



Operations Update: December 2020

To: Delta Tenants and Stakeholders:

Here are the operational updates for 2020. We accomplished quite a few things this year despite the Pandemic. The last DAPCOM meeting of the operations committee was held in November.

License Agreement with Metro Vancouver

RAA Chapter 85 received a 5-year renewal to operate Delta Heritage Airpark. Because of staffing shortages, Metro was unable to offer us a completely new agreement. We have to do with what we had for the last 5 years. No new terms have been offered to us. The good news is that we have obtained approval to operate the airfield for another 5 years providing we do it in accordance with the agreement terms as always.

Reporting Structure

This year we continue to report to Metro Vancouver Regional Parks, Central Office, Burnaby. We have an excellent relationship with the management team there. They are supportive of our operation because we follow the terms of our agreement strictly. You can help by respecting the conditions of your rental agreement, and knowing the terms of the License Agreement, and the Operational Rules and Procedures. These documents can be found on the website.

Governance

For those of you who are new to Delta Heritage Airpark, it might be enlightening to know something about the governance structure. Metro Vancouver is the owner of all the property. RAA Chapter 85 is the operator and has an agreement with Metro (the License Agreement) about the terms which guide our use of the property. DAPCOM is the Operating Committee which reports to RAA Chapter 85. In turn, Chapter 85 RAA reports to the Management Committee twice yearly. This group approves our annual budget and 10-year capital plan. The Management Committee is composed of members from Chapter 85, the parks system, the City of Delta, the neighbors, and representatives of various organizations. So, we have a lot of explaining to do if things go wrong!

Air Park Activities

Our usual slate of activities was significantly curtailed this year due to COVID-19. Pancake Breakfasts were cancelled, our annual July 1 Fly-In was not held and no Remembrance Day Ceremony was conducted. We did hold the annual Clean Up Day in June, however, encouraging physical distancing. Despite the pandemic, flying activities carried on as usual and the airfield was open for tenants and visitors. At the peak of the pandemic in the spring, the public parking lot was temporarily closed, and tenant traffic had to be routed along the commercial access road to the field. Our Caretaker, Gerard, was extremely helpful in facilitating this change of route.

Visitor Access

We had quite a challenge managing public activity this summer. The field attracted many visitors looking for places to stroll and to enjoy the ambiance. Unfortunately, some people were observed to climb on aircraft and touch propellers, and we had quite a dilemma deciding how to address this issue, whether to erect more fencing or simply warn of the danger. DAPCOM chose to go with a more welcoming approach and instead used signs to

educate the visitors about parked aircraft. The signs were placed at the front of each aircraft to remind people that aircraft were private property and not to be touched. It seemed to have worked. There was a significant reduction in tampering after the signs were placed.

Perimeter Fence

We are currently discussing whether to install further perimeter fencing at the air park. Our License Agreement states that the Association (Chapter 85) will establish a perimeter fence for public safety and for our insurance purposes. Our responsibilities as park managers are two-fold. We provide visitors an opportunity to view the activities and we are committed to keep their safety uppermost in our minds. Some stakeholders are in favor of improved security and others prefer to keep an open accessible appearance to the site. The arrival of visitors this summer required us to reevaluate what parts of the field are deemed “public” and what parts are “operational”. DAPCOM would prefer to promote limited access to the operational side of the field but at the same time be careful to recognise that we have a responsibility to guard public safety while protecting personal property of tenants.

Gates

DAPCOM installed a new electric gate at the tractor shed entrance. Installation and fabrication were completed by volunteers. The gate can be opened with a keypad located on the wall of the barn and is activated by inserting the traffic frequency for the air park. Key fobs are available for a minimal amount. Thanks to Ron Zeleschuk and friends. See Ron for additional details.

The red gate has been relocated to the end of the taxiway to allow movement of vehicles onto the field for events. Thanks to Gerard.

RAA Workshop Maneuvering Pad

A vehicle pad has been installed in front of the RAA Workshop. This gravel area is intended to facilitate the movement of aircraft in and out of the RAA Workshop and to allow delivery of equipment to the shop by trailer. A sliding gate will be installed at the entrance to control traffic in and out of the area. The pad was constructed with volunteer labor from Chapter 85. DAPCOM paid for the materials. Thanks to Pete Sleeman and team for the great job they did.

Fuel Sales

This calendar year we sold \$34,528.00 worth of AVGAS 100 LL. The fuel purchases amounted to \$40,533.00. This is not a true representation of fuel income and expenses but, it should be noted that fuel sales are a significant source of revenue for the airfield. DAPCOM keeps 70% of Net fuel sales and relinquishes 30% to Metro Vancouver. Although available to all aviators, the service primarily benefits air park tenants. Please consider using this service as much as possible so we can justify having it available for your use. At present there is no plan to sell MOGAS at the air park.

Fueling Aircraft

It is not permissible to handle fuel in the hangars at the airpark. Please restrict your fuel handling to areas outside the hangars. Fueling airplanes inside hangars is a contravention of your Contract for Aircraft Parking. Tenants may store one approved 30 L container of fuel in their hangar. Keep fuel handling away from ditches and collection basins. There is adsorbent located in each hangar and at the pumps in case of a spill.

Reminders

No Vehicles on the Grass in Winter:

Please avoid driving or parking on the grass during the winter. Driving on the grass in winter will create large ruts which are hard to repair when the field dries out in the spring. Deep ruts can damage an aircraft if rolled or moved onto them inadvertently.

Garbage Bin

The Metal garbage bin is not intended for disposal of personal household garbage. It is to be used for the disposal of airpark refuse only. The bin will be locked between pickups. To avoid placing “unapproved” items in the bin, tenants are expected to sort their garbage into the recycle containers in the shed beside the garbage box. Once the garbage has been sorted for recycling, leave the bag with garbage in the shed for Gerard to place in the metal bin.

Please do not leave furniture or appliances for disposal.

Stay safe for Christmas. Support our public health recommendations. Have a nice Christmas.

John Macready

Chairman
Delta Heritage Airpark Operating Committee