



# City of Camarillo

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RECEIVED

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Dept. of Airports

November 20, 2019

Ms. Erin Powers  
Department of Airports, County of Ventura  
555 Airport Way, Suite B  
Camarillo, CA 93010

(Sent via email and hand delivered)

**RE: City of Camarillo Comments on Draft Mitigated Negative Declaration for  
Proposed Cloud Nine Hangar Development at the Camarillo Airport**

Ms. Powers:

The City has received a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the proposed Cloud Nine hangar development, located on the northeast quadrant of the Camarillo Airport and provides the following comments:

1. An Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use ("Agreement") was entered into in October of 1976 (attached). Specifically, the Agreement includes Exhibit B – Camarillo Airport Restrictions ("Airport Restrictions"), which state:
  1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
  2. The airport operating hours will be from 7:00 a.m. to 10:00 p.m.
  3. The useable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
  4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
  5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
  6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.

The IS/MND fails to acknowledge the Agreement and the aforementioned Airport Restrictions contained in Exhibit B of the Agreement as applicable land use policies/regulations the project must comply or be conditioned to comply with. The

IS/MND ignores the restrictions placed on the operation of the Airport, especially the aircraft weight limit of 115,000 lbs and runway location/length limit of the most westerly 6,000 feet. Tables B1 and B2 of the IS/MND disclose the various types of aircraft that will potentially use the proposed hangars and the numbers of operations annually (3,850 operations annually). The IS/MND indicates that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. Even if this aircraft will not be operated at the maximum weight, it does not answer what the standard weight of such aircraft, or in other words, how can such aircraft operate without exceeding the weight limitation in the Agreement. The IS/MND does not address any safeguards or mitigation measures to ensure the maximum weight limit established in the Agreement is not exceeded.

The IS/MND also completely fails to acknowledge that the Agreement created the Camarillo Airport Authority ("Authority") specifically so that the County of Ventura and City of Camarillo could jointly review and oversee all airport development and surrounding land use planning. As such, it similarly fails to acknowledge that the Agreement clearly requires that this proposed Airport land use project and its environmental document be submitted to and brought before the Authority for a recommendation first, before the Ventura County Board of Supervisors considers granting its approval of the project. (Agreement, Sections 3 and 4.) Indeed, the Agreement requires the Ventura County Board of Supervisors to give full consideration to all Authority recommendations and precludes the Supervisors from taking any action inconsistent with the Authority's recommendations unless by at least a four-fifths vote. (Agreement, Section 9.)

At a minimum, the MND should be revised to:

- Acknowledge the existence and important role of the Authority and ensure the Project and the IS/MND are submitted to the Authority first, as required by the Agreement, so the Authority can provide recommendations to the Ventura County Board of Supervisors regarding the adequacy of the MND and on whether to approve the project; and
  - Acknowledge the proposed project's potential conflict with the Agreement's Airport Restrictions as a potentially significant land use impact and develop concrete mitigation measures to impose on the Project to ensure compliance therewith, including but not limited to measures to ensure no aircraft above the 115,000 lbs limit and that only the westerly 6,000 feet of the runway will be used and ensure those measures are monitored and enforced by the County going forward.
2. The Project Description on Page A-4 states, "The proposed hangars would be accessed by a ramp (also called an apron) on the south side of the hangars... The proposed aircraft ramp would be 84,000 sf (782.7 feet wide by 120 feet deep) to be located between the new hangars and existing taxiway pavement. This depth can

accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream G650, 2 two of the largest types of aircraft that are anticipated to use the airport. Based on the geotechnical report, the recommended taxilane pavement design could consist of six inches of asphalt, over five inches of stabilized base, over 10 inches of crushed aggregate base.”

The design of the taxilane pavement is over-engineered to accommodate large aircraft exceeding the weight limitation of 115,000 lbs., in violation of the Agreement’s Airport Restrictions.

3. The IS/MND does not use the standard CEQA Initial Study Checklist from Appendix G of the CEQA Guidelines, but rather, appears to use a different checklist and thresholds of significance developed by Ventura County. Based on the above comments and on our review it appears the IS/MND does not satisfy CEQA requirements and includes fairly cursory analyses and/or inadequate or improperly deferred mitigation of several potentially significant impact areas that may not have substantial evidence to support the ultimate conclusions, specifically in addressing the potentially significant adverse impacts associated with the following:
  - Air Quality
  - GHG emissions
  - Biological Resources
  - Noise/Vibration
4. The Mitigation, Monitoring, and Reporting Program does not adequately address how potential impacts to land use, air quality, GHG emissions, and noise/vibration will be mitigated as there are no analyses or mitigation measures proposed to ensure the project’s compliance with the Airport Restrictions set forth in the Agreement which were instituted to address environmental and land use concerns. The IS/MND acknowledges that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. The IS/MND must be revised to identify and require mitigation measures to ensure the proposed project’s compliance with the Agreement’s Airport Restrictions and that monitoring efforts will ensure that operation of the project similarly complies with all Airport Restrictions going forward.
5. The IS/MND fails to discuss or analyze potential land use impacts associated with the fact that the project site is located within the City’s Heritage Zone, as specified in the Camarillo General Plan Community Design Element. Section 10.2.5 of the Community Design Element states, “Development located within the Heritage Zone must utilize architectural styles that would be appropriate within the Heritage Zone such as Mission, Monterey, Early California, Spanish, Mediterranean, or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials, their colors and textures and the scale of the architectural elements within the building design.” In addition, section 10.4.3 Commercial Design Guidelines – Form and Massing part a. states, “Commercial projects located within the Heritage Zone should apply Spanish-style architecture and include the use of

natural materials.” In order to fully comply with the Heritage Zone requirements of the Camarillo General Plan, the City requests a landscape trellis be incorporated into the project design along Las Posas Road.

6. The IS/MND needs to be revised to indicate that an encroachment permit is required to be obtained from the City of Camarillo for all work located within the public right-of-way on Las Posas Road.
7. Based on the Agreement, the City’s role on the Authority and the other City permits required for the proposed project, the City is a Responsible Agency for purposes of this project’s CEQA review and compliance.
8. Transportation and Circulation, Section b. Pedestrian/Bicycle – The existing language, “Existing bicycle and pedestrian traffic on Las Posas Road will be accommodated by the project’s right-turn in/right-turn out only driveway connection,” infers that bicycle traffic will be forced to merge with the right-turn driveway traffic, which is a potentially significant safety impact. The IS/MND must be revised to acknowledge and develop mitigation measures to avoid potential impacts. Suggest incorporating mitigation measures and rewording to “Pedestrian traffic on Las Posas Road will be accommodated by a new sidewalk. Bicycle traffic on Las Posas Road will be accommodated by restriping the existing Class II bicycle lane. The design will be subject to City traffic engineer approval.”
9. Flood Control Facilities/Watercourses, Section a. Watercourses – VCWPD Facilities – Suggest deleting: “The post-development runoff flows will be the same as the pre-development levels.” The sentence prior to this in the IS/MND explains how the project is mitigating the excess runoff caused by the increase in impervious area. Further review is needed on how the runoff is handled in the interim and future widening of Las Posas Road. The stormwater detention feature should be sized to accommodate runoff from the ‘interim’ and ‘future’ widening of Las Posas as noted in the email to Dan Bianco on June 21, 2019.
10. Page A-7 Construction Activity – The document states that there will be a net export of 6,744 cubic yards. To where will the dirt be exported? If the dirt will be delivered to a site within the City of Camarillo limits, then, the receiving site must have a valid City of Camarillo Grading Permit. If the export is being hauled to a site outside of the City limits, but is using streets within the City limits, then a haul permit from the City of Camarillo is required. Further, the IS/MND is unclear whether the IS/MND determined the number of diesel haul trucks and routes that will be needed/used for the anticipated soil import/export activities and included those trips in the impact analyses for air quality, GHG emissions, noise/vibration and traffic/transportation.
11. Page B-51 Water Supply, section a. Quality Impact Analysis – Insert/add at the end of the No Impact paragraph, “If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a ‘will-serve’ letter.”

12. Page B-53 Waste Treatment and Disposal Facilities, section b. Sewage Collection/Treatment Facilities Impact Analysis – In the No Impact paragraphs, revise “City” to read “Camarillo Sanitary District” in all places. In the first paragraph after the first sentence, insert “The sewer service connection is consistent with a LAFCO approved Out-of-District Sewer Agreement No. 2017-3.”

In the second paragraph, revise the last sentence of the second paragraph to read, “Once the engineered plans are approved by the City of Camarillo/Camarillo Sanitary District, application for Camarillo Sanitary District sewer service permit will be submitted. Camarillo Sanitary District will issue a ‘will-serve’ letter if the engineering plans are approved by the City of Camarillo/Camarillo Sanitary District and connection fees have been paid to the Camarillo Sanitary District.”

13. The Water Supply and Waste Treatment and Disposal Facilities sections should reference the prior studies and analysis conducted in the Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016.

In conclusion, based on the comments provided above, the IS/MND is inadequate and fails to fully discuss and mitigate all of the proposed project’s potentially significant environmental impacts and should be revised and recirculated to address the issues noted herein.

If you have any questions, please feel free to contact Joseph R. Vacca, Director of Community Development at [jvacca@cityofcamarillo.org](mailto:jvacca@cityofcamarillo.org) or by phone at (805)388-5362. Alternatively, you may contact Jaclyn Lee, Principal Planner at [jlee@cityofcamarillo.org](mailto:jlee@cityofcamarillo.org), or by phone at (805) 383-5616.

Sincerely,



Dave Norman

Attachments: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

cc: Naftalia Tucker, Assistant Director of Public Works/City Engineer, City of Camarillo  
Dave Klotzle, Director, Public Works, City of Camarillo  
Joe Vacca, Director, Community Development, City of Camarillo  
David Moe, Assistant Director, Community Development, City of Camarillo  
Ken Matsuoka, Principal Civil Engineer, City of Camarillo  
Jaclyn Lee, Principal Planner, City of Camarillo  
Jason Samonte, Traffic Engineer, City of Camarillo  
Troy Spayd, Senior Civil Engineer, City of Camarillo  
Andrew Grubb, Senior Civil Engineer, City of Camarillo  
Brian Pierik, City Attorney

AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF  
CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOP-  
MENT AND SURROUNDING LAND USE

THIS AGREEMENT is entered into by and between the COUNTY OF VENTURA (hereinafter "COUNTY") and the CITY OF CAMARILLO (hereinafter "CITY") and shall become binding and effective upon the date of the last signature hereupon. The parties make the following recitals:

A. COUNTY has been granted possession of the major portion of the former Oxnard Air Force Base under lease from the Federal Government for use as a public airport facility (which facility is hereinafter referred to as the "Camarillo Airport").

B. COUNTY and CITY anticipate that fee title to the Camarillo Airport will be transferred from the Federal Government to COUNTY in the near future in accordance with COUNTY'S application therefor.

C. COUNTY'S application for transfer of Camarillo Airport calls for the establishment of a joint powers body representing COUNTY and CITY to oversee airport development.

D. Most of the Camarillo Airport and much of the land surrounding the airport is located within CITY.

E. COUNTY and CITY desire to achieve maximum mutual cooperation in the development of Camarillo Airport and to maintain a balanced perspective in fulfilling COUNTY aviation requirements within a framework of continuing community sensitivity.

10/13/76

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F. COUNTY and CITY objectives will be realized by a joint exercise of powers by and between COUNTY and CITY to form a joint review body to oversee airport development and surrounding land use planning.

Based upon the foregoing recitals, the parties do hereby agree as follows:

1. COUNTY and CITY do hereby jointly exercise their powers and create the Camarillo Airport Authority (hereinafter "Authority").

2. The Authority shall be composed of two members of the Ventura County Board of Supervisors, which members shall be selected by the Board of Supervisors; two members of the Camarillo City Council, which members shall be selected by the City Council; and a fifth member to be selected by a majority of the other four members.

3. The Ventura County Board of Supervisors shall not give formal approval or otherwise act upon any matter brought before it pertaining to development, operation or any other matter at the Camarillo Airport until the matter shall have first been submitted to the Authority and a recommendation received therefrom.

4. The Camarillo City Council and the Ventura County Board of Supervisors shall not grant any approval or take any other action in respect to any land use matter within the Camarillo Airport Zone until the matter shall have first been submitted to the Authority and a recommendation received therefrom. "Any land use matter within the Camarillo Airport Zone" shall mean actions relating to zoning, master or general planning, use permits and all other exercises

of the police power which regulate the development of the area designated in Exhibit A, attached hereto and incorporated herein by this reference.

5. COUNTY shall operate the Camarillo Airport in a manner consistent with the restrictions specified in Exhibit B, attached hereto and incorporated herein by this reference. The restrictions shall not be modified, except in emergencies, until the proposed modification shall have first been submitted to the Authority and a recommendation received therefrom.

6. COUNTY and CITY shall exercise their police powers so as to maintain the compatibility of the land within the Camarillo Airport Zone with aviation use and shall not allow uses inconsistent therewith.

7. The Authority shall act expeditiously and avoid unreasonable delays in formulating recommendations for the Ventura County Board of Supervisors and the Camarillo City Council. Any matter submitted to the Authority shall be deemed to have been approved following the expiration of sixty (60) days following submission unless a majority of the members of the Authority shall have denied or taken other action on a matter submitted to it.

8. Notwithstanding the provisions of paragraphs 3 and 4, the Camarillo City Council and the Ventura County Board of Supervisors may act on any matter prior to (1) receiving a recommendation from the Authority or (2) the expiration of sixty (60) days, whichever occurs first, to the extent that such action may be required by law. In the event of a requirement for early action on any matter to be submitted to the Authority, such matter shall be submitted to the Authority at the earliest possible date and the Authority shall be given notice of the date by which action must be taken.



9. The Ventura County Board of Supervisors and the Camarillo City Council shall each give full consideration to all recommendations of the Authority and shall not take any action inconsistent therewith unless by at least a four-fifths vote.

10. The Authority shall hold monthly meetings at a time chosen by members of the Authority. Special meetings may be called by the chairman, vice chairman or any three members. The Authority shall promulgate and adopt rules for the orderly conduct of its meetings and affairs.

11. The Authority shall elect from its members a chairman and vice chairman to serve for one year. Elections shall be held in January.

12. COUNTY shall, without cost to CITY, provide staff and secretarial support to the Authority, which said support shall include the taking of minutes at all Authority meetings, the preparation and distribution of agendas for Authority meetings and coordination of Authority business with CITY staff.

13. All additional expenditures which are recommended by Authority shall be paid by COUNTY subject to COUNTY'S prior approval. The provisions of paragraph nine, pertaining to the four-fifths vote requirement, shall not apply to funding approvals. In the event COUNTY fails to approve any proposed expenditure, the expenditure shall not be incurred unless and until the manner of payment is mutually agreed upon between the parties hereto.

14. The debts, liabilities and obligations of the Authority shall be solely the debts, liabilities and obligations of the Authority and neither the CITY nor the COUNTY shall be liable therefor.

15. The term of this agreement shall be for perpetuity; provided, however, that if COUNTY is precluded from operating the Camarillo Airport for public airport purposes, then this agreement shall be of no further force or effect.

16. This agreement may be modified at any time by mutual agreement of the parties.

COUNTY OF VENTURA

By *Robert L. Hamm*  
Chairman, Board of Supervisors

ATTEST:

ROBERT L. HAMM, County Clerk,  
County of Ventura, State of California, and ex officio Clerk of the Board of Supervisors thereof.

By *Raymond*  
Deputy Clerk



CITY OF CAMARILLO

By *Robert H. Quinn*  
Mayor

ATTEST:

By *Kan Keller*  
City Clerk

## EXHIBIT A

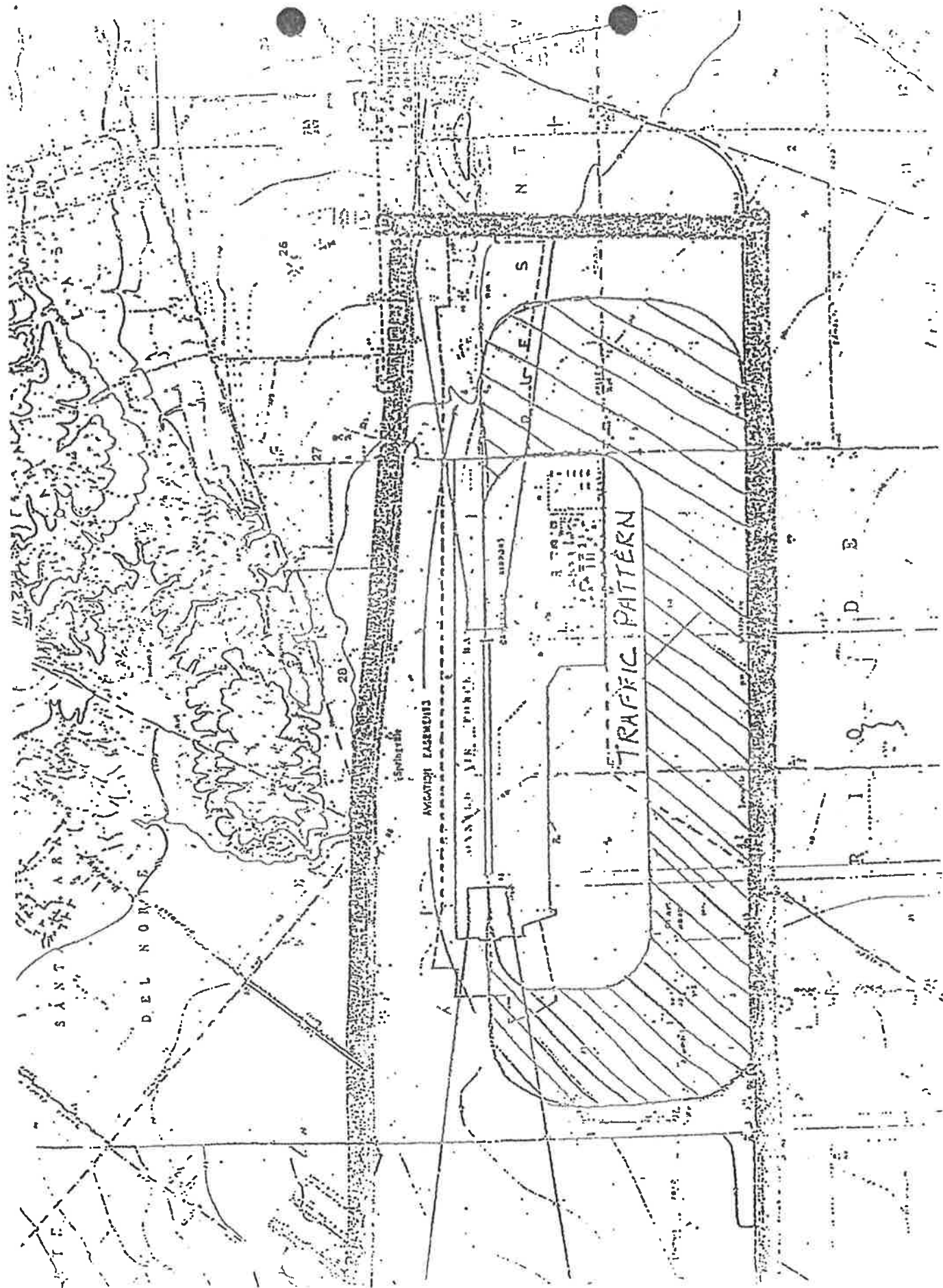
The "Camarillo Airport Zone" shall consist of the area bounded by the following:

Highway 34 to the south; the southerly extension of Carmen Drive to the east; Highway 101 to the north; the western boundary of the Camarillo sphere of interest, as designated on the 1974 Camarillo General Plan, to the west.

## EXHIBIT B

### CAMARILLO AIRPORT RESTRICTIONS

1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
2. The airport operating hours will be from 7:00 AM to 10:00 PM.
3. The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.



## ATTACHMENT 1

### GENERAL AVIATION

General aviation includes all business and commercial, training, personal transportation, proficiency, and sport flying not classified as air carrier. General aviation includes air taxi or charter for revenue on a non-schedule basis (interstate limited to 30 passengers, 7,500 lbs. cargo), and intrastate freight carriers and interstate freight carriers which operate through exclusive long-term contracts (non-common carriers).

Excluded from general aviation are all air carrier operations. Air carrier operations consist of operations which are certificated by the CAB or the PUC and comprise the following:

- (a) CAB Certificate of Convenience & Necessity covers all interstate common carriers (services offered to public at large) on a regular schedule and route. CAB also certifies interstate air taxi and charter aircraft with more than 30 seats which operate for revenue on a non-scheduled basis. CAB certifies all interstate common carrier freight airlines also, including air taxi over 7,500 pounds of cargo carried.
- (b) PUC certifies all air carrier (people) of any size which operate on a regularly scheduled basis over scheduled routes for revenue. This includes third level carriers such as Golden West. PUC does not certify intrastate freight air carriers.

AMENDMENT #1

"AGREEMENT BETWEEN COUNTY OF VENTURA AND  
CITY OF CAMARILLO PERTAINING TO CAMARILLO  
AIRPORT DEVELOPMENT AND SURROUNDING LAND USE"

1. WHEREAS, the County of Ventura and the City of Camarillo, in October of 1976, entered into a joint powers agreement pertaining to Airport Development and Surrounding Land Use; and
2. WHEREAS, said agreement provides for the formation of the Oxnard Airport Authority and selection of members thereof; and
3. WHEREAS, the Authority now wishes to amend the "Agreement" to allow alternate members to be appointed and vested with certain voting authority;
4. NOW, THEREFORE, it is hereby resolved that the "AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOPMENT AND SURROUNDING LAND USE" be amended as follows:

pg 2 para 2 "Composition of Authority"

Add: "Members of the Board of Supervisors may be selected by the Board of Supervisors as alternates, and members of the City Council may be selected by the City Council as alternates". An alternate to the fifth member (public member) may be selected by a majority vote of the other four Authority members. "Such designated alternate(s) may be a voting participant(s) at an Authority meeting at such time as the regular member(s) representing his/her jurisdiction is not in attendance".



ARNOLD LAROCHELLE MATHEWS  
VANCONAS & ZIRBEL LLP

Writer's Email  
rkwong@atozlaw.com

November 19, 2019

*Via FedEx – Overnight and E-Mail*

Erin Powers, Projects Administrator  
Judi Krauss, Environmental Planner  
County of Ventura, Department of Airports  
555 Airport Way, Suite E  
Camarillo, CA 93010

Subject: County of Ventura, Department of Airports; CloudNine at Camarillo Project;  
Draft Mitigated Negative Declaration and Initial Study

Dear Ms. Powers and Ms. Krauss:

Our firm represents Airport Properties Limited, LLC (“APL”), whose president is Jerry Alves, a long-term master lease holder of Camarillo Airport property adjacent to the proposed 7-acre CloudNine at Camarillo Project (“CloudNine”) which involves the development of four (4) private commercial airplane hangars (100,800 sf) and offices (20,650 sf). The CloudNine project also involves a discretionary project approval from the County of Ventura (“County”), through its Department of Airports (“DOA”). County DOA is thus the lead agency under the California Environmental Quality Act (“CEQA”) (Pub. Res. Code §21000 et seq.) for the CloudNine project. This letter is written on behalf of APL and is both a request for additional time to respond to the above-referenced Draft Mitigated Negative Declaration and Initial Study (“MND”) as well as preliminary comments to the MND given the truncated, non-CEQA compliant time provided to my client for doing so.

**1. Inadequate Notice of Availability and Intent to Adopt MND pursuant to 14 California Code of Regulations (“CCR”) §15072**

In early March 2019, an APL public records request uncovered a January 16, 2019 letter from the developer of the CloudNine project inquiring about the feasibility of basing Boeing Business Jets (“BBJs”) at Camarillo Airport through the CloudNine commercial hangar development project. As you are aware, BBJs are a private version of a Boeing 737-800, the 150-passenger aircraft used by many airlines such as Southwest, Alaska and United. These aircraft weigh about 103,000 pounds with zero fuel and can weigh as much as 174,000+ pounds. Having

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Erin Powers, Projects Administrator  
Judi Krauss, Environmental Planner  
County of Ventura, Department of Airports  
November 19, 2019  
Page 2

these aircraft stored in in the CloudNine hangar project raises numerous environmental issues since it is abundantly clear that most missions by these aircraft would rarely be local flights and would involve fuel and passenger loads making their anticipated take-off weight to be in excess of 130,000 pounds up to the maximum of 174,000+ pounds.

On April 25, June 24, September 13, and October 28, 2019, APL and its attorney Mark F. Sullivan, attempted to obtain public information and public records from DOA regarding the CloudNine project and the possibility of storing BBJs at Camarillo Airport. Each time, DOA either denied APL's request or asserted an exception to public disclosure under the Public Records Act. However, following a November 7, 2019 letter from APL to DOA about the CloudNine project, DOA responded with an e-mail dated November 8, 2019, stating that documents about the CloudNine project which were previously withheld as privileged "[have] now been made public." APL and its attorney, Mark F. Sullivan, were directed to the DOA website and advised to open the CloudNine tab to see a notice of availability of an MND and to separately navigate to a Projects Update link to review the actual MND. Although it is unclear when the MND was posted on the DOA website, the MND document itself states that the public review and comment period started on October 21, 2019 and ends on November 20, 2019. During the entire time of APL's requests for CloudNine information from April to October 2019, County DOA did not mail, e-mail or transmit the Draft MND for CloudNine to APL or APL's attorney. All of these communications are incorporated herein by reference.

14 CCR §15072 sets forth the legal mandates for a lead agency (in this case, the County DOA) when giving notice of its intent to adopt a MND to the public, responsible agencies, and trustee agencies. Subdivision (b) of Section 15072 required the DOA to "mail a notice of intent to adopt a negative declaration or mitigated negative declaration to the last known name and address of all organizations and individuals who have previously requested such notice in writing." Moreover, subdivision (b) of 15072 provides three (3) public notice procedures that help a lead agency provide adequate public notice for the proposed MND. In particular, 14 CCR §15072(b)(3) indicates that direct mailing to the owners and occupants of property contiguous to the project is not only another means of providing adequate public notice but it underscores the standing of adjacent/contiguous property owners and occupants like APL regarding the potential impact of a discretionary development like CloudNine. And it is important to note that it is CEQA policy "to provide more meaningful public disclosure" about a project's potential effects on the environment (Pub. Res. Code §21002.1(e)) and to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities" (14 CCR §15002(a)(1)).

Given the facts and the applicable CEQA law and regulations above, County DOA has not provided CEQA-compliant notice of the CloudNine project to my client APL or APL's attorney. This is especially true when prior written correspondence from APL to DOA about the CloudNine project put DOA on actual notice that APL was interested in and concerned about the CloudNine project and its potential effects to the environment. DOA, for whatever reason, failed to provide notice of availability and intent to adopt an MND for the CloudNine project to APL when it is clear from APL's correspondence that APL was an interested and affected member of the public.

DOA was also negligent in not mailing this CEQA notice to all the owners and occupants/lessees of Camarillo Airport property.

DOA's failure to live up to CEQA's robust public information provisions is amplified by its abuse of the Public Records Act's exemption provisions for certain types of public documents in its possession and development. In other words, County DOA may not claim a Public Records Act exemption from public disclosure about a document ("Draft MND") and also claim that the Draft MND was available for public review and comment. APL and APL's attorney had an open request about the CloudNine project pending at the start of the MND public comment period on October 21, 2019 but this request was rebuffed and did not result in their receipt of the Draft MND information from DOA until November 8, 2019. This is an unacceptable and CEQA-violating eighteen (18) days after the start of the public comment period. This CEQA violation left APL with only twelve (12) days to review and respond to the Draft MND. Twelve days does not meet the CEQA regulatory minimum of twenty (20) days to review an MND in accordance with 14 CCR §15105(b). This failure to provide adequate public notice constitutes a prejudicial abuse of discretion because DOA "has not proceeded in a manner required by law." Pub. Res. Code §21168.5.

On November 12, 2019, APL's attorney requested an extension of time for the comment period. This was denied on November 14, 2019. This letter was APL's request for an extension of eighteen (18) days or until December 9, 2019 to review and respond to the Draft MND for the CloudNine Project. This letter is yet another request for such an extension of time given the County DOA's failure to abide by CEQA public noticing policies and procedures.

The following comments on the CloudNine Draft MND are provided to DOA as preliminary comments given the truncated time to review the Draft MND. We provide these comments on APL's behalf reserving all rights to provide further CEQA comment during the County's discretionary review and consideration of the CloudNine project. These comments are also provided to ensure that APL, at minimum, has proper standing to legally challenge any project approval by the County based on this Draft MND.

**2. Draft MND for CloudNine violates CEQA because it fails to adequately define and describe the whole of the CloudNine project**

The CloudNine project description on pages A-2 through A-10 of the Draft MND is inadequate because it does not accurately describe and define the whole of the project in accordance with 14 CCR §15378. Section 15378(a) defines a CEQA project as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Although the Draft MND does describe the project's site grading, related public works/drainage construction and actual hangar construction activity as direct physical changes to the environment, it completely fails to describe the indirect physical change in the environment caused by the accommodation, storage and operation of BBJs if that is permitted in these new hangars. While it is true that some of the



executive jets that currently operate out of Camarillo have wingspans almost as large as that of a BBJ, the BBJ has a significantly greater gross take-off weight requiring an order of magnitude increase in power with a corresponding increase in noise and vibration. The Draft MND fails to analyze the impact of BBJs even though it states on page A-4 that the depth of the proposed new hangars “can accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream 650, two of the largest types of aircraft that are anticipated to use the airport.” Moreover, MND Appendix B: Noise, Air Pollutant, and Greenhouse Gas Modeling at page B-3 clearly states that 312 annual operations of the BBJ and Gulfstream, each, are included in this technical analysis for the CloudNine project. There is no explanation why this information was not included in the body of the MND, especially the project description.

The environmental analysis of the creation of hangars that are designed to hold such large passenger aircraft must necessarily also include the environmental impact of those large aircraft flying into and out of the Camarillo Airport in order to use those new hangars. Such environmental impacts from these types of aircraft are reasonably foreseeable under the terms and conditions of the CloudNine project. Moreover, the Draft MND neither acknowledges nor discusses the proposed project in light of the 1976 Joint Powers Agreement (“JPA”) by and between the City of Camarillo and the County of Ventura over the land use development of the Camarillo Airport which restricts aircraft at the Camarillo Airport to 115,000 lbs. in size as set forth on page 4a7 of the JPA. These simple facts are part of the whole CloudNine project and it is wrong under CEQA for County DOA not to include such facts as part of its project review.

**3. Draft MND for CloudNine violates CEQA because it fails to adequately identify and inform the decision-making body and the public about the project’s potential to cause significant noise and vibration impacts**

Because the Draft MND fails to describe and define the whole of the proposed CloudNine project, it fails to adequately identify the project’s potential to cause significant noise and vibration impacts from the accommodation of such larger aircraft. The CEQA Guidelines Appendix G checklist consists of sample questions divided into categories of potential physical impacts a project may have. With respect to noise, the Appendix G checklist asks whether the project would result in “[a] substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.” (CEQA Guidelines, Appen. G, § XII, subd. (d).) CEQA case law provides that “the lead agency should consider both the increase in noise level and the absolute noise level associated with a project. (*Environmental Planning & Information Council v. County of El Dorado* (1982) 131 Cal.App.3d at p. 354, . . . [CEQA “concerns itself with the impacts of the project on the environment, defined as the existing physical conditions in the affected area”]; Pub. Resources Code, § 21060.5 [defining environment]; *Berkeley Jets, supra*, 91 Cal.App.4th at p. 1382, 111 Cal.Rptr.2d 598 [concluding the “potential noise impact of increased nighttime flights mandate[d] further study”]; *id.* at pp. 1381–1382, 111 Cal.Rptr.2d 598 [where there had been no “meaningful analysis of existing ambient noise levels”].)” quoted in *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733; see also 14 CCR §15064(d)(1) to (d)(3) and MND at pages B-2 and B-34 to B-37.

Given this CEQA case law mandate, the MND Appendix B: Noise, Air Pollutant, and Greenhouse Gas Modeling, which spends barely 4 pages out of a total of 58 pages discussing the noise impacts from the CloudNine project, is inadequate and fails to address noise impacts from an ambient noise level and absolute noise level associated with the whole project. Nothing in those pages discusses the BBJ and Gulfstream 650 jets noise levels relative to the existing aircraft fleet mix currently operating at the Camarillo Airport and thus any change to the noise environment is difficult to discern from what is revealed by the MND. Vibration levels of these larger jets is not discussed at all in the MND and that is an abuse of discretion under CEQA.

Also, in reviewing the MND, we note that the noise map at page B-33 only shows noise levels immediately around the runway, but title 14, Code of Federal Regulations, Part 150, Appendix A – Noise Exposure Maps requires information on flight tracks for 30,000 feet (5.5 miles) from the runways with expected altitudes, etc., for approach and/or departure. See attachment for a copy of this portion of the Code of Federal Regulations. Moreover, 49 United States Code §47500 et seq. requires noise compatibility studies for airports in order to be federal grant eligible. Since the Camarillo Airport NE Hangar Project is dependent on federal grants for taxiway improvements related to the CloudNine project – it is imperative that County DOA include Noise Exposure Maps and Compatibility Studies consistent with federal law and regulations in their CEQA analysis for this project. Failure to do so is another instance of abuse of discretion under CEQA.

Together, these failures to identify noise and vibration from these large jets flying into and out of Camarillo Airport is a clear violation of CEQA's informational mandate. The draft MND must be revised and recirculated with a complete noise and vibration study based upon the whole of the project that involves aircraft hangers designed to hold aircraft with gross take-off weights in excess of 174,000 pounds in size with their attendant jet engine noise and vibration as they use the flight path that brings these jets over a church (St. Mary Magdalene in Old Camarillo), a historic site (the Camarillo Ranch), Leisure Village in the Santa Rosa Valley, the new Village Commons development and park and the thousands of workers and shoppers at the outlet mall across the Camarillo Airport.

**4. Draft MND for CloudNine violates CEQA because it fails to provide feasible mitigation measures for the project's potential to cause significant noise and vibration impacts so that the project's noise and vibration impacts are mitigated to a level of less than significant**

And because the Draft MND fails to identify the project's potential to cause a significant environmental effect, it fails to mitigate those impacts to a level of less than significant. See 14 CCR §15071(e) [an MND must include mitigation measures in the project to avoid potentially significant effects]. The CloudNine Notice of Availability and Intent to Adopt a MND only identifies six areas of potentially significant environmental impacts (*i.e.*, air quality, biological resources, liquefaction, expansive soils, subsidence and transportation/traffic) which would be subject to CEQA's mitigation requirement (Pub. Res. Code §21002). Thus, the MND fails to



Erin Powers, Projects Administrator  
Judi Krauss, Environmental Planner  
County of Ventura, Department of Airports  
November 19, 2019  
Page 6

address or mitigate the potentially significant effect of the project on noise and vibration from the anticipated large jets at the Camarillo Airport. The Draft MND is defective on a threshold basis.

**5. Foregoing points constitute fair argument that CloudNine Project may have a significant adverse environmental impact and thus County DOA must rescind its decision to prepare MND and to prepare a Draft EIR for the CloudNine project instead**

If the County DOA is presented with a fair argument that a project may have a significant effect on the environment, the County DOA shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have significant effect. *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68; 14 CCR 15064(f)(1). This lack of an adequate noise and vibration study focusing on the larger jets using the Camarillo Airport may not, by itself, give rise to a fair argument that the CloudNine Project will in fact have significant noise effects, but this lack of increased and absolute noise from the project with the larger jets “does ‘enlarge the scope’ of the fair argument which may be made ‘based on the limited facts in the record.’” (*Sundstrom v. County of Mendocino, supra*, 202 Cal.App.3d at p. 311, 248 Cal.Rptr. 352.)” as quoted in *Gentry v. City of Murrieta* (1995), 36 Cal. App.4th 1359, 1382; see also *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733-735.

**Conclusion**

Primarily, this letter is a request for additional time to review and respond to the Draft MND because of the inadequate notice provided. Secondarily, this letter sets forth comments on the Draft MND showing its non-compliance with CEQA requirements.

Sincerely,

ARNOLD LAROCHELLE MATHEWS  
VANCONAS & ZIRBEL LLP

  
Robert N. Kwong

RNK:em  
Enclosure  
cc: Mark F. Sullivan

## **Appendix A to Part 150 - Noise Exposure Maps**

### **PART A - GENERAL**

Sec. A150.1 Purpose.

Sec. A150.3 Noise descriptors.

Sec. A150.5 Noise measurement procedures and equipment.

### **PART B - NOISE EXPOSURE MAP DEVELOPMENT**

Sec. A150.101 Noise contours and land usages.

Sec. A150.103 Use of computer prediction model.

Sec. A150.105 Identification of public agencies and planning agencies.

### **PART C - MATHEMATICAL DESCRIPTIONS**

Sec. A150.201 General.

Sec. A150.203 Symbols.

Sec. A150.205 Mathematical computations.

### **PART A - GENERAL**

**Sec. A150.1 Purpose.**

(a) This appendix establishes a uniform methodology for the development and preparation of airport noise exposure maps. That methodology includes a single system of measuring noise at airports for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise along with a separate single system for determining the exposure of individuals to noise. It also identifies land uses which, for the purpose of this part are considered to be compatible with various exposures of individuals to noise around airports.

(b) This appendix provides for the use of the FAA's Integrated Noise Model (INM) or an FAA approved equivalent, for developing standardized noise exposure maps and predicting noise impacts. Noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required by this part for the development of noise exposure maps or airport noise compatibility programs. Whenever noise monitoring is used, under this part, it should be accomplished in accordance with Sec. A150.5 of this appendix.

### **Sec. A150.3 Noise descriptors.**

*Airport Noise Measurement.* The A-Weighted Sound Level, measured, filtered and recorded in accordance with Sec. A150.5 of this appendix, must be employed as the unit for the measurement of single event noise at airports and in the areas surrounding the airports.

*Airport Noise Exposure.* The yearly day-night average sound level (YDNL) must be employed for the analysis and characterization of multiple aircraft noise events and for determining the cumulative exposure of individuals to noise around airports.

### **Sec. A150.5 Noise measurement procedures and equipment.**

Sound levels must be measured or analyzed with equipment having the "A" frequency weighting, filter characteristics, and the "slow response" characteristics as defined in International Electrotechnical Commission (IEC) Publication No. 179, entitled "Precision Sound Level Meters" as incorporated by reference in part 150 under § 150.11. For purposes of this part, the tolerances allowed for general purpose, type 2 sound level meters in IEC 179, are acceptable.

Noise measurements and documentation must be in accordance with accepted acoustical measurement methodology, such as those described in American National Standards Institute publication ANSI S1.13, dated 1971 as revised 1979, entitled "ANSI - Methods for the Measurement of Sound Pressure Levels"; ARP No. 796, dated 1969, entitled "Measurement of Aircraft Exterior Noise in the Field"; "Handbook of Noise Measurement," Ninth Ed. 1980, by Arnold P.G. Peterson; or "Acoustic Noise Measurement," dated Jan., 1979, by J.R. Hassell and K. Zaveri. For purposes of this part, measurements intended for comparison to a State or local standard or with another transportation noise source (including other aircraft) must be reported in maximum A-weighted



sound levels (L<sub>AM</sub>); for computation or validation of the yearly day-night average level (L<sub>dn</sub>), measurements must be reported in sound exposure level (L<sub>AE</sub>), as defined in Sec. A150.205 of this appendix.

**PART B - NOISE EXPOSURE MAP DEVELOPMENT**  
**Sec. A150.101 Noise contours and land usages.**

To determine the extent of the noise impact around an airport, airport proprietors developing noise exposure maps in accordance with this part must develop L<sub>dn</sub> contours. Continuous contours must be developed for YDNL levels of 65, 70, and 75 (additional contours may be developed and depicted when appropriate). In those areas where YDNL values are 65 YDNL or greater, the airport operator shall identify land uses and determine land use compatibility in accordance with the standards and procedures of this appendix.

Table 1 of this appendix describes compatible land use information for several land uses as a function of YDNL values. The ranges of YDNL values in Table 1 reflect the statistical variability for the responses of large groups of people to noise. Any particular level might not, therefore, accurately assess an individual's perception of an actual noise environment. Compatible or noncompatible land use is determined by comparing the predicted or measured YDNL values at a site with the values given. Adjustments or modifications of the descriptions of the land-use categories may be desirable after consideration of specific local conditions.

(c) Compatibility designations in Table 1 generally refer to the major use of the site. If other uses with greater sensitivity to noise are permitted by local government at a site, a determination of compatibility must be based on that use which is most adversely affected by noise. When appropriate, noise level reduction through incorporation of sound attenuation into the design and construction of a structure may be necessary to achieve compatibility.

(d) For the purpose of compliance with this part, all land uses are considered to be compatible with noise levels less than L<sub>dn</sub> 65 dB. Local needs or values may dictate further delineation based on local requirements or determinations.

(e) Except as provided in (f) below, the noise exposure maps must also contain and identify:

(1) Runway locations.

(2) Flight tracks.

(3) Noise contours of L<sub>dn</sub> 65, 70, and 75 dB resulting from aircraft operations.

(4) Outline of the airport boundaries.

(5) Noncompatible land uses within the noise contours, including those within the L<sub>dn</sub> 65 dB contours. (No land use has to be identified as noncompatible if the self-generated noise from that use and/or the ambient noise from other nonaircraft and nonairport uses is equal to or greater than the noise from aircraft and airport sources.)

(6) Location of noise sensitive public buildings (such as schools, hospitals, and health care facilities), and properties on or eligible for inclusion in the National Register of Historic Places.

(7) Locations of any aircraft noise monitoring sites utilized for data acquisition and refinement procedures.

(8) Estimates of the number of people residing within the L<sub>dn</sub> 65, 70, and 75 dB contours.

(9) Depiction of the required noise contours over a land use map of a sufficient scale and quality to discern streets and other identifiable geographic features.

(f) Notwithstanding any other provision of this part, noise exposure maps prepared in connection with studies which were either Federally funded or Federally approved and which commenced before October 1, 1981, are not required to be modified to contain the following items:

- (1) Flight tracks depicted on the map.
- (2) Use of ambient noise to determine land use compatibility.
- (3) The  $L_{dn}$  70 dB noise contour and data related to  $L_{dn}$  70 dB contour. When determinations on land use compatibility using Table 1 differ between  $L_{dn}$  65-70 dB and the  $L_{dn}$  70-75 dB, determinations should either use the more conservative  $L_{dn}$  70-75 dB column or reflect determinations based on local needs and values.
- (4) Estimates of the number of people residing within the  $L_{dn}$  65, 70, and 75 dB contours.

**TABLE 1 - LAND USE COMPATIBILITY\* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS**

Land use	Yearly day-night average sound level ( $L_{dn}$ ) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N



Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						

Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

\*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between



specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

#### Key to Table 1

SLUCM = Standard Land Use Coding Manual.

Y (Yes) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

#### Notes for Table 1

Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

#### ***Sec. A150.103 Use of computer prediction model.***

The airport operator shall acquire the aviation operations data necessary to develop noise exposure contours using an FAA approved methodology or computer program, such as the Integrated Noise Model (INM) for airports or the Heliport Noise Model (HNM) for heliports. In considering approval of a methodology or computer program, key factors include the demonstrated capability to produce the required output and the public availability of the program or methodology to provide interested parties the opportunity to substantiate the results.

Except as provided in paragraph (c) of this section, the following information must be obtained for input to the calculation of noise exposure contours:

(1) A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway.

(2) Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both the standard daytime (0700-2200 hours local) and nighttime (2200-0700 hours local) periods for both landings and takeoffs.

(3) For landings - glide slopes, glide slope intercept altitudes, and other pertinent information needed to establish approach profiles along with the engine power levels needed to fly that approach profile.

(4) For takeoffs - the flight profile which is the relationship of altitude to distance from start-of-roll along with the engine power levels needed to fly that takeoff profile; these data must reflect the use of noise abatement departure procedures and, if applicable, the takeoff weight of the aircraft or some proxy for weight such as stage length.

(5) Existing topographical or airspace restrictions which preclude the utilization of alternative flight tracks.

(6) The government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank).

(7) Airport elevation and average temperature.

For heliports, the map scale required by paragraph (b)(1) of this section shall not be less than 1 inch to 2,000 feet and shall indicate heliport boundaries, takeoff and landing pads, and typical flight tracks out to at least 4,000 feet horizontally from the landing pad. Where these flight tracks cannot be determined, obstructions or other limitations on flight tracks in and out of the heliport shall be identified within the map areas out to at least 4,000 feet horizontally from the landing pad. For static operation (hover), the helicopter type, the number of daily operations based on an annual average, and the duration in minutes of the hover operation shall be identified. The other information required in paragraph (b) shall be furnished in a form suitable for input to the HNM or other FAA approved methodology or computer program.

**Sec. A150.105 Identification of public agencies and planning agencies.**

The airport proprietor shall identify each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially within the  $L_{dn}$  65 dB boundary.

For those agencies identified in (a) that have land use planning and control authority, the supporting documentation shall identify their geographic areas of jurisdiction.

**PART C - MATHEMATICAL DESCRIPTIONS**

**Sec. A150.201 General.**

The following mathematical descriptions provide the most precise definition of the yearly day-night average sound level ( $L_{dn}$ ), the data necessary for its calculation, and the methods for computing it.

**Sec. A150.203 Symbols.**

The following symbols are used in the computation of  $L_{dn}$ :

Measure (in dB)	Symbol
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Average Sound Level, During Time T	$L_T$
Day-Night Average Sound Level (individual day)	$L_{dni}$
Yearly Day-Night Average Sound Level	$L_{dn}$
Sound Exposure Level	$L_{AE}$

**Sec. A150.205 Mathematical computations.**

Average sound level must be computed in accordance with the following formula:

$$L_T = 10 \log_{10} \left[ \frac{1}{T} \int_0^T 10^{L_A(t)/10} dt \right] \quad (1) \quad L_T = 10 \log_{10} \left[ \frac{1}{T} \int_0^T 10^{L_A(t)/10} dt \right] \quad (1)$$

where T is the length of the time period, in seconds, during which the average is taken;  $L_A(t)$  is the instantaneous time varying A-weighted sound level during the time period T.

**NOTE:**

When a noise environment is caused by a number of identifiable noise events, such as aircraft flyovers, average sound level may be conveniently calculated from the sound exposure levels of the individual events occurring within a time period T:

$$L_T = 10 \log_{10} \left[ \frac{1}{T} \sum_{i=1}^n 10^{L_{AEi}/10} \right] \quad (2) \quad L_T = 10 \log_{10} \left[ \frac{1}{T} \sum_{i=1}^n 10^{L_{AEi}/10} \right] \quad (2)$$

where  $L_{AEi}$  is the sound exposure level of the i-th event, in a series of n events in time period T, in seconds.

**NOTE:**

When T is one hour,  $L_T$  is referred to as one-hour average sound level.

Day-night average sound level (individual day) must be computed in accordance with the following formula:

$$L_{dn} = 10 \log_{10} \left[ \frac{1}{186400} \left( \int_{0700}^{0000} 10^{L_A(t)/10} dt + \int_{2200}^{0700} 10^{L_A(t)/10} dt + \int_{2400}^{2200} 10^{L_A(t)/10} dt \right) \right] \quad (3) \quad L_{dn} = 10 \log_{10} \left[ \frac{1}{186400} \left( \int_{0000}^{0700} 10^{L_A(t)/10} dt + \int_{0700}^{2200} 10^{L_A(t)/10} dt + \int_{2200}^{2400} 10^{L_A(t)/10} dt \right) \right] \quad (3)$$

Time is in seconds, so the limits shown in hours and minutes are actually interpreted in seconds. It is often convenient to compute day-night average sound level from the one-hour average sound levels obtained during successive hours.

Yearly day-night average sound level must be computed in accordance with the following formula:

$$L_{dn} = 10 \log_{10} \left[ \frac{1}{365} \sum_{i=1}^{365} 10^{L_{dni}/10} \right] \quad (4) \quad L_{dn} = 10 \log_{10} \left[ \frac{1}{365} \sum_{i=1}^{365} 10^{L_{dni}/10} \right] \quad (4)$$

where  $L_{dni}$  is the day-night average sound level for the i-th day out of one year.

Sound exposure level must be computed in accordance with the following formula:

$$L_{AE} = 10 \log_{10} \left[ \int_{t_0}^{t_2} 10^{L_A(t)/10} dt \right] \quad (5) \quad L_{AE} = 10 \log_{10} \left[ \int_{t_0}^{t_2} 10^{L_A(t)/10} dt \right] \quad (5)$$

where  $t_0$  is one second and  $L_A(t)$  is the time-varying A-weighted sound level in the time interval  $t_1$  to  $t_2$ .

The time interval should be sufficiently large that it encompasses all the significant sound of a designated event.

The requisite integral may be approximated with sufficient accuracy by integrating  $LA(t)$  over the time interval during which  $LA(t)$  lies within 10 decibels of its maximum value, before and after the maximum occurs.

[Doc. No. 18691, [49 FR 49269](#), Dec. 18, 1984; [50 FR 5064](#), Feb. 6, 1985, as amended by Amdt. 150-1, [53 FR 8724](#), Mar. 16, 1988; Amdt. 150-4, [69 FR 57626](#), Sept. 24, 2004]

11-20-19

I object to the last end  
Ranger project - No big Jets!!!

Chuck Kane P-70

**From:** [REDACTED]  
**To:** [dave; Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Notice of CloudNine development, accommodating Boeing business jets 737-800 at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 8:38:51 PM

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Thanks for the clarification but it still smells to me.

David B. Lunn

DBL CONSULT, INC.

[REDACTED]

[REDACTED]

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**From:** dave <dst@dslextrreme.com>  
**Sent:** Wednesday, November 20, 2019 4:15:26 PM  
**To:** erin.powers@ventura.org <erin.powers@ventura.org>

[REDACTED]  
[REDACTED]

**Subject:** Notice of CloudNine development, accommodating Boeing business jets 737-800 at Camarillo Airport

Erwin Powers, Projectors Manager, Department of Airports.

Most of the Aviation community and the public are not been aware that the proposed CloudNine project contemplates accommodating aircraft such as the Boeing business jet 737-800 at Camarillo airport. Your notice on the Airport Home Page of "Availability for the IS/MND of the CloudNine development" is in jargon that few would understand. And, if one pursues that link, it goes to a boilerplate Notice of Availability that also gives no mention to the project bringing in large jets. Even if someone drills down to the next level by finding the correct Project Update link, that goes to a 177-page document and the reference to accommodating Boeing 737-800 at Camarillo Airport is buried in the text. This is not reasonable public notice. In my years at the Camarillo Airport, matters of potential widespread concern have typically been posted at the gates and on the bulletin boards around the airport.



This lack of effective notice is compounded by the fact that the scheduled Aviation Advisory Commission and Airport Authority meetings have been canceled since July – the entire period when this project was coming to a head. If this project had been reasonably noticed and if the regular meetings had been held, airport tenants and surrounding residents would have had the opportunity to speak at those meetings regarding their concern for the future of the airport and disturbance from large jet aircraft overhead. During this same period the Department's separate Northeast Hangar Development project did not start as planned in July. It is not clear if there is some financial link between the delay in the Department's project and the CloudNine project and those meetings are the only way the public would have received any clarification.

Also, it is unclear if the Draft Mitigated Negative Declaration will be on the agenda of the AAC and AA prior to being proposed for approval by the Board of Supervisors

Dave Timms [REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** 737s  
**Date:** Wednesday, November 20, 2019 7:44:35 PM

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Hello,  
Please don't allow 737s at the Camarillo airport.

Mary Kennedy  
Camarillo resident

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Jets at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 7:37:41 PM

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Hi Erin,

I just read about this possible change here in Camarillo. I am adamantly opposed to the large jets impacting the airspace above my home in Old Town. Currently, some very large, private jets fly-in late at night, and they are very disturbing. The noise and the window/wall shaking can be very rattling.

I fear that large jets using the airport will negatively impact those of us who reside near the airport. Noise and air pollution would be increased no doubt, as well as the increased possibility of crashes in the vicinity of the airport.

Please reconsider this proposal; it will negatively impact the citizens of Camarillo.

Thank you,  
Paula Feinberg

**From:** [Melissa & Nathan Southwick](#)  
**To:** [Powers, Erin](#)  
**Subject:** We support bigger jets being allowed into KCMA  
**Date:** Wednesday, November 20, 2019 7:18:02 PM

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Not sure our opinion matters but we are a husband and wife both residents of Camarillo and we are thrilled to support our airport growing by allowing larger airplanes and jets into KCMA.

We own our home at 320 E highland Dr Camarillo and we are Melissa and Nathan Southwick. We are also active users of the airport.

Thank you.

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Big Jets  
**Date:** Wednesday, November 20, 2019 7:00:47 PM

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Ms. Powers,

I am a resident of Camarillo. I do not wish to have or see big jets fly into the Camarillo airport or Oxnard airport. Please adhere to the 1976 agreement to keep big jets from devalue my property by increasing the noise level in a quiet city.

Thank you,  
Jeff Nettleton

[REDACTED]

Camarillo

**From:** [REDACTED]  
**To:** [Parks, Linda](#); [Long, Kelly](#); [Supervisor Huber](#); [Zaragoza, John](#); [Offerman, Steve](#)  
**Cc:** [REDACTED]  
**Subject:** Cloud9 development feedback  
**Date:** Tuesday, November 19, 2019 10:04:41 PM

---

Dear County Supervisors,

The minimal amount of disclosure for this new project is very suspect. The cutoff for feedback was brought to my attention by other board members of CAHOTA. This really appears that county officials are salivating at the prospect of tax revenue for BBJ jets this may be a great short term win but essentially you'll create the same situation where the community will want to shut down the Camarillo airport not embrace it just like Santa Monica did. Being the only non-lawyer on the CAHOTA board as a layman common man with no skin in the game, it really seems that you are building a case for discrimination from my perspective but I'm not on the Negotiations committee I'm just speaking as a citizen and also an airport tenant. The airport stakeholders not being made while by not giving sufficient time for them to re-capture their investments. This is kind of a double edge sword it's both discriminating and also disingenuous and helping to build a case for the hangar owners to litigate which I am not a fan of due to the costs and time needed for a resolution. I know Kip has done an excellent job in changing the culture at the airport and has gone to bat for the owners but the current offer does not repair the damage caused by his predecessor. This is just my opinion but I hope you take the feedback seriously.

Thanks in advance for your consideration.

David B. Lunn

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Boeing 737"s at the Camarillo Airport  
**Date:** Wednesday, November 20, 2019 5:48:03 PM

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If true one can only ask the question: Do we really need 737's taking off and landing at the Camarillo Airport. Is it not already enough that the recently revised FAA flight plan allows LAX bound commercial jets to traverse the airspace over Ventura County in the middle of the night through the early morning. Our County is currently exploding with increased traffic, housing built in heretofore agricultural fields and open space, noise and now the threat of turning the "local municipal" airport to handle commercial size business jets. Ask yourself is this really necessary? Is this to be a betterment to the county? Will it create noise and pollution where none is necessary? This proposal for the new hangar(s) should be dismissed out of hand.

Thank You  
Maurice M. Garcia  
Dos Vientos, Newbury Park

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Re: Airport additions  
**Date:** Wednesday, November 20, 2019 5:24:36 PM

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On Wednesday, November 20,  
2019, erwin.power@ventura.org <erwin.power@ventura.org> wrote:

I object to the increased building of FBOs and commercial buildings that encourage increased air traffic over many parts of Camarillo. The users it will attract are larger airplanes which increase noise and safety concerns. If this is continued Camarillo will be another Van Nuys to what will this bring to Camarillo's benefit? If the county is looking to grow it's revenue, have it look at Point Mugu for commercial use. The majority of approaches to CMA are done from the east over many highly populated areas that don't deserve this additional noise or risk! Again I would ask who is pushing this build out which has already brought many large Jet aircraft to Camarillo for no benefit to the people of Camarillo.

VR  
Dennis Knutson

Sent from AOL Mobile Mail  
Get the new AOL app: [mail.mobile.aol.com](mailto:mail.mobile.aol.com)



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** urging you not to approve Cloud 9 at CMA.  
**Date:** Wednesday, November 20, 2019 5:10:38 PM

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Good evening Ms Powers et al,

I'm a General Aviation plane and hangar owner at Camarillo Airport and would like to keep things the way they are, living in harmony with the local residents and business owners.

If the cloud 9 project goes ahead, CMA will become much noisier and crowded for all involved and could then turn the local people against the idea of an airport in their town and get us closed down.

Michael Jeanes  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Ventura Star Article  
**Date:** Wednesday, November 20, 2019 5:07:40 PM

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Erin, You know my interest in airports and aircraft, so when I saw your article it got my attention. Questions: How do you know the Boeing jets are louder than the ones now using the airport? Is weight a concern? Can the 1976 agreement with the city be amended? Also, I forget what your job is at the airport?

Hope you're well and the kids too. I know Mike's OK because he and I have talked recently. I also hope others respond to your request.

Take care.

Norm

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Commercial Airliners at the Camarillo Airport  
**Date:** Wednesday, November 20, 2019 4:59:41 PM

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I am a home owner and voter in Camarillo. I have just learned of large planes soon to be coming to the small Camarillo airport. I have had little time to look into this as I have a full time job. It seems as though public notice if any was made at all was rushed quietly as I haven't seen a single posting anywhere.

I am strongly opposed to this. Along with the overwhelming odor coming from the Hemp production in town this is sure to drive property values down. Now I am not opposed to growth. I remember way back when the outlets were first discussed in town and was for it. But this area around the Outlets and airport is already a congested traffic nightmare. I can't imagine how the people are going to benefit from this.

Tony Arnold

[REDACTED]

Camarillo CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport public comment  
**Date:** Wednesday, November 20, 2019 4:59:26 PM

---

Hi Ms. Erin Powers,

We do not need jets/airplanes using Camarillo Airport that are any larger than the current 10-15 passenger jet that use it now.

Thanks,

Travis Nunn

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Airport Expansion Project  
**Date:** Wednesday, November 20, 2019 4:55:49 PM

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Dear Ms. Powers,

I protest the proposed expansion of the Camarillo airport and specifically the larger size aircraft it will attract. This would create an unsafe environment for the residents of Camarillo.

Very truly yours, Annette Dawson-Davis

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Fw: Air port expansion project  
**Date:** Wednesday, November 20, 2019 4:54:12 PM

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----- Forwarded Message -----

**From:** [REDACTED]  
**To:** erin.power@ventura.org <erin.power@ventura.org>  
**Sent:** Wednesday, November 20, 2019, 04:51:01 PM PST  
**Subject:** Air port expansion project

Good afternoon Erin

I would like to go on file to protest the proposed expansion of the Camarillo airport and specifically the larger size aircraft it will attract. As a resident of the Camarillo estates I have witnessed low flying jets on a regular bases, both coming and going from our once little airport and have no recourse to stop this unsafe practice.

Thank you

Tim Davis

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Against Proposed Expansion of Camarillo Airport  
**Date:** Wednesday, November 20, 2019 4:44:38 PM

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Ms. Powers,

We are writing you to convey our objection to the expansion of Camarillo Airport. We are homeowners in Village at The Park community and any expansion of the airport would negatively impact our quality of life and go directly against the intent of 1978 agreement the City of Camarillo had with the airport upon its conception. Please stop this airport expansion and the furthering of the noise pollution of our fair city. Please contact us if there is any other way we can put a stop to or convey our objection to the proposed Camarillo Airport expansion.

Sincerely,

William & Denise Crane

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo airport opposed to 737-800 jets  
**Date:** Wednesday, November 20, 2019 4:34:45 PM

---

Hello,

I am opposed to base airliner sized Boeing Business jets at the camarillo airport due to noise problems we will face if that happens.

We already have enough due to the naval bases.

Thank you.

Ryan Brown



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo airport jets  
**Date:** Wednesday, November 20, 2019 4:13:12 PM

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The congestion this will cause will be overwhelming to the already congested streets and highways. As well as the pollution and noise. What will this pollution do to our crops? We dont want to become LAX or Burbank airports. This is only the beginning. No thank you!

Strongly against it!

Sincerely,  
Christina-resident since 1975

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** BIG JETS AT CAMARILLO AIRPORT  
**Date:** Wednesday, November 20, 2019 4:12:40 PM

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Ms. Powers,

My daughter just informed me today that the Camarillo Airport is building large hangars to handle 737's. I cannot believe that I haven't heard ANYTHING about this plan. Seems to be pushed through on the QT.

I have lived here since 1980 and retired from the college district. I love my home and the area. I am can't help but believe that this additional traffic at the airport will adversely affect my home's value.

I am definitely opposed to the idea of 737's at the Camarillo Airport.

Elizabeth A. Hough

[REDACTED]  
Camarillo, CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** 737  
**Date:** Wednesday, November 20, 2019 4:11:35 PM

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Hi

I just would like to let you know that we are not happy with the proposal of having 737s or any large commercial aircrafts here at the Camarillo Airport. Our community is beautiful and pretty peaceful with the exception of the military aircraft. I cannot even imagine what it would be like to have more air noise and traffic. We are against this!  
Leslie Sepulveda

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Boeing 737-800  
**Date:** Wednesday, November 20, 2019 4:10:08 PM

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I am inspired to connect with you after reading an ad in the Ventura County Star. My husband Karl and I would strongly object to a permanent base with a 50 year lease at Camarillo Airport for the airliner sized Boeing jet. Karl was an aviator in the US Navy for almost 30 years and we welcome the sound of the jets at Pt Mugu and the Coast Guard facility. Living in the Mission Oaks area we are under the flight path and know the noise level involved. We are willing to sacrifice some peace and quiet for our country's defense. We are not interested in adding to the noise with commercial large jets. Please do not approve this proposal.

Mary Volland

**From:** [Doug Off](#)  
**To:** [REDACTED]  
**Subject:** Camarillo Airport proposed hangar construction  
**Date:** Wednesday, November 20, 2019 4:07:15 PM

---

I strongly disagree on the addition of hangars large enough to house Boeing Business 737-800s Jets at our local civil airport. I believe the Camarillo City Council also voted against this type of proposal in the 1970's.

The larger the size and capacity of a plane, the louder the engines seem to be. I live in the Las Posas Estates, and the noise from the smaller business jets has become very loud.

Camarillo airport has become very popular, as is Van Nuys airport, with business jets, and certainly supports our business community. But I think this is the time to say "stop" on increasing airplane size at Camarillo's community airport. I am a resident and own businesses around the airport and consider even the present take-off noise as a handicap towards our living enjoyment.

Douglas Off

Ojai Oil Company  
Dba Golden State Storage  
400 W. Ventura Blvd., Ste 100  
Camarillo, CA 93010

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Jets in Camarillo  
**Date:** Wednesday, November 20, 2019 4:07:11 PM

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[Spam.Manager@ventura.org](mailto:Spam.Manager@ventura.org)

Dear Ms. Powers:

The current air plane noise including the Jets from the base are bad enough without adding even more jet noise by allowing this new contract.

Genie Lee, Camarillo resident.

[Sent from Yahoo Mail on Android](#)

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** NO BIG JETS at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 4:02:37 PM

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NO – I do not want giant jets in Camarillo – we get enough air traffic from Point Mugu and the Air National Guard at all hour of the day and night – as a resident in these flight paths and Camarillo’s airstrip NO. NO and NO

Sincerely,

Sharon Walefield

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Proposed Boeing 737 at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 4:00:39 PM

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I am vehemently opposed against the Dept. of Airports housing Boeing 737 Business jets at Camarillo Airport. This is a ludicrous idea, with absolutely no reason other than financial gain. The noise from these jets coming and going will be unbearable to those of us living at Village at the Park. I already notice a huge increase of air traffic from the private jets constantly flying in and out of there. The increased pollution is devastating to the environment. We should be reducing our carbon footprint not increasing it. I am also very suspicious about the fact as residents we have not been informed about this proposal. Typical of the way the local Council and local government agencies operate! Hence why many of us tax paying residents will eventually be forced to move away from what was once a beautiful area.

Sincerely,  
Alison J Tack

[REDACTED]

Camarillo Ca 93012

Sent from my iPad



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo airport opposed to 737-800 jets  
**Date:** Wednesday, November 20, 2019 3:59:45 PM

---

Hello,

I am opposed to base airliner sized Boeing Business jets at the camarillo airport due to noise problems we will face if that happens.

We already have enough due to the naval bases.

Thank you.

Melanie Brown

Sent from my Verizon, Samsung Galaxy smartphone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Proposed new hangars  
**Date:** Wednesday, November 20, 2019 3:59:11 PM

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Ms. Powers,

I am very concerned about the possibility that larger aircraft will be using Camarillo Airport if the new hangars are approved. As a resident near the airport's flight paths, I worry about the increased noise and pollution that such an eventuality would bring; to say nothing about increased car traffic.

Please count me as opposed to this proposal!

Also, I want to register my dissatisfaction with the underhanded way this proposal was handled. Very little notice to the public.

Yours truly,  
Robert Friedline

[REDACTED]  
Camarillo. CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** No Big Business Jets At Camarillo Airport  
**Date:** Wednesday, November 20, 2019 3:55:32 PM

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Dear Ms. Powers,

My wife and I are totally against the proposal to base airliner-sized Boeing business Jets at Camarillo Airport. There is no known need for these jets and the noise they will create. Also, lack of transparency about this proposal smacks of trying to slip a personal political agenda (i.e. an agenda that may be motivated by conflict of interest) by the people who are most concerned about its implementation. Please do what you can to ensure disapproval of this proposal. Thank you.

Ken Mills

[REDACTED]  
Camarillo, CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo airport  
**Date:** Wednesday, November 20, 2019 3:54:28 PM

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Ms. Powers,

I'd like to send you an email to say that I am opposed to the change that is being suggested to the Camarillo airport with respect to base airliner-sized Boeing Business Jets. There has already been a significant amount of noise that I am assuming is due to Point Mugu and the increased activity there. I would oppose any increase to planes of any type that would increase the noise level in the city of Camarillo.

*Kindest Regards,*

*Linda Wells*  
*Client Manager*

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Proposed New Hangars - Camarillo Airport  
**Date:** Wednesday, November 20, 2019 3:47:47 PM

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Good Afternoon Ms. Powers,

I am pro-airport but I am not in agreement with the proposed new hangars at Camarillo Airport, especially if true that the Department of Airports is proposing to base airliner sized jets there. This would create negative impacts by:

- Adding a noise nuisance with much louder jets landing and taking off. We in Camarillo and surrounding areas are already subjected to more noticeable airliner noise from the FAA shifting approach patterns at LAX earlier this year. This is not like the amazing annual Wings Over Camarillo Airshow which is one weekend a year where tens of thousands of people attend from near and far to enjoy, rather this would add very loud jet traffic on a daily basis. This would not only affect the quality of life for the citizens of Camarillo and surrounding areas, but potentially disrupt the learning process of children in school classrooms with frequent distracting noise.
- It will create a potentially much larger aircraft safety issue than we currently have.
- It will harm real estate desirability and values in Camarillo. I cannot imagine that you don't know that Old Town Camarillo is directly under the flight path to Camarillo Airport. Under law, proximity and noise from airports must be disclosed to buyers of residential real estate, impacting the overall value of a property. My profession is real estate sales, so I am confident in my opinion when it comes to Ventura County real estate.
- In general it will harm, without any measurable benefit to, the citizens of the City of Camarillo and surrounding areas.

What is the purpose other than the county to make money? Not a wise money making venture to say the least at the expense of citizens. Some things are just not worth it. Also, there is an agreement in place from when the airport was handed over to Camarillo from the government for the runway size to be what it is and to not allow larger aircraft to be based at the airport. It surely would be a gross abuse of power to trample that agreement.

Ventura County is one of the finest areas to live in the United States with our climate, amenities, and centralized location between the urban sprawl of Los Angeles (which many people move here to escape) and the central coast. Please understand, consider and relay the negative aspects of the proposals. I am sure I am not alone in my opinion. Let's work to keep Camarillo and Ventura County the beautiful and desirable areas they are!

Respectfully,

***Tim Hall***  
***Century 21 Everest***

[REDACTED]

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** proposed hangers at camarillo airport  
**Date:** Wednesday, November 20, 2019 3:41:17 PM

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Camarillo airport has been adding general aviation hangers for a year or two but it took me by SURPRISE that the two new proposed hangers are sized to house 737-800 and gulf stream G650 heavy jets.

I feel the proposal to build these large hangers is an underhanded way to bring in heavy jets without informing the people of Camarillo.

I have lived in Camarillo since 1974. it is my understanding that there is an agreement with Camarillo, that Camarillo airport is a general aviation airport and there would be no heavy jets coming in. The lockheed constellation was permitted at Camarillo airport by permit with limited flights per month.

I think the county needs to make aware to the Camarillo community what you have intended without disguising it as just two hangers.

I think you need to revisit the public input before approval.

I think you need to make the hangers smaller to handle business jets only.

Jim Ganser

[REDACTED]  
Camarillo, Ca

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** No Expansion or Bigger Jets in Camarillo Airport  
**Date:** Wednesday, November 20, 2019 3:33:15 PM

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Hi Erin,

I just become aware of a proposal to house large planes at the Camarillo Airport. I oppose any expansion of the airport whether its bigger jets, or more flights. I've already noticed an increase in the noise created from some of the large private jets that I never heard before. I thought there was an agreement with the City of Camarillo not to expand the airport beyond its current size planes. Is this true?

You can put me down as apposed to any type of expansion to the airport.

Thanks,  
David

**David Sawyer**  
President

**Sawyer Construction Management Inc.**

---

[REDACTED]



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo Airport 1976 Agreement  
**Date:** Wednesday, November 20, 2019 3:30:36 PM  
**Importance:** High

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Spam.Manager@ventura.org

Dear Ms. Powers:

We disagree with any proposal/plan by the Department of Airports that would allow large jet aircraft to be based at Camarillo Airport. We request that the established 1976 Agreement with the City of Camarillo be respected, maintained, and enforced as-is.

Sincerely,

Richard W. and Charlotte J. Krueger

[REDACTED]  
Camarillo, CA 93012  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Big Jets in Camarillo  
**Date:** Wednesday, November 20, 2019 3:26:35 PM

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This email is to inform you that I am against having any large jets using the Camarillo Airport. The noise level from these aircraft is intolerable and many homes, residents and businesses in Camarillo and Oxnard will be affected. Please don't make our beautiful and peaceful communities be degraded as the neighborhoods in the Los Angeles, Long Beach, Burbank and Ontario have been.

Marie Ruelas

Sent from my iPhone

Henry A R uelas

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Big Jets Over Camarillo  
**Date:** Wednesday, November 20, 2019 3:23:52 PM

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I'm distressed to learn that approval is imminent for larger jets to land at Camarillo Airport. I live at [REDACTED]; and after living here for over 30 years, I can vouch for the increase in airplane noise - especially from the jets we already have! Sometimes, they fly so low, we feel like ducking down; and after one low-flying jet had passed, my sister who was visiting remarked, "That pilot had lovely blue eyes!"

While we can still, on occasion, make fun of this inconvenience, please don't allow it to get worse. Although I've been tempted more and more in recent years, I haven't contacted the noise-control telephone number for the airport. This would definitely change with bigger jets.

Please do all in your power to keep the air space over old town and the surrounding neighborhoods free of big jets.

Judith Laurentowski

P.S. The jets that already fly over my house stink of jet fuel, too... not good for children or adults!

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Protesting Large Jets  
**Date:** Wednesday, November 20, 2019 3:15:23 PM

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Ms Erin Powers,

We oppose The Dept of Airports proposal to base airline sized Boeing Business Jets.

The noise and pollution would be a terrible hardship on the Camarillo Area.

Sincerely,

Janet and Dana McLorn

Sent from my iPad

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Attn: Ms. Erin Powers Re: airport hangars  
**Date:** Wednesday, November 20, 2019 3:11:58 PM

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We are sending our message to you to forward on regarding the proposed and apparently approved new large hangars for the local airport, which have been authorized without any public input.

We feel strongly that such large aircraft such as those that are to be housed in these hangars are entirely inappropriate to be flying over our quiet residential bedroom community.

We hope that our concerns will be considered at this time and that a difficult problem facing our city and surrounding areas can be avoided.

Sincerely,

Christopher and Nancy Ennis

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Protest of Proposed 737's at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 2:56:37 PM

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Good Afternoon Ms. Powers,

I am writing you because I highly protest the Department of Airports' proposal to approve/allow the operation and basing of Boeing 737 aircraft at Camarillo Airport.

My husband and I are protesting this proposal.

When we first moved to [REDACTED], located in Old Town Camarillo, we understood there to be the occasional planes flying over our home. It appears that over the years the air traffic has increased, with larger planes flying extremely low and in abundance. The proposed Boeing 737's was not disclosed in any contract.

In making a phone call to the Camarillo Airport, in regards to planes that are frequently flying low, I was told that the planes only fly over residential areas when the traffic was heavy. That was and continues to be a lie. The large planes refuse to use the appropriate flight path, coming in over the fields, regularly with no regards to the residential population. Interesting enough we are offered a heads up when the Air Show happens in August, but not the same curiosity on a proposed plan the Department of Airports' and the City of Camarillo have in store.

We also protest that the Camarillo Airport and City of Camarillo pushed this proposal through with almost "NO" public notice or concern for the resident's directly affected. We are requesting that the comment period be extended by 30 days and that property advertised public meeting be held in the community.

We are available for further discussion at this email address or [REDACTED]

Cindy Dow  
Brian Dow  
[REDACTED]  
Camarillo, Ca 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** CAMARILLO Airport big jets  
**Date:** Wednesday, November 20, 2019 2:54:35 PM

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Ms. Powers,

I just learned today that the Camarillo Airport is building big hangars to house airplanes as large as 737's. This is not only not ok, but I am outraged that this is being swept under the carpet.

I sell real estate for a living and I can't even fathom the impact this will have on home values, let alone the impact on the environment.

I am definitely opposed to this outrageousness.

Regards,

Kelly Sawyer, Realtor ® and resident

[REDACTED]  
Camarillo, CA 93010

--

Kelly Sawyer, Realtor  
Realty ONE Group Summit

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport  
**Date:** Wednesday, November 20, 2019 2:37:48 PM

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Good afternoon Ms. Powers,

I am a homeowner in Village at the Park. I am writing to tell you we are strongly opposed to expanding Camarillo Airport to allow for 737 jets to land. The noise we endure from the current approved aircraft already affects our quality of life as we are right in the flight path. The noise is sometimes so loud, we cannot have our windows or patio door open because it interferes with hearing a program or sometimes, so loud, we have to wait to continue a conversation. I don't even want to imagine how much worse it will be having a large jet flying over our home! Also, and most importantly, what will happen to the value of our homes??

I love Camarillo. It is such a charming community....that is why we chose to retire here. I hope as an airport official, you will help to protect the real estate investments and quality of life of the members of your community.

Thank you in advance for representing us! We can not allow this to move forward.

Respectfully,  
Carol Clemens



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** No BBJ's / 737's at Camarillo  
**Date:** Wednesday, November 20, 2019 2:34:51 PM

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Ms. Powers,

I am writing to voice my opposition to allowing 737's (BBJ's) to fly into Camarillo airport. Please pass this on to all members who will be making a decision on this. I just heard about this proposal. I'm not shocked that it has not been advertised visibly to the public. I am a retired navy pilot and currently fly 737's. They are loud! They should not be allowed to fly into Camarillo Airport. If the general public had ample notice of this proposal, I'm sure the reaction would be strong opposition. Camarillo is already being destroyed by the constant stench from the hemp farms, overbuilding, congestion and crime. Do not add to the problems by allowing large very noisy 737 jets to fly in and out of Camarillo. No 737's at Camarillo! Thank you.

Sincerely,

Tom Long  
Camarillo  
[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Opposition to Camarillo airport changes  
**Date:** Wednesday, November 20, 2019 2:32:15 PM

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This email is to register our opposition to the changes being proposed for our Camarillo airport. Please do NOT allow large business 737's to begin routinely flying in and out of this airport. Our home is within the flight path, and we do not wish the increased noise or hazard exposure. Also, it is our understanding that this change would violate the original 1976 agreement with the City of Camarillo, which prohibited this type of usage.

Thank you,

Lori and Larry Cheeves

[REDACTED]  
Camarillo Residents

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** 737's based in Camarillo  
**Date:** Wednesday, November 20, 2019 2:24:01 PM

---

Dear Ms. Powers,

Thank you for making us aware of the proposed 50 year lease by the Dept. of Airports.

We are Camarillo residents and are appalled at the misleading information that has been released pertaining to the leasing of new hangers at the Camarillo Airport.

We're also amazed that there is not more time allotted for public comments.

We are adamantly opposed to such a lease, for the very large aircraft that could potentially be based here, flying in and out of our nearby airport. The noise levels would not be acceptable to us!

Marvin and Sandra Kassen

e-mail, [REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Proposal to allow 737-800's hangars/traffic DESPITE 1976 Agreement  
**Date:** Wednesday, November 20, 2019 2:13:27 PM

---

Dear Ms. Powers,

I vehemently object to the proposal of the so called upscale new hangars at the Camarillo Airport! Regardless of it being luxurious, high-end and meant to attract wealthy private/business owners, it's completely inappropriate for this community and the proximity to current, pending & proposed housing developments. We already are dealing with rapidly increasing small aircraft traffic & noise. We already have increased deafening noise and traffic with the Base at Point Mugu.


To even consider such oversized jet traffic, noise & pollution added to the already overtaxed airspace over this bucolic community is unconscionable. I implore you to please reconsider your proposal.

There is also the Oxnard Airport to consider, which seems more appropriate, because it already had larger jet service, but that was suspended in 2010 by the airline service. Perhaps Oxnard airport would welcome the proposed hangar?

I sincerely thank you for your review of the 1976 agreement with the city of Camarillo, your time, and your consideration.

Best regards,

Michele Chason

**From:**   
**To:** [Powers, Erin](#)  
**Subject:** Camarillo airport expansion  
**Date:** Wednesday, November 20, 2019 2:11:12 PM

---

We were just informed that the proposed airport expansion will allow 737's . As residents of woodside greens we are concerned. Over the past 40 years we have seen close calls many times in the airspace over our home and adjacent areas. We have the military flight path over our neighborhood and they have always been good neighbors, but other private craft especially 737's remain a great concern. In addition are these the 737 max? We've insulated our windows to keep the small craft noise down but it does not mitigate noise from larger craft. Again I say we're concerned. Pete and Jane Skuba, Woodside Greens residents.

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Commercial Jets @ Camarillo Airport  
**Date:** Wednesday, November 20, 2019 2:09:33 PM

---

To whom it may concern,

I absolutely protest the proposal to allow commercial-sized jets to use the Camarillo Airport for business airplanes.

There already is enough air/noise traffic with the existing sized aircraft that currently fly in our neighborhood and community.

Robert Merrick

[REDACTED]  
Camarillo,  
93012

**From:** [Howard Miles](#)  
**To:** [Powers, Erin](#)  
**Subject:** Jets, airports, SAFETY and Property values  
**Date:** Wednesday, November 20, 2019 2:04:49 PM

---

Dear Erin,

Camarillo Airport is already exceeding the reasonable limits by allowing small jets to buzz a few hundred feet over our heads in old town. Every night, and past midnight! It's too much already. Now you want bigger, louder, more dangerous? No way!!

And shame on you for trying to sneak this past the eyes of the people most effected by this proposal. Looks like some shady business



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** New facility  
**Date:** Wednesday, November 20, 2019 1:53:41 PM

---

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Erin,

I couldn't get Jorge and company to let me turn a good friends rather large hangar into a facility for our Autopilot R&D company that has high visibility in The General Aviation world.

Go figure. You can see why I'm perturbed.

Paul Odum

[Sent from AT&T Yahoo Mail for iPhone](#)

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Jets at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 1:52:11 PM

---

Hi Erin,

I work at an office building next to the Camarillo Airport and I think it would be a mis service to Camarillo residents to allow for large jets to fly into this airport.

I can't imagine having to work under conditions where I'm unable to discuss things with my peers so someone is able to fly their large jet into the airport. There are plenty of airports that already allow larger jets so I don't see why it's necessary for jets to also fly into Camarillo.

I hope this proposition doesn't go through because it would affect my everyday life and the other lives of people in the same office building.

I appreciate you taking the time to review this email.

--

Best,  
Grace Hansen  
Ojai Oil Company  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** New Jet Center  
**Date:** Wednesday, November 20, 2019 1:51:41 PM

---

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What the fuck are you up to with this new jet center.

I'm sure the local residents are going to love the big jets coming into KCMA, NOT!!

I have been flying at KCMA since it opened in the 70's.

You don't need this for KCMA and I certainly don't support it.

Paul Odum

[Sent from AT&T Yahoo Mail for iPhone](#)

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Increasing noise pollution over Camarillo  
**Date:** Wednesday, November 20, 2019 1:41:19 PM

---

Ms. Erin Powers,

I recently learned of the proposal to allow airline-size business jets to use our local airport. I also understand that the Department of Airports wishes to push it's proposal through as quickly and quietly as possible.

I feel that the residents of Camarillo already have to tolerate a significant level of noise pollution. The passage of the current proposal would benefit few at the expense of many.

Please help protect the integrity of our community and it's environment.

Thank you,  
William Tellez

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** LARGER JET PLANES IN CAMARILLO -OPPOSED  
**Date:** Wednesday, November 20, 2019 1:28:28 PM

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Dear Erin

I'm writing to ask that our airways do not get sold out to big corporations. I live in Old Town and have lived in Camarillo for my entire life. I love having an airport but don't feel we have had a thorough discussion about this topic and I am very upset. No one I have spoken to seems to be aware of this subject. My husband and I purchased our home on Grandview Drive overlooking the farmland 3 years ago and we have noticed the planes that fly NOW fly lower than they are supposed to and later than they are supposed to. Now we are going to have larger planes? We need further discussion about this. Please allow more time before beginning this. Many people in Camarillo will be affected and many deserve to be heard.

The 1976 agreement was made with the City of Camarillo for good reason, health and environment. Please don't allow us to become victims of greed!

Kindest Regards,

*Rachel E. Resnik-Miles*

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** RE: Public comments for proposed changes at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 1:21:56 PM

---

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Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I own a home under the flight path into Camarillo Airport and strongly protest the approval of allowing this size of plane to land at the Camarillo airport. I don't even know where to begin. Let's start by the undermining manner in which this proposal is being pushed through. A proposal of this magnitude being pushed through with a small blip in the paper. It is also my understanding there was an agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport which appears to take this proposal beyond the legal grounds not to mention a complete breach of trust that I and my community I think I can safely say will be willing to go to court over. Lastly I find it interesting that Department of Airports refuses to extend deadline despite complete lack of effective notice. It will also be interesting to see who is behind these efforts and who this is actually going to benefit.

I am certainly available for further discussion

Nancy Jelaca

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Fwd: Jet proposa  
**Date:** Wednesday, November 20, 2019 1:16:10 PM

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[REDACTED]  
Begin forwarded message:

**From:** Susan Naumann [REDACTED] >  
**Date:** November 20, 2019 at 11:20:45 AM PST  
**To:** [erin.pwers@ventura.org](mailto:erin.pwers@ventura.org)  
**Subject:** Jet proposal

I am one of the newest residents on Grandview Drive in Old Town Camarillo. I have invested a great deal of money rebuilding/remodeling my home with the idea of many years of enjoying my amazing view, the train and occasional airplanes. I am NOT at all interested in enduring large airplanes being added to the landscape. I vehemently object and oppose the proposal.

Susan Naumann

[REDACTED]  
Camarillo  
[REDACTED]



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Boeing Business Jets at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 1:04:41 PM

---

Dear Ms Powers,

I understand you are the project manager for the new hangars at Camarillo Airport. I further understand that today is the last day of public comments on this project. My position on this project is that I have no problems with new and larger hangars but I do have problems with the expected usage by 737-800 aircraft (aka Boeing Business Jets or BBJ). I recommend that as part of this project that a maximum takeoff weight (MTOW) be set for the airport at 50,000 Kg (110,000 lbs). This would still allow the Gulfstream G650, the largest plane to currently use the airport to continue operations but prevent practical BBJ operations.

While most residents aren't even aware of this airport development, most that are have concerns relating to noise. My concern is related to safety. A fully loaded BBJ can take off from the Camarillo Airport runway in ideal conditions but there is no safety margin. The recommended BBJ runway length is considerably longer than the active runway at Camarillo.

Allowing any regular BBJ operations from Camarillo would create pressure to extend the active runway. An eastern expansion into the currently inactive runway would mean even lower flights above Old Town Camarillo and the outlet mall. A westward expansion would appear to be a much more costly endeavor and time consuming endeavor. While several area residents fly small planes into Camarillo, the number served by the BBJ would be very small. In other words, BBJ operations would be a costly compromise to many area residents with a benefit to only a small handful. Please do what you can to prevent this from happening.

Regards,

-Jonathan Novick  
30-year Camarillo resident  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Protest of Proposed 737s at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 12:58:34 PM

---

Dear Ms. Powers,

I am writing to protest the Department of Airports proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I protest this proposal on the lack of effective public notice, and request , at the very minimum, be extended by at least 30 days. Something seems very wrong when the public has had very little notice of this proposal. We need to have a properly advertised public meeting to be held in the community.

I am willing to fight any further expansion of Camarillo Airports operations.

I am available for further discussion at this email address.

Patrick R. Murphy  
[REDACTED]  
Camarillo, CA 93010

**From:** [Mike Hunter](#)  
**To:** [erin.powers@ventrua.org](mailto:erin.powers@ventrua.org); [Powers, Erin](#)  
**Subject:** Expanded 737 landings  
**Date:** Wednesday, November 20, 2019 12:55:27 PM

---

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As a resident of village at the park, I strongly object to Expanded 737 landings at Camarillo airport!!

Get [Outlook for iOS](#)

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [Powers, Erin](#)  
**Subject:** over sized aircraft  
**Date:** Wednesday, November 20, 2019 12:45:24 PM

---

Dear Board of Supervisors/ Dept. of Airports,

I have lived in Camarillo since 1964 and vividly remember the Air Force's use of Oxnard Air Base. The F-101's, F-100's and F-4's noise at take off and approach was so intense it would penetrate to ones bones. As a military dependent I lived on Air Force bases around the globe for 27 years listening to the noise from aircraft as they approach and take off from those bases. I also worked at Ventura Co. Naval Air Station Pt. Mugu for an additional 33 years. So I feel I am well versed with aircraft and their pollution, both air and noise.

I am completely dismayed and concerned by the Board's and the Dept. of Airports' continued lack of regard for the citizens of Camarillo when it comes to the Camarillo Airport. Thus, I am in total disagreement with the proposal to house jumbo sized passenger jets and additional corporate aircraft at Camarillo's airport. Why?

Space is getting to be a premium here and should be held in reserve for the people of this county, not a few out-of-the area well-to-do celebs and companies to park their aircraft. Those planes could be housed out at Lancaster or Mojave where there is plenty of room.

I also believe the Board of Supervisors and the Dept. of Airports should recognize and uphold the 1976 agreement with the City of Camarillo by not authorizing the use of Camarillo Airport for just such an endeavor. I also believe the disregard of Camarillo citizens' quality of life in this matter in exchange for a stream of revenue will affect Thousand Oaks and Oxnard too.

So, if you truly don't want the debacle reported in the news around the Bob Hope Airport in the San Fernando Valley or another LAX here, I strongly urge you to *not authorize* this proposal or any more increases of use such as this for the Camarillo Airport.

To quote Nancy Reagan: Just Say No!

Keith High  
A potentially former Vent. Co. resident

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport expansion of 737s  
**Date:** Wednesday, November 20, 2019 12:39:21 PM

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Hi Ms. Powers,

I live at Village at the Park and would very much be against additional large airplane landings and takeoffs at Camarillo Airport. We are accustomed to the light traffic of small planes and private jets but would not like the additional noise and pollution brought by 737s.

Thank you!

Sincerely,

Steve Carrigan, CMPS

[REDACTED]

Camarillo, CA 93010

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** 737 Business Jets at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 12:33:22 PM

---

The article about the arrival of larger business jets was the first hint we heard of the decision to allow jets the size of 737's at Camarillo Airport. If this is true, we strenuously object to the increase in noise, and the violation of the intention of the agreement that Camarillo Airport would never become a "large jet" Airport.

We believe this matter should be discussed in a public hearing environment, to allow the residents of Camarillo to express their opinions.

Ronald and Theresa McConville  
[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Turner, Kip](#); [Powers, Erin](#)  
**Subject:** Clarification of APL's Objection to CloudNine Project  
**Date:** Wednesday, November 20, 2019 10:31:18 AM  
**Attachments:** [2019.11.20 Letter to Kip Turner & Erin Powers.pdf](#)

---

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Dear Director Turner and Ms. Powers: My client, Jerry Alves, wants to make sure that the Department knows that his objections to the CloudNine project are limited as stated in the attached letter and that RKR Inc. has been advised that this objection is limited..

Mark F. Sullivan  
Law Office of Mark F. Sullivan  
2625 Townsgate Road, Suite 330  
Westlake Village, CA 91361

[REDACTED]  
[REDACTED]

[REDACTED]

*Admitted to Practice in California,  
New York, Hawai'i, Michigan and  
North Carolina*

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**Law Office of  
Mark F. Sullivan**  
2625 Townsgate Road, Suite 330  
Westlake Village, CA 91361

November 20, 2019

Tel. [REDACTED]

Fax [REDACTED]

Admitted & Licensed in  
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Michigan and North Carolina

Via E-Mail and U.S. Mail  
[REDACTED]

Kip Turner/Erin Powers  
Department of Airports  
555 Airport Way, Suite B  
Camarillo, CA 93010

**Subject: Clarification of Airport Properties Limited LLC's Position  
on CloudNine Hangar Project**

Dear Mr. Turner and Ms. Powers:

On Monday, my client, Jerry Alves and I, had an unplanned meeting with Nick Martino of RKR Inc. on the patio at Channel Islands Aviation. We explained to Mr. Martino that APL does not object to the CloudNine project per se. APL's objection is limited to (1) basing aircraft at Camarillo Airport with a take-off weight in excess of the 115,000 pounds limit in the Joint Powers Agreement (JPA), e.g., Boeing Business Jets; and (2) the reduction from 60 feet to 50 feet of the non-movement area north of the APL hangar complex. Our concern with BBJs is the likely adverse community reaction which, in our view, will be highly detrimental to the long-term survival of the airport.

If RKR Inc. makes it clear in its MND and its proposed lease that the project was not being designed and built with the intent of basing "heavy jets" at Camarillo and, if the northeast taxiway extension can, with FAA approval, be designated nonmovement area so as to preserve the APL tenants' lease rights with fair compensation for taking 10 feet of their leased area, then there would be no objection.

Very truly yours,



Mark F. Sullivan

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo Airport Hangers  
**Date:** Wednesday, November 20, 2019 12:08:12 PM

---

County is avoiding agreement of 1976 with city of Camarillo not to allow large jet aircraft to be based at Camarillo Airport. Building a home (hanger) that will handle large jets is an invitation for them to come & they will. Action is in direct opposition to the will of local residents. This is at an airport whose principle landing pattern and wind direction that deflects sound is over long established residents. It will also bring additional pollution directly into the heart of the city. Stop this action now.

Eric R. Duncan Sr. Camarillo CA

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Big Jets  
**Date:** Wednesday, November 20, 2019 12:01:42 PM

---

Ms. Powers,

I own a business right up against the airport, as can be seen from address below. I absolutely don't want those jets landing in my backyard. They are many potential dangers to that happening and my patients don't want those loud noises while they are getting dental work done. I also don't want to be drowned out by the loud noises when trying to discuss items with my patients. Please don't allow this travesty happen. Thank you for your time.

Dr. Jeremy Patelzick

--

Sincerely,  
Heidi Kainz  
Office Manager

Patelzick Family Dental

[REDACTED]  
Camarillo, Ca. 93010

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo Airport-Proposal for Airliner Sized Boeing 737-800  
**Date:** Wednesday, November 20, 2019 11:38:53 AM

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Dear Ms. Erin,

We are against the Ventura County Department of Airports proposal to base airliner sized Boeing 737-800's at the Camarillo Airport. Growing up and being a Camarillo resident for 58 years we do not want to go back the noisy days when it was Oxnard Airforce Base with large jets. The noise bothers us and our animals and makes it have to get a good nights rest. Our schools students need more rest as our governor has just put in a new law that changed starting hours for high school students to insure they get enough sleep to complete their education. With Channel Island University right in the Camarillo's airport back yard would harm the college students sleep and their education.

Also this would disrupt the 1976 agreement with the City of Camarillo and would end up in court wasting tax payers money.

Lets avoid the possible future legal law suits and give the local constituents peace and quit for the future.

I have talked to a lot of people in Camarillo and they want to be able to express their comments in public hearing with due to the lack of a effective public notice hearing.

We need to set up a public hearing in Camarillo to let the residents have a say that will effect our lives in the future.

Please feel free to contact me if you have any questions on this Camarillo Airport Proposal.

Sincerely,

Russell Heck  
[REDACTED]  
Camarillo, Ca 93010  
[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport Hangar proposal  
**Date:** Wednesday, November 20, 2019 11:38:34 AM

---

As a resident at the east end of Camarillo I am opposed to larger aircraft landing and taking off from Camarillo airport.

Please keep the 1976 agreement with the city of Camarillo in place.

Thank you,  
Charles A. Russell  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Cloud Nine Proposal  
**Date:** Wednesday, November 20, 2019 11:31:19 AM

---

Ms. Powers:

I have read the proposal for Cloud Nine posted by the Department of Airports and wanted let you know that I am NOT in favor of this project. Our home is in the path of the Camarillo Airport and although we are not now disturbed by local flights, heavier and more frequent overflights would be disturbing. I urge you to vote NO on this proposal.

Sincerely,

Richard W Dean

[REDACTED]

Camarillo, CA 93012

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Public comments for proposed changes at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 11:30:47 AM

---

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Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I own a home under the flight path into Camarillo Airport. While at times, I do find the noise from the currently approved aircraft irritating and conversation stopping, so far, I've been willing to put up with it. However, I am not willing to put up with adding heavy jets flying to the mix. I see this proposal as more than an encroachment on the agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport, I see it as a complete transgression and breach of trust that I'm willing to go to court over.

I also protest the fact that this proposal is being pushed through with so little public notice and comment. I only became aware of this because of a neighbor who alerted me (and today's advertisement in the local paper) to the end of the comment period--and I take the local paper! I am forwarding this information to my friends and neighbors, but I am requesting that the comment period be extended by 30 days and that a properly advertised public meeting be held in the community.

I am available for further discussion at this email address.

Tyler Persons  
[REDACTED]

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**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Cloud Nine Project - Oppose  
**Date:** Wednesday, November 20, 2019 11:28:32 AM

---

Ms. Powers,

We, hangar owner (B2) strongly oppose the proposed Cloud Nine project. It would dramatically change the nature of CMA and we do not welcome this disruption to GA at CMA.

Further, it has not fairly advertised for public comment.

Michael Rogers



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Date:** Wednesday, November 20, 2019 11:01:18 AM

---

Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I protest this proposal on numerous grounds.

First, I own a home under the flight path into Camarillo Airport. While at times, I do find the noise from the currently approved aircraft irritating and conversation stopping, so far, I've been willing to put up with it. However, I am not willing to put up with adding heavy jets flying to the mix. I see this proposal as more than an encroachment on the agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport, I see it as a complete transgression and breach of trust that I'm willing to go to court over.

Second, I grew up here directly under the flight path ([REDACTED]) to the former Oxnard Air Force base--now the Camarillo Airport--and I remember the noise and vibration of the aircraft flying overhead. While there may be some who argue that these modern 737 aircraft will be much quieter on approach to landing, or they will use offset approaches to minimize noise, I am a former military pilot and am very familiar with aircraft operations, both military and civilian, and I will tell you those are specious arguments. Large aircraft make noise. Period. And they will be flying directly over my current home. That is unacceptable!

Third, if we as a community allow this proposal to succeed, there will be further encroachments such as upgraded air traffic control and instrument landing systems. These systems then lead to arguments to allow more heavy traffic into the airport and eventually scheduled passenger operations. Again, I find this objectionable and am willing to fight any further expansion of Camarillo Airport's operations.

I also protest the fact that this proposal is being pushed through with so little public notice and comment. I only became aware of this because of some astute friends who alerted me (and today's advertisement in the local paper) to the end of the comment period--and I take the local paper! I am forwarding this information to my friends and neighbors, but I am requesting that the comment period be extended by 30 days and that a properly advertised public meeting be held in the community.

I am available for further discussion at this email address.

Johnie Michael Murphy  
Randi Olson Murphy  
[REDACTED]  
Camarillo, CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Important concerns  
**Date:** Wednesday, November 20, 2019 11:11:37 AM

---

Dear Erin

I'm writing to ask that our airways do not get sold out to big corporations. I often work outdoors and have noticed a steady increase in the size of aircraft flying low over us and I implore you not to allow the continued infringement. We already have to deal with farmland pesticides in our area, we do not need further measures of jet fuel sprayed over us!

The 1976 agreement was made with the City of Camarillo for good reason, health and environment. Please don't allow us to become victims of greed!

Sincerely

Marion Wood  
[REDACTED]  
Camarillo, Ca 93012

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Oppose Big Jets  
**Date:** Wednesday, November 20, 2019 11:07:55 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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I oppose Big Jet coming to Camarillo.



**TERRY AYERS**  
OFFICE MANAGER / REALTOR®



[REDACTED]  
[REDACTED]  
DRE#01417128



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** COMMENT ON CLOUD NINE HANGAR DEVELOPMENT  
**Date:** Wednesday, November 20, 2019 11:05:45 AM

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Ms. Powers – I'd like to comment on the proposed development of the northeast corner of Camarillo Airport by the building of several luxury hangars by Cloud Nine. I've reviewed the Project Description posted on your website and have concerns about a couple of the items.

First, let me say I'm a strong supporter of aviation and the Camarillo Airport. As an active aviator/pilot since 1968, I view our unique airport infrastructure in the US as a vital link in the freedoms we take for granted and as economic engine for the entire nation that must be preserved. KCMA is a jewel that needs to be protected and nurtured to ensure it remains one of the best GA airports in the country. I support development at KCMA when it makes sense to not only the coffers of the airport but more importantly, for the residents of the airport and the surrounding community, e.g. Camarillo.

The building of the Cloud Nine hangars is not an issue. The intended use is. And by that I mean the size of aircraft anticipated to be resident of those hangars, specifically, the Boeing 737-800 and Gulfstream 650 as listed in the proposal. Both of those aircraft are airline sized and are significantly larger than any existing aircraft currently based at KCMA. Consequently, they pose a significant change to the operations of the airport. My major concerns are as follows:

- 1) The noise level that will be forced upon the existing residents of the airport hangars on the east end of the airport will be significant and potentially pose a health risk to anyone at their hangars when one of these, or more, are operating due to the loud whine of the turbine engines. These aircraft are significantly different in their operating procedures that will require them to operate their engines on their apron prior to taxi for longer periods than the current jets operating at KCMA. That noise will pose a serious hearing issue for anyone on the east end that doesn't have hearing protection on. For that reason alone, I strongly request that the size of the aircraft authorized to operate in this area be limited to exclude specifically the G605 and Boeing 737 aircraft and similar sized aircraft.
- 2) Should these aircraft be allowed to operate from the east end, their taxi route will take them from their apron westbound to make a left hand turn onto taxiway G1. That turn will result in their jet blast from their exhaust to impinge on the area planned for the new county hangars to be built on the north side of the abandoned portion of the runway opposite G1. That impingement of jet blast will significantly affect the operations of the small GA aircraft envisioned to occupy those new hangars. Any aircraft outside their hangars preparing for flight will be subjected to significant jet blast and blown debris as a result of the taxiing aircraft needing to increase their engine thrust to make that left 90<sup>0</sup> turn. I strongly request that the size of the aircraft authorized to operate in this area be limited to exclude specifically the G605 and Boeing 737 aircraft and similar aircraft, and to ensure no additional risks to other aircraft/personnel are imposed as a result of basing new jets in the prosed location.
- 3) The new noise generated by these aircraft during the takeoff/landing phases will introduce a new level of noise complaints from citizens of Camarillo. Those noise complaints, while currently not numerous, will be greatly increased when these loud aircraft takeoff and land.

What is being proposed will eventually lead to the closure of KCMA similar to what has happened to Santa Monica (KSMO), where the elected officials and a loud vocal minority of the public have imposed restrictions that has altered the usefulness of KSMO as a vital resource, especially in event of a natural disaster, because of the current runway shortening and eventual closure of the airport.

Finally, I'd like to comment on the method by which the Department of Airports provided this proposal to the public for an opportunity to comment. At most, if not all, gate entrances to the airport a protected sign is available for the airport's use to notify the airport users, e.g. aircraft/hangar owners/renters, of issues they may have an interest in understanding and perhaps provide comment. However, no notice was ever placed in any of those locations. The notification was place at the Camarillo Library. While I'm sure this was legal, it certainly smells of an overt attempt by the Department of the Airports to limit public notification and comment on this propose project and in my view, wholly unethical.

In closing, let me restate that I am not against the development of the northeast corner of the airport, but am completely against the introduction of airline sized aircraft to the GA airport of Camarillo.

Respectfully,

Peter S. Chmelir

[REDACTED]

Camarillo, CA 93012

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport  
**Date:** Wednesday, November 20, 2019 11:00:34 AM

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Hi Erin

We are Old Town Camarillo residents for 28 years.

We love our area and neighborhood.

We have experienced many years of what the airport/plane traffic produces (noise) and knew that when we moved to the area.

However, over the last few years we have noticed an increase in plane frequency and numbers overhead in the evening hours especially.

These are the noisier/larger-sized planes it seems.

While we want the Camarillo Airport to continue to thrive and survive, we do not want to see "more" commercial hangars to be built thereby causing an increase in air traffic.

I am originally from Van Nuys, and never want to see that kind of traffic in our area.

We are a small town with a wonderful environment and air quality and noise level which we DO NOT want to see increase.

Not that it will probably matter, but Please register us as OPPOSED to any increase in hangar space, thereby meaning more airplane noise and traffic to our area.

We even see more military planes going over and I assume landing and taking off at Camarillo versus all prior going to Pt Mugu which we fully support.

Also, we should have received direct snail mail notifications and email notifications and prominent public notices about this project proposal.

We never heard of or saw any until today on the neighborhood association comment area by one person.

Thx for your attention,

Dr Michael & Lisa Rittenberg

[REDACTED]  
Camarillo CA 93010

Please let me know u got this and about any public meetings on the subject.

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Opposition to basing large jets at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 10:30:53 AM

---

Dear Ms. Powers;

I am a registered voter in Ventura County and a resident since 1987. I am strongly opposed to basing any jets larger than the business jets that currently use the Camarillo Airport. By this I mean that I am opposed to a 50 year lease to Boeing to base 737-800s at the Camarillo Airport.

Please extend the comment period and require that the Camarillo Airport prepare an Environmental Impact Statement as required by CEQA.

Best regards, John F. Reid

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** New Boeing hangars  
**Date:** Wednesday, November 20, 2019 10:14:50 AM

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Dear Ms. Powers:

I just learned about the proposed new hangars on Las Posas Road. The Department of Airports is proposing to base airliner-sized Boeing Business Jets there under a 50-year lease. If approved these will be the largest and potentially the loudest aircraft ever permanently based at this airport. These private Boeing 737-800s are up to twice as heavy on take-off as the 10-15 passenger executive jets that currently use the airport.

I strongly oppose the proposal, which would fly in the face of a 1976 agreement with the city of Camarillo not to base such large aircraft at this airport. Please do not allow this to happen! Either vote No or extend the comment period.

Sincerely,

Marianne Slaughter  
[REDACTED] Camarillo, CA 93010



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Adamantly Against...  
**Date:** Wednesday, November 20, 2019 10:13:36 AM

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Dear Ms. Powers, I am very upset that a proposal allowing airliner-sized Boeing Business Jets (Boeing 737-800s) to be permanently housed (50 years) at Camarillo Airport is being considered. Everyone knows that more plane noise/pollution on this level would be detrimental to residents health and peace of mind to residents and is certainly antithetical to what is good for Camarillo! Please don't allow what is attractive about where we live to be ruined in such a way.

Dee Press  
[REDACTED]  
Camarillo, CA

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport  
**Date:** Wednesday, November 20, 2019 10:05:33 AM

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[Spam.Manager@ventura.org](mailto:Spam.Manager@ventura.org)

Dear Ms. Powers,

I live at [REDACTED] in Camarillo. I purchased my home at a premium because of its location. As a matter of fact, the appraisal did not come in at the proposed value, so my husband and I paid out of pocket the difference. We LOVE our small airport. We spend countless hours in our backyard ( which underwent a \$100,000 renovation specifically to enjoy our backyard) watching the small planes fly DIRECTLY over our house on their flight path. We do experience some jets that violate the noise parameters and I keep a regular journal of them. It seems that the charter jets build the fines into their "cost of doing business". These incidents have increased in the three years we have lived here and it is alarming.

We purchased our home based on the fact that Camarillo is a small airport for individual owners and hobbyists. We were prepared for those small disturbances.

I was very alarmed on Monday, when I read the article in the Ventura County Star. The verbiage was just vague enough to cause unease. And then to find out that those people who would be most affected by this change weren't even notified? That is insane. We have more warning about the Dizdar park renovation than the changes at the airport.

If the Camarillo airport accommodates 737s and an increase in commercial aircraft, home values in the area WILL decline, causing some homeowners to be underwater. I, nor my neighbors, purchased our home to live under a commercial airport. We do NOT aspire to be Van Nuys or Westchester, where the air traffic noise is deafening. Even now when a private jet comes through, my whole house shakes. And you want to increase that?

Additionally, I own a business located in the Old Town area of Camarillo and my business would be negatively affected by increased airport traffic.

Please maintain the original 1976 agreement that was made with the City of Camarillo and respect the homeowners in the community who have invested hundreds of thousands of dollars into their homes.

Respectfully

--

CAMI PINSAK

Broker Owner

[REDACTED]

[REDACTED]

[REDACTED]

c: [REDACTED]

CAR Certified Forms Trainer

Company Stats



"2019 Entrepreneur Magazine Fastest Growing Franchises"

Do the Math

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** airport  
**Date:** Wednesday, November 20, 2019 9:38:37 AM

---

Please do not allow the Department of Airports to base airliner-sized Boeing Business Jets at the Camarillo airport. The fact that the Department has refused to extend the comment deadline despite lack of effective public notice is certainly a red flag. I strongly feel that this proposal should be denied.

Thank you for your consideration..

Nancy Penner  
[REDACTED]  
Camarillo, CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo airport  
**Date:** Wednesday, November 20, 2019 9:37:12 AM

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See where people are being encouraged to tell you to block larger corporate jets from Camarillo airport. Let them come! They really aren't that loud and we should enable as many uses as possible. Thanks for your efforts.

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Airport Expansion  
**Date:** Wednesday, November 20, 2019 9:34:28 AM

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Ms. Powers-

This email is in response to the proposed addition of the four new hangers at the Camarillo airport. I am in total opposition of these new hangers. I personally feel the quality of life living here in the Las Posas Estates will be jeopardized with even louder jet engines/aircraft noises than we already deal with. There are currently times when we sit in our house and hear what sounds like extremely large aircraft taking off at the airport, even disturbing our pets. Let's not forget the animal control center is nearby as well. I can't imagine larger aircraft housed at the Camarillo airport.

I say NO.

Thank you,  
Mark Beckner  
[REDACTED]  
Camarillo, CA 93010

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Basing Larger Aircraft at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 9:23:47 AM

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Good Day Ms.Powers,

I was upset this morning when I read about the new proposal for changing the size of the aircraft that can use the Camarillo Airport. I did see the article about the new hangers but did not realize the hidden agenda behind those plans. I have lived in Camarillo since 1976 and feel that the use of the Airport is just the way it should be for the size of our city. I urge you to please not agree to making this change.

Sincerely  
William Spies

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** 737-800 jets  
**Date:** Wednesday, November 20, 2019 9:10:44 AM

---

As a citizen of Camarillo and already in the direct flight path for the huge jets that go to the Base and drown out all other sound as they pass over one after another , I protest bringing in more large planes that will add to the noise and pollution of our community. We are in a valley with a busy freeway going through and additional contamination of our atmosphere should be prevented

Richard Brand, [REDACTED]

Sent from my iPad



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Loud Aircraft at Camarillo Airport  
**Date:** Wednesday, November 20, 2019 8:42:00 AM

---

I'm opposed to the pending agreement allowing jets as large as 737s to use Camarillo airport. I believe this violates the 1976 agreement with the City of Camarillo not to use such aircraft. I live in the flightpath and I'm opposed to this proposed change.

Gregg Willson

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Objection to the Cloud Nine Project  
**Date:** Wednesday, November 20, 2019 8:33:20 AM

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Erin Powers,

I have been a Camarillo hangar owner for 8 years. I am against Camarillo airport becoming home to large 737 type aircraft. I'm pretty sure the surrounding neighbors would not be in favor of the added jet traffic and increase noise that comes with these large aircraft. I'm in favor of building new hangars and expanding the airport's tenet population but actively seeking tenets with large, heavy, jet aircraft changes that. I'm also concerned why the Department of Airports hasn't reached out to the tenets and local population to get feedback on this project. I'm writing this note today, the last day for public comment, because of a notice from COHOTA. Without them notifying me, I would not have known the negative impact this project could have on the community.

Sincerely,

Thomas Weaver

[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Camarillo Airport  
**Date:** Wednesday, November 20, 2019 8:22:06 AM

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We are very concerned about the possibility of larger passenger planes such as the Boeing 737-800s being flown from Camarillo Airport. In 1976 there was an agreement stating there would be no commercial passenger service from Camarillo Airport.

There is already many private passenger planes leaving and arriving from this airport. Some of them are very noisy. Occasionally the flight path of these planes is over nearby housing. These planes get away with this as they are not considered commercial however they are passenger planes where a fee is being charged. The 1976 agreement needs to hold up so that there is no increased noise and activity at this airport  
Diane Off

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Big jets at Camarilo airport  
**Date:** Wednesday, November 20, 2019 8:09:45 AM

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Ms. Powers,

Please do not allow jets larger than the ones currently being based there to come to Camarillo airport. I came to Camarillo in 1961 as my father was transferred here to take the command of the control tower at Oxnard Air Force Base. My father retired from the Air Force before the Base was closed. We followed the conversion to a public, local airport. In 1976 the city of Camarillo agreed to make this a small, local airport. Some time later small, private, business jets were allowed to use the airport. Many locals believed this was in conflict with the original agreement, but discovered the city had authorized this. Now, you are trying to bring in larger, louder, aircraft. It does not matter if these are 'private' jets. This is NOT an airport for large aircraft and should not be allowed. The fact that you are trying to get this approved 'under the radar' of the public shows that you know this is not what the community would approve.

Please veto this approval.

Joseph and Deborah Darby

[REDACTED]  
Camarillo, Ca 93010

[Sent from Yahoo Mail for iPad](#)

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Cloud 9  
**Date:** Wednesday, November 20, 2019 7:43:17 AM

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Dear Ms. Powers

I am NOT in favor of a Cloud 9 company coming into the Camarillo or Oxnard airports.

Please understand that your going the same way that Santa Monica did. Right now you see dollars signs in front of your eyes. However, once these large jets start coming into our airport and the jet noise increases your going to have major push back from the community, and just like Santa Monica they'll start calling for the closure of the airport.

Please don't make this huge mistake, Camarillo airport has already gone from the local friendly airport into this corporate jet pad that it was never meant to be.

[Michael J. Maloco](#)



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** New proposes hangars at Camarillo airport.  
**Date:** Wednesday, November 20, 2019 7:10:09 AM

---

I am against proposed hangars being constructed at either Camarillo or Oxnard airports.  
Chris Kingsley

Sent from my iPad

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Airport Hangar  
**Date:** Wednesday, November 20, 2019 6:00:55 AM

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Good morning Ms. Powers,

Please DO NOT allow this hangar to be built. It will ruin what we know as the lovely town of Camarillo.

Thank you,

Keith Parnell  
[REDACTED]

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** CloudNine at CMA  
**Date:** Wednesday, November 20, 2019 5:18:07 AM

---

First , thanks for receiving comments.

As one who flies 2 CMA-based light airplanes, frequents the airport/businesses, and lives in the local community, I'm a stakeholder in CMA's future. As a current major US airline Captain (Delta Airlines), I thoroughly grasp the impact of much larger airplanes based at and operating out of CMA. I'm STRONGLY opposed to the CloudNine at Camarillo project (and the larger airplanes that would be CMA-based) for the following reasons:

- Legal. This proposal violates a 1976 governmental agreement. Potential increased tax revenue can't justify breaking this agreement.
- Safety. Originally built for operating relatively small-size, USAF fighter aircraft, and subsequently having its useable runway shortened, CMA isn't well suited for larger aircraft. Ramps, taxiways, and runways are well suited for the large, active population of private, training, historical, governmental, and commercial airplanes/helicopters currently at CMA. 737-sized commercial aircraft would be like a "bull in a china shop". These airplanes would dominate the airport and negatively impinge on safe operation for current airport users.
- Noise. For 737-size airplanes, CMA's runway is very short. This means not only full-power takeoffs, but full reverse-thrust landings. The noise footprint is considerable and far exceeds anything currently operating at CMA. The community will suffer.

Ken Davis  
[REDACTED]



**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Biz Jets @ camarillo Airport  
**Date:** Wednesday, November 20, 2019 12:31:58 AM

---

Dear Mrs. Powers, these are my comments regarding the purposed Business Jet complex at the Camarillo Airport.

I believe that when the U.S Government turned the airport over to the city of Camarillo and Ventura County, part of the agreement was that the first 4,000 feet of the then 10,000 foot runway would be marked as non usable. This was done to **eliminate** the possibility of the airport using large aircraft, therefore eliminating noise and pollution over, in and around the city of Camarillo.

Safety is another issue to consider since there have been several small aircraft go down either on approach or departure ends of the airport already. One can only imagine what would happen if one of these large aircraft would crash.

To build the purposed complex and allow these larger aircraft to bolster the numbers of already large aircraft using the airport is in direct violation of the agreement made with the citizens of Camarillo and Ventura County. I know that this will probably open the doors for larger and larger aircraft using the airport in the future, which the population will probably not be in agreement with since it is attempting to expand to areas that lie under the landing and departure path of the aircraft now. It would not be long until the hue and cry would emulate that of Santa Monica which is now resulting in closing their airport within the next 8 years.

Additionally, the airport is a very busy airport as it is, and this plan will only create more congestion in the area for those already flying in and out of Camarillo. The complaints of noise and low flying aircraft will only increase until efforts will be made to limit the use of the airport. As Santa Monica closes there will probably also be an influx of smaller privately owned aircraft relocating to Camarillo and as a result, increasing it's usage. This will also increase the need for smaller and medium hangars which are in short supply now for this type of aircraft. Maybe we should direct our efforts into building more of these types of hangars which will also bring more revenue into the airport.

I don't see how the Department of Airports can possibly manage this large addition when they can not or are not willing to resolve the ongoing issue that has now existed for several years between the current private hangar owners and the county regarding a fair and equitable lease agreement. If they cannot resolve this issue how can they handle a project as extensive and complicated as this would seem to be?

I also know that there will be all kinds of "good" reasons put forth to accept this project but none which doesn't violate the **intent** of those who signed the agreement mentioned above.

I also know that money talks and there is big money here and that my comments may well fall on deaf ears but approval of this plan may just initiate the downfall of the airport in future years.

Sincerely,  
Norman L. Hall

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Jet Aircraft Hangars  
**Date:** Tuesday, November 19, 2019 3:05:09 PM

---

Erin,

The first I have heard of the new Jet Hangars at the Camarillo Airport was yesterday in the Star. It appears you, and the powers that be, are trying to slip another controversial development project through the system without adequate notification to the community. What need are you trying to satisfy? It certainly isn't anything that will benefit the community. It is already very noisy from low flying aircraft, and a danger to the neighborhood. It is only a matter of time before an aircraft from the Airport crashes into one of our homes. I suppose it will help a few wealthy who find it inconvenient to drive to one of the other airports. Oh, and the airport will make money. I don't even see the need for an airport here, meanwhile a jet port. Oxnard airport is quite close.

By not giving adequate (which includes well published) notice you have set yourself up for some serious community problems and legal battles. It just might be the "straw that broke the camel's back"; the beginning of the end for the Camarillo Airport.

Please pass this on to the appropriate decision makers. I am interested in a rational response, though I don't expect it.

Thank you,  
Ron Rieger

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** Cloud Nine proposal commets  
**Date:** Tuesday, November 19, 2019 10:47:40 AM

---

I currently occupy a hanger in the F building hangers.  
the proposal to build the Cloud Nine hanger and operate business Jets on the North east end of the airport wold be a detriment to the existing tenants of all hangers, and would create a very chaotic situation. In the past until now all the Business Jet operations have been conducted on the west end of the airport as to not interfere with the general aviation aircraft and.that is something that should continue. Keeping the Business Jet operations separate from general aviation should be a priority.

Steve Lourenco

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Camarillo Luxury Hangar Project  
**Date:** Tuesday, November 19, 2019 9:20:33 AM

---

Hello Erin,

After reading about this project in the Ventura Star 11/18/19, I was very dismayed for several reasons. My first concern was that the general population of Camarillo residents were not aware of this project and the accompanying approvals by the county and apparently the Camarillo City Council until a few days ago, and we were expected to make comment by the deadline which was two days later. In other words, the community affected by this project was again the last to know. This fact that this information was not distributed early on and the residents made aware is totally unacceptable.

In addition, Camarillo is already impacted by the Magu jets that cross directly overhead numerous times on a regular basis overpowering the community with significantly elevated noise levels. To invite more jets whether Magu or luxury jets is a severe hit to our quality of life. Isn't the quality of life and expectation that most Camarillo residents treasure and have protected. This is why most of us live here in the first place. To have decisions made that directly impact our quality of life decided by everyone and all powers that be EXCEPT the people who live here is an affront that deserves reconsideration.

I will also be directly my wrath to the City of Camarillo city counsel who has apparently abandoned their own residents in search of the ultimate - another buck! Camarillo seems to be becoming more patterned after Oxnard where they seem more easily persuaded to give up the quality things and places that make life better all for more money - until those things are given up.

Needless to say, there are other less invasive options open to the airport and this community to make more money. I am hopeful that you will extend this comment deadline and provide more public notification in regards to moving forward on this project. You owe it to our community.

Jill Rieger

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Cc:** [REDACTED]  
**Subject:** Cloud Nine proposed development  
**Date:** Monday, November 18, 2019 3:03:30 PM

---

Erin;

I am writing to express my concern regarding the proposed Cloud Nine project and the negative declaration that is being considered for it. I am the owner of a hangar in the F-block (hangar F-9, to be exact) at Camarillo airport. I am, unfortunately, not terribly familiar with the project and I am in a locale for several weeks where my Internet access is extremely limited so I cannot do any research, but I am writing this at this time because of the terribly limited and inadequate time you have allowed for public comment. So my objections are somewhat hypothetical – that is, if the project allows larger, noisier, more space demanding jets than the 10-15 seat jets currently accommodated, I see some real problems for the community and existing airport tenants.

First, let me be clear, that if the project meets the following criteria, I have no objection:

1. Limited to the same size aircraft currently serviced by the airport (e.g. up to 10-15 seat Gulfstream, Citation, Falcon, etc.)
2. No additional restriction on the ability of existing tenants to use the area north of the E, F, G, and H-block hangars for temporary parking during pre-flight, etc.
3. No significant reduction in the width of that same area so aircraft continue to have space to taxi around those parked temporarily in the so-called “abandoned” portion of the runway.

If these criteria are not met (and my understanding is that the proposed project does not intend to meet these criteria) there are significant issues that face existing hangar owners affecting the value of our investment and our ability to fully utilize our hangar and the space around it.

1. If larger Boeing-size jets are permitted there will be a substantial increase in the noise level and the level of exhaust fumes from the engines which are much larger than anything we currently see at the airport.
2. If these large jets require larger unimpeded taxiway clearance north of the existing hangars (i.e. the abandoned runway section”), it will significantly reduce the utility of that part of the airport to existing tenants.
3. Further, if it is deemed necessary to control traffic in this part of the airport, it will increase load on the existing air traffic control staff and further reduce utility for existing tenants; if traffic is not controlled with these much larger aircraft, there is an opportunity for two aircraft to meet head on in a location where they cannot safely pass each other.

I wish I were in a position to study the plan more closely and provide more specific and detailed comments, but, unfortunately the very short comment period and the fact that I am out of the country with very limited internet access precludes my ability to do so until early December, well after the comment deadline.

Please take this email as my formal objection to the project and its negative declaration as well as a formal request for an extension of time for comments.

Sincerely,  
Peter Tompkins

**From:** [REDACTED]  
**To:** [Powers, Erin](#)  
**Subject:** boeing jets  
**Date:** Monday, November 18, 2019 2:01:50 PM

---

dear erin,

i believe allowing  
737 size aircraft to  
be based at kcma would  
alter the local character of  
the airport. flight training  
would be more difficult,  
airport noise would  
be so much greater. that  
could alter the livability  
of the city of camarillo,  
itself.

thank you,

marc franklin,  
kcma hanger "owner"

**From:** [REDACTED]  
**To:** [Powers, Erin](#); [Turner, Kip](#)  
**Subject:** FW: Cloud Nine  
**Date:** Monday, November 18, 2019 10:38:22 AM

---

Below is the public comment for Cloud Nine project.

-----Original Message-----

From: Brian Kelley <[REDACTED]>  
Sent: Monday, November 18, 2019 9:49 AM  
To: Feldhans, John [REDACTED]>  
Subject: Cloud Nine

Hello,

I am a resident of Camarillo and I am not 100% in favor of this project.

Thanks,

Brian Kelley

Sent from my iPhone