor controlled
<b>Power Supply</b>	
Battery Type	High grade NIMH - Environmentally friendly
Battery Capacity (Ah)	21.5
Nominal Voltage (V)	3.6
Autonomy (nights)	Steady-on: 19 nights (14 hour nights)
<b>Physical Characteristics</b>	
Body Material	LEXAN® Polycarbonate - UV stabilized
Lens Material	LEXAN® Polycarbonate - UV stabilized
Lens Diameter (mm/inches)	140 / 5½
Lens Design	TIR
Mounting	6 x 17mm holes on 200mm PCD
Height (mm/inches)	240 / 9½
Width (mm/inches)	231 / 9 1/8
Mass (kg/lbs)	2.6 / 2 2/8
Product Life Expectancy	12 years plus
<b>Environmental Factors</b>	
Humidity	0 to 100%, MIL-STD-810F
Icing	21.9kg per square cm / 48.5lbs per square inch
Wind Speed	Up to 160kph / 100mph
Shock	MIL-STD-202G, Test Condition G, Method 213B
Vibration	MIL-STD202G, Test Condition B, Method 204
<b>Certifications</b>	
CE	EN61000-6-3:2007 EN61000-6-1:2007
Quality Assurance	ISO9001:2008
ICAO	Low Intensity Obstruction Light Type A - 2013
Waterproof	IP68
<b>Intellectual Property</b>	
Trademarks	AVLITE® is a registered trademark of Avlite Systems
<b>Warranty *</b>	3 year warranty
<b>Options Available</b>	<ul style="list-style-type: none"> <li>• GSM Monitoring</li> <li>• External ON/OFF Switch</li> <li>• External Battery Charging Port</li> </ul>
<b>Disclaimer</b>	Bluetooth connectivity can be subject to site specific conditions & device receiver quality.



AvlitePro™ mobile application provides Battery, Autonomy and Power data.

