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NOTICE IS HEREBY GIVEN that the Regular Meeting of the Camarillo/Oxnard Airport Authority will be held on:

**Thursday                      October 12, 2017                      7:00 P.M.**

**CITY OF CAMARILLO  
COUNCIL CHAMBERS  
601 CARMEN DRIVE  
CAMARILLO, CA**

**AGENDA**

- 1. CALL to ORDER and PLEDGE of ALLEGIANCE**
- 2. ROLL CALL**
- 3. APPROVAL of MINUTES – July 17, 2017**
- 4. PUBLIC COMMENT PERIOD** - Citizens wishing to speak to the Authority on an airport related item must fill out a speaker card and submit it to the secretary. Comments will be limited to a maximum of three minutes per item.

*Speaker cards for issues NOT on the agenda must be submitted before the end of the public comment period.*

*Speaker cards for issues listed on the agenda must be presented before the item is up for consideration. Speakers will be called when the item is presented.*

- 5. UNFINISHED BUSINESS – None**
- 6. NEW BUSINESS**
- A. Subject: Approve and Award a Planning Services Contract with Coffman Associates, Inc. of Scottsdale, Arizona, in the Amount of \$246,176, Which Will Provide Funds for an Update to Oxnard Airport's Master Plan Narrative**

**Report and Airport Layout Plan and Authorization for the Director of Airports, or His Designee, to Sign the Contract.  
(Contract on File with the Department of Airports and Available Upon Request)**

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve and award a planning services contract with Coffman Associates, Inc. of Scottsdale, Arizona, in the amount of \$246,176, for the Oxnard Airport - Airport Layout Plan Update with Full Narrative and Airport Geographic Information System Survey; and
2. Authorize the Director of Airports, or his designee, to execute the contract.

**B. Subject: Approve the Plans and Specifications for the Camarillo Airport Northeast Hangar Development, Phase 1, Including Addenda Nos. 1, 2 and 3; Waive Any Minor Irregularities in the Bid; Award a Contract to Toro Enterprises, Inc. of Oxnard, CA in the Amount of \$7,950,236, on the Basis of the Lowest Responsive Bid; Authorize the Director of Airports, or His Designee, to Execute the Subject Contract; and Authorize the Auditor-Controller to Process the Necessary Budgetary Transactions.  
(Exhibits on File with the Department of Airports and Available Upon Request)**

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve the plans and specifications (Exhibit 1) for the Camarillo Airport Northeast Hangar Development, Phase 1, including Addenda Nos. 1, 2 and 3 (Exhibit 2);
2. Waive any minor irregularities in the bids;
3. Award a contract to Toro Enterprises Inc. of Oxnard, CA, in an amount of \$7,950,236, on the basis of the lowest responsible bid;
4. Authorize the Director of Airports, or his designee, to execute the subject Contract if awarded (Exhibit 3); and
5. Authorize the Auditor-Controller to process the necessary budgetary transactions to revise the following appropriations:

Budget Unit 5040 Airports Capital Projects:

Increase 5041 Camarillo Grant Projects	\$314,373
Decrease Fund E300 Unrestricted Net Position	\$314,373



**C. Subject:** Approve and Award a Construction Management Services Contract to Mead & Hunt, Inc. of Santa Rosa, California, in the Amount of \$1,327,462, for the Northeast Hangar Development, Phase 1 Project; and Authorization for the Director of Airports, or his Designee, to Execute the Subject Contract.

*(Contract on File with the Department of Airports and Available Upon Request)*

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve and award a construction management services contract to Mead & Hunt, Inc. of Santa Rosa, California in an amount of \$1,327,462, for the Northeast Hangar Development, Phase 1 project; and
2. Authorize the Director of Airports, or his designee, to execute the subject contract.

**7. DIRECTOR'S REPORT**

**8. REPORTS**

Monthly Activity Report – June, July, August 2017

Monthly Noise Complaints – June, July, August 2017

Airport Tenant Project Status – August, September 2017

Project Status – August, September 2017

Financial Statements Period Ended – June 30, 2017

Financial Statements First, Second, Third & Fourth Quarter – FY 2016/2017

Meeting Calendar

**9. CORRESPONDENCE**

Letter dated July 10, 2017 from John Feldhans to David Cruz, Alliance for Better Communities re: Noise Pollution at Oxnard Airport

Letter dated July 24, 2017 from Erin Powers to Standard Demolition, Inc. re: Notice to Proceed for Phase 1 Work, Abatement of Hazardous Materials at Camarillo Airport – DEMOLITION OF BUILDINGS AT 500 EUBANKS STREET

Letter dated July 20, 2017 from Todd McNamee to Renee Rakestraw, City of Oxnard re: Proposed Oxnard Senior Center Located at 2500 West 5<sup>th</sup> Street, Oxnard, CA is Unacceptable Land Use

Letter dated July 27, 2017 from John Feldhans to Camarillo Airport Hangar Tenants re: Hangar Electrical Upgrade

Letter dated July 27, 2017 from Erin Powers to Brenda Perez, Federal Aviation Administration re: AIRPORT IMPROVEMENT PROGRAM OXNARD AIRPORT – AIP 3-06-0179-035-2017

Letter dated July 27, 2017 from Todd McNamee to Daniel Gargas, Department of Transportation re: Comments on Proposed High School Located at Camino Del Sol and Rose Avenue

Letter dated July 31, 2017 from Erin Powers to USA Shade & Fabric Structures re: Forms for FINAL PAYMENT: Camarillo Airport – VIEWPORT SHADE COVER

Notice dated August 3, 2017 from Department of Airports to Camarillo and Oxnard Hangar Tenants re: Hangar Tenant Town Hall to Discuss Updating Hangar Lease Agreements

Letter dated August 4, 2017 from Todd McNamee to Charlie McLaughlin, Aspen Helicopters, Inc. re: Letter of Intent for Long Term Lease Agreement

Letter dated August 4, 2017 from Todd McNamee to Charlie McLaughlin, Aspen Helicopters, Inc. re: Extension to Submit Plan Sets for Project

Letter dated August 16, 2017 from Erin Powers to G. Adams, The Adams Companies re: Notice to Proceed, AEA No. 18-05, INDEPENDENT FEE ESTIMATE for Camarillo Airport – Construction Management Services for NE Hangar Development, Phase I

Letter dated August 23, 2017 from Erin Powers to Shannon Montano, California Department of Transportation re: State Matching Funds – Federal Aviation Administration Grant AIP 3-06-0179-035-2017 – Oxnard Airport

Letter dated August 25, 2017 from Jorge Rubio to Ronnie Amrany, Casamba Holdings, LLC re: Conceptual Approval for Proposed Exterior Hangar Modifications to the Alert Hangars at Camarillo Airport, DR 17-02

Letter dated August 25, 2017 from Jorge Rubio to Stephen Maloney, Sun Air Jets re: Based Aircraft List

Letter dated August 29, 2017 from Erin Powers to Shannon Montano, California Department of Transportation re: Application for State Matching Funds – Federal Aviation Administration (FAA) Grant AIP 3-06-0339-036-2017 – Camarillo Airport

Letter dated August 29, 2017 from Erin Powers to Lemuel del Castillo, Federal Aviation Administration re: AIRPORT IMPROVEMENT PROGRAM CAMARILLO AIRPORT – AIP 3-06-0339-036-2017

Notice dated September 1, 2017 from Department of Airports to Camarillo and Oxnard Pilots and Hangar Tenants re: Town Hall Follow Up – Hangar Lease Agreement

Letter dated September 7, 2017 from Erin Powers to Joe Vacca, City of Camarillo re: Camarillo Airport – Landscape and Irrigation Plan for Approval Industrial Planned Development (IDP) 402, Department of Airports

Letter dated September 13, 2017 from Jorge Rubio to Tenant re: Notice to Cease and Desist Commercial Operations at Hangar C-236

Letter dated September 13, 2017 from Jorge Rubio to Tenant re: 30-Day Notice to Correct Outstanding Issues with Hangars C-220 and APL F-5

Notice dated September 18, 2017 from Department of Airports to Camarillo and Oxnard Hangar Tenants re: Tenant Notice Soliciting Interest to Participate in Process to Update Storage Hangar Leases

Letter dated September 28, 2017 from Cheryl Thompson, U.S. Department of Transportation to John Feldhans, Oxnard Airport re: Timeline for Nationwide Termination of Space Leases for Federal Contract Tower (FCT)

## **10. MISCELLANEOUS HANDOUTS**

## **11. INFORMATION**

Miscellaneous articles of interest

**12. AUTHORITY COMMENTS** - Comments by Authority members on matters deemed appropriate.

## **13. ADJOURNMENT**

The next regular Authority meeting will be on Thursday, November 9, 2017 at 7:00 p.m. in the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, California.

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IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE CITY OF CAMARILLO CLERK AT (805) 388-5353 OR ANA CASTRO AT (805) 388-4211. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE CITY/DEPARTMENT OF AIRPORTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

## CAMARILLO AND OXNARD AIRPORT AUTHORITY

### MINUTES

July 17, 2017

#### 1. CALL TO ORDER and PLEDGE OF ALLEGIANCE

CAA Chair, Michael Morgan, called the meeting to order at 7:00 p.m., and led the pledge of allegiance.

#### 2. ROLL CALL

##### CAA PRESENT

Kelly Long  
John Zaragoza  
Michael Morgan  
Bill Thomas  
Michael Hodson (Alt)

Excused (E)  
Late (L)  
Alternate (Alt)

##### CAA ABSENT

Tony Trembley (E)

##### OAA PRESENT

Kelly Long  
John Zaragoza  
Tim Flynn  
Bert Perello  
Walter Calhoun  
Eugene Fussell (Alt)

##### OAA ABSENT

#### 3. APPROVAL OF MINUTES – April 13, 2017 (OAA Only); June 8, 2017 (CAA and OAA)

***Camarillo Airport Authority: Supervisor Kelly Long moved to approve the June minutes and Public Member Bill Thomas seconded the motion. All others voted in favor and the motion passed unanimously.***

***Oxnard Airport Authority: Supervisor John Zaragoza moved to approve the April minutes and the June minutes. Public Member Eugene Fussell seconded the motion. All others voted and the motion passed unanimously.***

#### 4. PUBLIC COMMENT - Citizens wishing to speak to the Authority on an airport related item must fill out a speaker card and submit it to the secretary. Comments will be limited to a maximum of **three** minutes per item.



*Speaker cards for issues NOT on the agenda must be submitted before the end of the public comment period.*

*Speaker cards for issues listed on the agenda must be presented before the item is up for consideration. Speakers will be called when the item is presented.*

No public comment.

**5. UNFINISHED BUSINESS – None**

**6. NEW BUSINESS**

**A. Subject: Proposed Oxnard Senior Center located at 2500 West 5<sup>th</sup> Street, Oxnard, CA**

**Recommendations:**

Staff requests that your Commission/Authority provide comments to the City of Oxnard (City) regarding the proposed Senior Center and that your Commission/Authority endorse the following recommendations from the Department of Airports (DOA):

1. Find the project is an unacceptable land use, and therefore inconsistent with the adopted Airport Comprehensive Land Use Plan (ACLUP); and
2. Recommend that the City find an alternative site that meets the compatibility guidelines of the ACLUP; and
3. Recommend that should the City choose to overrule the findings of the DOA, your Commission/Authority, and the Airport Land Use Commission as described in PUC Section 21676, then the City shall be required to grant the County an aviation easement over the parcel and restrict structural coverage of the parcel to 50% as depicted in the ACLUP.

Director Todd McNamee provided staff's report on this item and a general discussion took place.

A member from the Aviation Advisory Commission reported that the Commission previously heard this item and recommended its approval.

***Oxnard Airport Authority: Supervisor John Zaragoza moved to approve staff's recommendations and Supervisor Kelly Long seconded the motion. Councilmember Bert Perello opposed. All others voted in favor and the motion passed 4-1.***

**B. Subject: Approve Contract Change Order Request No. 1 with Standard Demolition, in the Amount of \$48,213 for the Camarillo Airport**

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**Demolition of Buildings at 500 Eubanks Street Project; Find That Competitive Bidding Is Undesirable and Impractical; Authorize the Director of Airports, or His Designee, to Execute the Contract Change Order; and Authorize the Auditor-Controller to Process the Necessary Budgetary Transactions to Revise Appropriations.**

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve Contract Change Order (CCO) No. 1 with Standard Demolition, for the Camarillo Airport Demolition of Buildings at 500 Eubanks Street Project in the amount of \$48,213, for additional hazardous materials abatement work;
2. Find that letting a contract by competitive bid for the extra work authorized by this CCO would not produce an advantage to the public and would be undesirable and impractical;
3. Authorize the Director of Airports, or his designee, to execute the CCO; and
4. Authorize the Auditor-Controller to process the necessary budgetary transactions to revise the following appropriations:

Budget Unit 5040 Airports Capital Projects:

Increase 4111 Buildings and Improvements	\$48,213
Decrease Fund E300 Unrestricted Net Position	\$48,213

Director McNamee provided staff's report on this item and responded to general questions from the Authority.

A member from the Aviation Advisory Commission reported that the Commission previously heard this item and recommended its approval.

***Camarillo Airport Authority: Supervisor Kelly Long moved to approve staff's recommendations and Public Member Bill Thomas seconded the motion. All others voted in favor and the motion passed unanimously.***

- C. Subject: Authorize the Director of Airports, or His Designee, to Accept and Sign Federal Aviation Administration (FAA) Grant No. 3-06-0179-035-2017, When Offered, in an Estimated Amount of \$261,000, Which Will Provide Funds for an Update to Oxnard Airport's Master Plan Narrative Report and Airport Layout Plan; Authorize the Director of Airports to Apply for, Accept, and Sign for a Matching Funds Grant from Caltrans, If Offered; and Authorize County Counsel to Execute the Certificate of Sponsor's Attorney Required by FAA Grant Agreements.**

### **Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Authorize the Director of Airports, or his designee, to accept and sign Federal Aviation Administration (FAA) Grant No. 3-06-0179-035-2017, when offered, in an estimated amount of \$261,000, which will provide funds for an Update to Oxnard Airport's Master Plan Narrative Report and Airport Layout Plan;
2. Authorize the Director of Airports, or his designee, to apply for, accept, and sign for a matching funds grant from Caltrans, if offered; and
3. Authorize County Counsel to execute the Certificate of Sponsor's Attorney required by FAA grant agreements.

Director McNamee provided staff's report on this item.

A member from the Aviation Advisory Commission reported that the Commission previously heard this item and recommended its approval.

***Oxnard Airport Authority: Supervisor John Zaragoza moved to approve staff's recommendations and Public Member Eugene Fussell seconded the motion. All others voted in favor and the motion passed unanimously.***

- D. Subject: Authorize the Director of Airports, or His Designee, to Accept and Sign Federal Aviation Administration (FAA) Grant No. 3-06-0339-036-2017, When Offered, in an Approximate Amount of \$3,800,000, Which Will Provide Funds for the Northeast Aircraft Apron & Hangar Development, Phase 1 at Camarillo Airport; Authorize the Director of Airports to Apply for, Accept, and Sign for a Matching Funds Grant from Caltrans, if Offered; and Authorize County Counsel to Execute the Certificate of Sponsor's Attorney Required by FAA Grant Agreements.**

### **Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Authorize the Director of Airports, or his designee, to accept and sign Federal Aviation Administration (FAA) Grant No. 3-06-0339-036-2017, when offered, in an approximate amount of \$3,800,000, which will provide funds for the Northeast Aircraft Apron & Hangar Development, Phase 1 at Camarillo Airport;
2. Authorize the Director of Airports, or his designee, to apply for, accept, and sign for a matching funds grant from Caltrans, if offered; and



3. Authorize County Counsel to execute the Certificate of Sponsor's Attorney required by FAA grant agreements.

Director McNamee provided staff's report on this item and responded to general questions from the Authority.

A member from the Aviation Advisory Commission reported that the Commission previously heard this item and recommended its approval.

***Camarillo Airport Authority: Supervisor Kelly Long moved to approve staff's recommendations and Public Member Bill Thomas seconded the motion. All others voted in favor and the motion passed unanimously.***

## **7. REPORTS**

Monthly Activity Report – May 2017  
Monthly Noise Complaints – May 2017  
Airport Tenant Project Status – June 2017  
Project Status – June 2017  
Meeting Calendar

***Staff welcomed and responded to comments/questions from Authority members. Reports were received and filed.***

## **8. DIRECTOR'S REPORT**

Director McNamee shared that the Camarillo Air Show is coming up on August 19-20, 2017. Public Member Bill Thomas provided additional details in his capacity as air boss for the event.

Mr. McNamee shared some key takeaways from the AOPA Fly-In that took place on April 28-29, 2017.

***Report was received and filed.***

## **9. CORRESPONDENCE**

Notice dated May 30, 2017 from Nick Martino to Camarillo County Hangar Tenants C-233 through C-281 re: Electrical Upgrade Project

Letter dated June 1, 2017 from Erin Powers to Mark Malone re: Hangar C-280 Improvements at Camarillo Airport

Letter dated June 5, 2017 from Erin Powers to Richard Miller, Resource Environmental re: Bid Protest for Camarillo Airport – Demolition of Buildings at 500 Eubanks Street



Letter dated June 12, 2017 from Erin Powers to C&W Construction Specialties, Inc. re: Contract for Camarillo Airport – STORAGE YARD PERIMETER FENCES & GATES

Letter dated June 12, 2017 from Erin Powers to Standard Demolition, Inc. re: Contract for Camarillo Airport – DEMOLITION OF BUILDINGS AT 500 EUBANKS STREET

Letter dated June 16, 2017 from Erin Powers to Matthew Johnston, Executive Hangars West Board re: Final Plan Review and Project Approval for Interior Hangar Modifications to Unit No. 9, Located in the Executive Hangars West Development at Oxnard Airport

Letter dated June 19, 2017 from Erin Powers to Jane Montague, Lewis Engineering re: Notice to Proceed for Camarillo Airport – VIEWPORT IMPROVEMENTS

Camarillo Airport Hangar Owners Association (CAHOA) Newsletter dated June 21, 2017

Email regarding Camarillo Airport Hangar Owners Association (CAHOA) Newsletter dated June 22, 2017

Letter dated June 22, 2017 from Erin Powers to Oilfield Electric Company re: Notice to Proceed for Camarillo Airport – HANGAR ELECTRICAL IMPROVEMENTS, Central Hangar Area

Letter dated June 22, 2017 from Erin Powers to C&W Construction Specialties, Inc. re: Notice to Proceed for Camarillo Airport – STORAGE YARD PERIMETER FENCE & GATES

Letter dated June 22, 2017 from Erin Powers to Standard Demolition, Inc. re: Notice to Proceed for Phase 1 Work, Mobilization Camarillo Airport – DEMOLITION OF BUILDINGS AT 500 EUBANKS STREET

Letter dated June 22, 2017 from Erin Powers to Tim Ryan, Criterion Environmental, Inc. re: Notice to Proceed for Camarillo Airport – ENVIRONMENTAL MONITORING, Demolition of Buildings at 500 Eubanks Street

Notice dated June 23, 2017 from Department of Airports to Camarillo and Oxnard Hangar Tenants re: Updating Private and County Hangar Lease Agreements

Email dated June 29, 2017 from Concerned Hangar Owners to Todd McNamee regarding Concerned Hangar Owners

Letter dated June 30, 2017 from Richard Miller, Law Offices of Richard T. Miller to Todd McNamee re: OBJECTIONS TO PROPOSED NEW HANGAR LEASE AGREEMENT

***Staff welcomed and responded to comments/questions from Authority members. Correspondence was received and filed.***

**10. MISCELLANEOUS HANDOUTS – None**

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## **11. INFORMATION**

Miscellaneous articles of interest.

***Information was received and filed.***

## **12. AUTHORITY COMMENTS**

Mayor Tim Flynn inquired about the status of bringing an airline carrier to Oxnard Airport. Deputy Director Jorge Rubio shared that a startup airline has contacted the Department of Airports however there is no further update at this time.

Councilmember Michael Morgan closed the meeting honoring Robert Cox whose life was lost in a plane accident and also Bill Watson whose life was lost in an ultralight aircraft accident.

## **13. ADJOURNMENT**

There being no further business, the July 17, 2017 Authority meeting was adjourned at 8:06 p.m.

TODD L. McNAMEE, AAE  
Administrative Secretary

October 2, 2017

Aviation Advisory Commission  
Oxnard Airport Authority  
555 Airport Way, Suite B  
Camarillo, CA 93010

**Subject:** Approve and Award a Planning Services Contract with Coffman Associates, Inc. of Scottsdale, Arizona, in the Amount of \$246,176, Which Will Provide Funds for an Update to Oxnard Airport's Master Plan Narrative Report and Airport Layout Plan and Authorization for the Director of Airports, or His Designee, to Sign the Contract.  
*(Contract on File with the Department of Airports and Available Upon Request)*

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve and award a planning services contract with Coffman Associates, Inc. of Scottsdale, Arizona, in the amount of \$246,176, for the Oxnard Airport - Airport Layout Plan Update with Full Narrative and Airport Geographic Information System Survey; and
2. Authorize the Director of Airports, or his designee, to execute the contract.

**Fiscal/Mandates Impact:**

Mandatory: No

Source of funding: *Federal Aviation Administration (90%)*  
*Caltrans (4.5%)*

Funding match required: *Airport Enterprise Fund (5.5%)*

Impact on other departments: *None*

Gal

**Summary of Revenue and Total Costs**

**FY 2017/18**

Revenue: FAA (90%)	\$ 244,058
Caltrans (4.5%)	12,203
Direct Costs:	<u>\$ 271,176</u>
Net Costs – Airport Enterprise Fund	<u>\$ 14,915</u>

**Current Fiscal Year Budget Projection:**

FY 2017-18 Budget Projection for Airports Capital Projects - Unit 5041				
	Adopted Budget	Adjusted Budget	Projected Budget	Estimated (Savings/Deficit)
Appropriations	\$11,041,700	\$11,041,700	\$11,041,700	\$0
Revenue	4,264,100	4,264,100	4,264,100	0
Net Cost	\$ (6,777,600)	\$ (6,777,600)	\$ (6,777,600)	\$0

*Sufficient appropriations are available in the FY 2017-18 capital budget to cover the net costs.*

**Discussion:**

The FAA Airport Improvement Program (AIP) and Caltrans provide grant funding to airports for certain airport improvements. The Department of Airports works closely with our regional representatives to develop a Five-Year Capital Improvement Plan (CIP), which identifies grant-eligible projects at the Oxnard Airport.

In order to remain eligible for federal AIP grant funding, the FAA requires airports to maintain a current Master Plan and Airport Layout Plan (ALP). The FAA last approved a full master plan and full airport layout plan for Oxnard Airport in 2004. Since then, minor updates or revalidations have kept the airport layout plan current. However, due to the length of time since the last master plan update and changes in federal requirements for airport layout plans, the FAA has requested that Oxnard Airport update the Airport's Master Plan narrative and its ALP to meet more recent standards, including geographical information system integration.

The consultant, Coffman Associates, Inc., was selected through a request for qualifications selection process in August 2016 as the Airports Consultant for a five (5) year term, which complies with the guidelines of the Federal Aviation Administration (FAA) Advisory Circular 150/5100-14D, and in accordance with the Consultant Selection Process adopted by the Board of Supervisors (Board) on November 3, 1998. Although they were selected as the Airport's Consultant for a five (5) year term, each contract awarded during that period must be negotiated individually. Those contracts exceeding \$100,000 must be approved and awarded by the Board. Therefore, the Department of Airports is asking that your Commission/Authority recommend that the Board of Supervisors approve the subject contract.

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The project has been programmed by the FAA under the FAA's Airport Improvement Program. Caltrans has funded a matching grant for 5% of the federal funds through the California Department of Transportation matching grant program. The balance of the project funding will be borne by the Airport Enterprise Fund.

The project is comprised of the following elements:

**Update to Oxnard Airport's Master Plan Narrative Report  
And Airport Layout Plan**

The objective is to update the Oxnard Airport, Airport Layout Plan (ALP) drawing set and provide a narrative report (Narrative Report) supporting the proposed changes and/or revisions to the ALP. The narrative report will focus on the facility changes and development direction of the airport that has occurred since the preparation of the previous Airport Layout Plan. The ALP Narrative Report will include the identification of future facility needs, and capital improvement scheduling and costs. The ALP Narrative Report and the updated ALP drawing set will also reflect new policies and development direction provided by Ventura County.

The project described in this letter is in line with the County of Ventura Strategic Plan, Focus Area 3, Strategic Goals 2 and 3 (Location Map, Attachment 1).

The project was included in the FY 2017/18 capital budget for the Airport Enterprise Fund and the current Capital Improvement Program that was previously approved by the Aviation Advisory Commission and the Oxnard Airport Authority and adopted by the Board of Supervisors.

If you have any questions regarding this item, please call me at 388-4200, or Erin Powers at 388-4205.

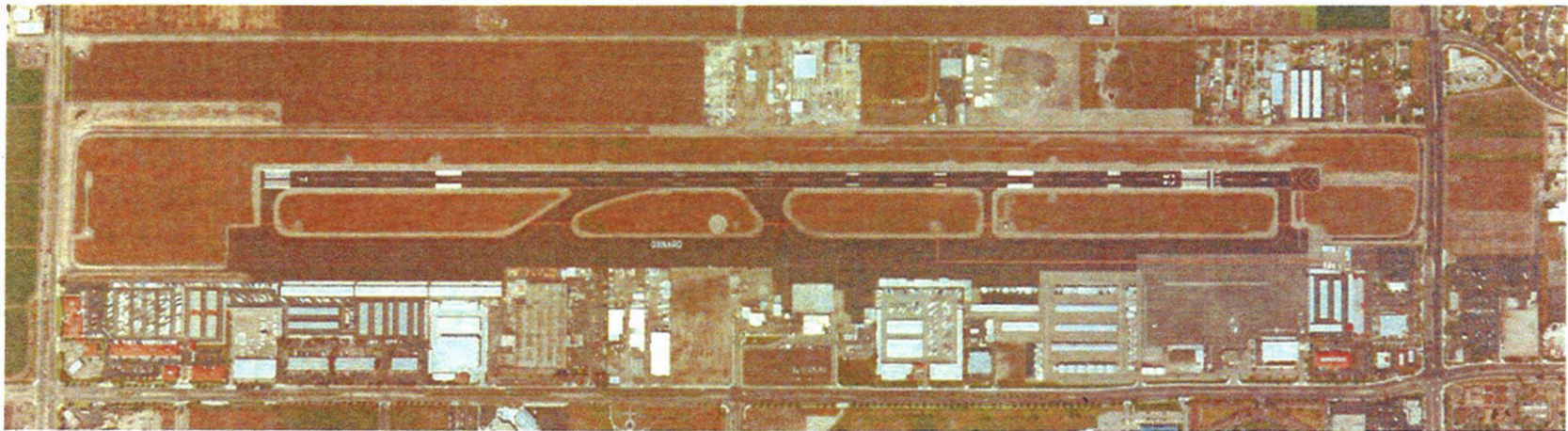


TODD L. McNAMEE, AAE  
Director of Airports

Attachment - Location Map

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## Federal Fiscal Year 2017



1. Full Airport Layout Plan Update with Narrative



October 2, 2017

Aviation Advisory Commission  
Camarillo Airport Authority  
555 Airport Way, Suite B  
Camarillo, CA 93010

**Subject:** Approve the Plans and Specifications for the Camarillo Airport Northeast Hangar Development, Phase 1, Including Addenda Nos. 1, 2 and 3; Waive Any Minor Irregularities in the Bid; Award a Contract to Toro Enterprises, Inc. of Oxnard, CA in the Amount of \$7,950,236, on the Basis of the Lowest Responsive Bid; Authorize the Director of Airports, or His Designee, to Execute the Subject Contract; and Authorize the Auditor-Controller to Process the Necessary Budgetary Transactions.  
*(Exhibits on File with the Department of Airports and Available Upon Request)*

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve the plans and specifications (Exhibit 1) for the Camarillo Airport Northeast Hangar Development, Phase 1, including Addenda Nos. 1, 2 and 3 (Exhibit 2);
2. Waive any minor irregularities in the bids;
3. Award a contract to Toro Enterprises Inc. of Oxnard, CA, in an amount of \$7,950,236, on the basis of the lowest responsible bid;
4. Authorize the Director of Airports, or his designee, to execute the subject Contract if awarded (Exhibit 3); and
5. Authorize the Auditor-Controller to process the necessary budgetary transactions to revise the following appropriations:

Budget Unit 5040 Airports Capital Projects:

Increase 5041 Camarillo Grant Projects	\$314,373
Decrease Fund E300 Unrestricted Net Position	\$314,373

6b1

### **Fiscal/Mandates Impact:**

Mandatory: *No*

Source of funding: *Federal Aviation Administration (90%)*

*Caltrans (4.5%)*

Funding match required: *Airport Enterprise Fund (5.5%)*

Impact on other departments: *None*

<b><u>Summary of Revenue and Project Costs</u></b>	<b><u>Current FY 2017/18</u></b>	<b><u>Following FY 2018/19</u></b>
Revenue: FAA (90% of eligible items)	\$ 1,000,000	\$ 1,273,018
Caltrans*	0*	100,000*
Direct Costs:	<u>\$ 2,950,236</u>	<u>\$ 5,000,000</u>
Net Costs – Airport Enterprise Fund	<u>\$ 1,950,236</u>	<u>\$ 3,626,982</u>

\*Caltrans capped total grant award at \$100,000, so this amount reflects grant funds available, not 4.5% of the FAA grant amount.

### **Current Fiscal Year Budget Projection:**

<b>FY 2017-18 Budget Projection for Airports Capital Projects - Unit 5041</b>				
	<b>Adopted Budget</b>	<b>Adjusted Budget</b>	<b>Projected Budget</b>	<b>Estimated (Savings/Deficit)</b>
Appropriations	\$11,041,700	\$11,041,700	\$11,041,700	\$0
Revenue	4,264,100	4,264,100	4,264,100	0
Net Cost	\$ (6,777,600)	\$ (6,777,600)	\$ (6,777,600)	\$0

Sufficient revenue and appropriations will be available in the FY 2017/18 capital budget to cover net costs after the Auditor-Controller processes the necessary budgetary transactions as requested and approved by the Board.

The estimated total fiscal impact, including all phases of design and construction, are as follows:

	<b><u>Costs</u></b>
Engineering & Environ./design:	\$ 960,417
Construction**:	7,950,236
Construction management:	1,327,462
Project administration:	107,070
Permitting Fees:	264,493
Total	<u>\$10,609,678</u>
Total Grant Revenue	<u>\$ 3,855,942</u>
<b>Cost to Airport Enterprise Fund</b>	<b><u>\$ 6,753,736</u></b>

\*\*This award of contract only references the construction contract.

6b2



## **Discussion:**

The construction contract is for improvements at the Camarillo Airport to be funded in part by the FAA under Airport Improvement Grant No. 3-06-0339-036-2017 and a matching Caltrans Grant. The project includes a base bid to develop Phase 1 of the Northeast Hangar Development. The project is described in more detail below.

### **Northeast Aircraft & Hangar Development, Phase 1**

**Base Bid:** Includes the development of 41 hangars, consisting of 7 box hangars and 34 T-hangars; two ADA-compliant restrooms; and connecting taxilanes and aprons. The items eligible for FAA and Caltrans reimbursement include taxilanes, limited apron areas, drainage improvements and some utilities. Ineligible items include the hangar buildings, sanitary sewer connections, electrical service within the hangars and fire suppression systems that serve only the hangars. (Location Map is attached, Exhibit 4)

Bids for the project were opened on August 15, 2017. A copy of the bid abstract for the two (2) bids received is attached (Exhibit 5). The bid has been reviewed for form. Toro Enterprises, Inc. of Oxnard, California submitted the lowest responsible base bid in the amount of \$7,950,236. The low base bid is 11.56% over the engineer's estimate of \$7,126,202. We believe that the bid reflects the value of work to be done.

Project environmental review was completed in accordance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines. The Board of Supervisors adopted and certified a Mitigated Negative Declaration on September 27, 2016 and the FAA issued a Finding of No Significant Impact (FONSI) on July 6, 2017.

The estimated project construction schedule is:

Contract Award – October 17, 2017

Notice to Proceed – November 1, 2017

Construction Completion – October 22, 2018

The work described in this letter is in line with the County of Ventura Strategic Plan, Focus Area 3, Strategic Goals 2 and 3. This project is needed to help the airport meet current demand for aircraft hangars at the Camarillo Airport.

The project was included in the FY 2017/18 capital budget for the Airport Enterprise Fund and the current Capital Improvement Program that was previously approved by the Aviation Advisory Commission and the Camarillo Airport Authority and adopted by the Board of Supervisors.

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If you have any questions regarding this item, please call me at 388-4200.



TODD L. McNAMEE, AAE  
Director of Airports

Attachments:

Exhibit 1-Plans Specifications  
Exhibit 2—Addenda Nos. 1, 2 & 3  
Exhibit 3-Contract  
Exhibit 4 - Location Map  
Exhibit 5—Bid Abstract

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## LOCATION MAP



1. Development of the NE Aircraft Apron, Phase 1



				Engineer's Estimate		11.56%		26.05%	
				Over Engineer's Estimate		Over Engineer's Estimate		Over Engineer's Estimate	
No.	Spec. Item	Description	Unit	Quantity	Cost	Total	Cost	Total	Cost
<b>Part 1, General and Civil - Site Work and Pavement Improvements</b>									
1	A-104-3.1	Artificial Safety and Traffic Control	LS	1	\$68,000.00	\$68,000.00	\$232,235.00	\$232,235.00	\$12,400.00
2	A-104-3.2	Construction Staking and Survey Layout	LS	1	\$26,000.00	\$26,000.00	\$73,135.00	\$73,135.00	\$50,000.00
3	A-104-3.3	Access Route Improvements/Repair	T&E	1	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00
4	A-105-3.1	Mobilization	LS	1	\$648,000.00	\$648,000.00	\$1,000,000.00	\$1,000,000.00	\$15,000.00
5	A-110-4.1	Remove Portland Cement Concrete Pavement	SY	3,500	\$15,000.00	\$52,500.00	\$16.00	\$56,000.00	\$20.00
6	A-110-4.2	Miscellaneous Removal	LS	1	\$13,000.00	\$13,000.00	\$99,500.00	\$99,500.00	\$12,000.00
7	A-115-4.1	Pulverize/Mill Asphalt Concrete Pavement and Suitable Base	SY	2,300	\$6.00	\$13,800.00	\$12.00	\$27,600.00	\$14.00
8	A-115-4.2	Sawcut Asphalt Concrete Pavement	LF	400	\$7.50	\$3,000.00	\$4.00	\$1,600.00	\$3.00
9	A-115-4.3	Recycled Base	CY	530	\$21.00	\$11,130.00	\$44.00	\$23,320.00	\$45.00
10	A-120-4.1	Hangar Subsurface Stabilization	LS	1	\$508,000.00	\$508,000.00	\$460,000.00	\$460,000.00	\$126,000.00
11	P-152-4.1	Unclassified Excavation	CY	4,885	\$10.00	\$48,850.00	\$7.00	\$34,195.00	\$6.00
12	P-152-4.2	Excavation Below Subgrade	CY	210	\$70.00	\$14,700.00	\$20.00	\$4,200.00	\$15.00
13	P-152-4.3	Subgrade Preparation	SY	26,800	\$1.75	\$46,900.00	\$3.00	\$80,400.00	\$21.00
14	P-155-8.1	Lime Treated Subgrade, 12-Inch Depth	SY	15,800	\$7.50	\$118,500.00	\$12.00	\$189,600.00	\$12.00
15	P-209-5.1	Crushed Aggregate Base Course, P-209	CY	2,800	\$48.00	\$134,400.00	\$71.00	\$198,800.00	\$50.00
16	P-401-8.1	Bituminous Surface Course, P-401	CY	2,800	\$122.00	\$341,600.00	\$100.00	\$280,000.00	\$65.00
17	P-620-5.1a	Pavement Markings, Yellow, Initial Application	SF	1,300	\$0.85	\$1,105.00	\$0.80	\$1,040.00	\$1.50
18	P-620-5.1b	Pavement Markings, Yellow, with Reflective Media, Final Application	SF	1,100	\$1.15	\$1,265.00	\$2.00	\$2,200.00	\$3.00
19	P-620-5.1c	Pavement Markings, Black, Single Application	SF	2,500	\$1.50	\$3,750.00	\$1.00	\$2,500.00	\$2.00
20	P-620-5.1d	Pavement Markings, Miscellaneous, Single Application	SF	800	\$2.25	\$1,800.00	\$3.00	\$2,400.00	\$2.00
21	P-620-5.1e	Pavement Markings, Temporary	SF	800	\$5.00	\$4,000.00	\$1.00	\$800.00	\$1.50
22	D-754-5.1	Structural Concrete, Reinforced (Flatwork)	CY	340	\$700.00	\$238,000.00	\$480.00	\$163,200.00	\$375.00
23	A-130-5.1	PCC Curb and Gutter	LF	410	\$35.00	\$14,350.00	\$25.00	\$10,250.00	\$0.00
Part 1, General and Civil - Site Work and Pavement Improvements Subtotal					\$2,386,480.00		\$2,599,375.00		\$1,756,860.00
<b>Part 2, Civil - Drainage Improvements and Storm Water Quality</b>									
No.	Spec. Item	Description	Unit	Quantity	Cost	Total	Cost	Total	Cost
24	A-201-4.1	Implement Stormwater Pollution Prevention Plan (SWPPP)	LS	1	\$13,000.00	\$13,000.00	\$9,100.00	\$9,100.00	\$62,956.00
25	A-201-4.2	Implement Erosion Control	LS	1	\$18,000.00	\$18,000.00	\$47,280.00	\$47,280.00	\$49,090.00
26	A-211-4.1	Curb Inlet Catch Basin	EA	3	\$3,500.00	\$10,500.00	\$6,400.00	\$19,200.00	\$23,100.00
27	A-221-4.1	Infiltration/Detention Combination Basin	LS	1	\$312,000.00	\$312,000.00	\$135,025.00	\$135,025.00	\$200,000.00
28	A-221-4.2	Catch Basin Filter Insert	EA	8	\$1,000.00	\$8,000.00	\$832.00	\$6,656.00	\$2,900.00
29	D-701-5.1a	6-Inch Storm Drain Pipe, Roof Collector (HDPE), CLSM Backfill	LF	140	\$60.00	\$8,400.00	\$95.00	\$13,300.00	\$40.00
30	D-701-5.1b	12-Inch Storm Drain Pipe, HDPE, CLSM Backfill	LF	515	\$130.00	\$66,950.00	\$101.00	\$52,015.00	\$55.00
31	D-701-5.1c	15-Inch Storm Drain Pipe, HDPE, CLSM Backfill	LF	70	\$140.00	\$9,800.00	\$143.00	\$10,010.00	\$65.00
32	D-701-5.1d	18-Inch Storm Drain Pipe, HDPE, CLSM Backfill	LF	20	\$150.00	\$3,000.00	\$142.00	\$2,840.00	\$70.00
33	D-701-5.1e	24-Inch Storm Drain Pipe, HDPE, CLSM Backfill	LF	180	\$175.00	\$31,500.00	\$183.00	\$32,940.00	\$80.00
34	D-701-5.1f	30-Inch Storm Drain Pipe, HDPE, CLSM Backfill	LF	280	\$200.00	\$56,000.00	\$173.00	\$48,440.00	\$110.00
35	D-751-5.1	Storm Drain Manhole	EA	4	\$2,400.00	\$9,600.00	\$3,000.00	\$12,000.00	\$7,500.00
36	D-751-5.2	12"x12" Concrete Catch Basin (Grated)	EA	4	\$750.00	\$3,000.00	\$1,430.00	\$5,720.00	\$10,000.00
37	D-751-5.3	24"x24" Concrete Catch Basin (Grated)	EA	4	\$1,000.00	\$4,000.00	\$1,945.00	\$7,780.00	\$25,918.00
38	D-752-4.1	Cast In-Place Stormwater Headwall	EA	1	\$2,000.00	\$2,000.00	\$25,505.00	\$25,505.00	
39	D-752-4.2	Cast In-Place Stormwater Diversion Structure	EA	1	\$5,000.00	\$5,000.00	\$29,875.00	\$29,875.00	
Part 2, Civil - Drainage Improvements and Storm Water Quality Subtotal					\$683,360.00		\$682,286.00		\$629,893.00
<b>Part 3, Civil - Sanitary Sewer and Water Improvements</b>									
No.	Spec. Item	Description	Unit	Qty	Cost	Total	Cost	Total	Cost
40	A-301-3.1	Packaged Pressure Sewer Basin	EA	1	\$30,000.00	\$30,000.00	\$83,600.00	\$83,600.00	
41	A-301-3.2a	2" Sch. 80 PVC Sewer Force Main, Native Backfill	LF	1,100	\$13.50	\$14,850.00	\$53.00	\$58,300.00	
42	A-301-3.2b	2" Sch. 80 PVC Sewer Force Main, CLSM Backfill	LF	580	\$14.65	\$8,407.00	\$64.00	\$47,040.00	
43	A-301-3.3a	4" SDR 35 PVC Gravity Sewer Pipe, CLSM Backfill	LF	20	\$45.00	\$900.00	\$177.00	\$3,540.00	
44	A-301-3.3b	6" SDR 26 PVC Gravity Sewer Pipe, Native Backfill/Airport Property	LF	170	\$70.00	\$11,900.00	\$85.00	\$14,450.00	
45	A-301-3.3c	8" SDR 26 PVC Gravity Sewer Pipe, Airport Property	LF	25	\$80.00	\$2,000.00	\$155.00	\$3,875.00	
46	A-301-3.3d	8" SDR 26 PVC Gravity Sewer Pipe, in Camarillo City ROW	LF	75	\$130.00	\$9,750.00	\$478.00	\$35,850.00	
47	A-301-3.4	Sewer Cleanout, In-Place	EA	18	\$440.00	\$7,920.00	\$1,150.00	\$20,700.00	
48	A-301-3.5	Sanitary Sewer Manhole, In-Place	EA	2	\$14,000.00	\$28,000.00	\$10,500.00	\$21,000.00	
49	A-301-3.6	Temporary Sewer By-Pass	LS	1	\$60,000.00	\$60,000.00	\$18,700.00	\$18,700.00	
50	A-301-3.7	Job, Connect to Existing City Manhole	LS	1	\$12,000.00	\$12,000.00	\$5,900.00	\$5,900.00	
51	A-321-3.1a	12" Water Distribution Pipeline, Native Backfill	LF	1,390	\$94.00	\$130,660.00	\$100.00	\$139,000.00	
52	A-321-3.1b	12" Water Distribution Pipeline, CLSM Backfill	LF	380	\$90.00	\$34,200.00	\$100.00	\$38,000.00	
53	A-321-3.1c	8" Water Distribution Pipeline, CLSM Backfill	LF	1,020	\$69.00	\$70,380.00	\$87.00	\$88,740.00	
54	A-321-3.1d	6" Water Distribution Pipeline, CLSM Backfill	LF	84	\$60.00	\$5,040.00	\$116.00	\$9,744.00	
55	A-321-3.1e	4" Water Distribution Pipeline, CLSM Backfill	LF	480	\$56.00	\$26,880.00	\$73.00	\$35,040.00	
56	A-321-3.2a	12" Line Fitting, In-Place	EA	9	\$1,250.00	\$11,250.00	\$2,110.00	\$18,990.00	
57	A-321-3.2b	8" Line Fitting, In-Place	EA	18	\$750.00	\$13,500.00	\$672.00	\$12,096.00	
58	A-321-3.2c	4" Line Fitting, In-Place	EA	6	\$625.00	\$3,750.00	\$700.00	\$4,200.00	
59	A-321-3.3a	12" Gate Valve	EA	2	\$2,500.00	\$5,000.00	\$2,895.00	\$5,390.00	
60	A-321-3.3b	8" Gate Valve	EA	6	\$1,600.00	\$9,600.00	\$1,760.00	\$10,500.00	
61	A-321-3.3c	4" Gate Valve	EA	3	\$1,400.00	\$4,200.00	\$1,270.00	\$3,810.00	
62	A-321-3.4	Fire Hydrant Assembly, In-Place	EA	7	\$3,625.00	\$25,375.00	\$4,800.00	\$33,600.00	
63	A-321-3.5	Backflow Prevention Unit (DDC), for Fire Line	EA	3	\$15,500.00	\$46,500.00	\$7,105.00	\$21,315.00	
64	A-321-3.6	1" Domestic Meter with Capital Improvement Fee	EA	1	\$4,662.00	\$4,662.00	\$3,015.00	\$3,015.00	
65	A-321-3.7	1" Backflow Prevention Unit (BPP), for Domestic Service	EA	1	\$2,000.00	\$2,000.00	\$1,855.00	\$1,855.00	
66	A-321-3.8	Job, Connect to Existing City of Camarillo System	LS	1	\$6,250.00	\$6,250.00	\$12,670.00	\$12,670.00	
Part 3, Civil - Sanitary Sewer and Water Improvements Subtotal					\$998,771.00		\$699,430.00		\$0.00
<b>Part 4, Site Electrical Distribution Improvements</b>									
No.	Spec. Item	Description	Unit	Qty	Cost	Total	Cost	Total	Cost
67	A-410-5.1a	SCE Electrical Duct Bank - 1W-5 Inch Schedule 40 PVC, CLSM Encased	LF	1,400	\$18.50	\$25,900.00	\$11,100.00	\$15,510.00	
68	A-410-5.1b	SCE Electrical Duct Bank - 2W-5 Inch Schedule 40 PVC, CLSM Encased	LF	1,800	\$24.50	\$44,100.00	\$43.00	\$77,400.00	
69	A-410-5.2	SCE Transformer Pad	EA	1	\$3,500.00	\$3,500.00	\$3,960.00	\$3,960.00	
70	A-410-5.3	SCE Electrical Manhole	EA	5	\$13,750.00	\$68,750.00	\$692.00	\$3,460.00	
71	A-410-5.4	SCE Meter Socket	EA	1	\$2,200.00	\$2,200.00	\$1,110.00	\$1,110.00	
Part 4, Site Electrical Distribution Improvements Subtotal					\$144,450.00		\$137,730.00		\$0.00
<b>Part 5, Hangar Building Improvements</b>									
No.	Spec. Item	Description	Unit	Qty	Cost	Total	Cost	Total	Cost
72	A-500-3.1a	Hangar Row A - Building Foundation / Floor Slab	LS	1	\$219,200.00	\$219,200.00	\$234,335.00	\$234,335.00	
73	A-500-3.1b	Hangar Row B - Building Foundation / Floor Slab	LS	1	\$206,500.00	\$206,500.00	\$248,815.00	\$248,815.00	
74	A-500-3.1c	Hangar Row C - Building Foundation / Floor Slab	LS	1	\$206,500.00	\$206,500.00	\$248,815.00	\$248,815.00	
75	A-500-3.2	Hangar Row B - Vapor Barrier Within Restroom Limits	LS	1	\$1,450.00	\$1,450.00	\$2,550.00	\$2,550.00	
76	A-510-3.1a	Hangar Row A - Metal Building, Erected	LS	1	\$899,600.00	\$899,600.00	\$567,380.00	\$567,380.00	
77	A-510-3.1b	Hangar Row B - Metal Building, Erected	LS	1	\$625,000.00	\$625,000.00	\$743,730.00	\$743,730.00	
78	A-510-3.1c	Hangar Row C - Metal Building, Erected	LS	1	\$625,000.00	\$625,000.00	\$743,730.00	\$743,730.00	
79	A-510-3.2	Hangar Row B - Restrooms, Finished	LS	1	\$40,000.00	\$40,000.00	\$64,110.00	\$64,110.00	
80	A-520-3.1a	Hangar Row A - Electrical Service Installation	LS	1	\$97,600.00	\$97,600.00	\$212,480.00	\$212,480.00	
81	A-520-3.1b	Hangar Row B - Electrical Service Installation	LS	1	\$104,100.00	\$104,100.00	\$424,360.00	\$424,360.00	
82	A-520-3.1c	Hangar Row C - Electrical Service Installation	LS	1	\$104,100.00	\$104,100.00	\$419,815.00	\$419,815.00	
Part 5, Hangar Building Improvements Subtotal					\$3,129,050.00		\$3,930,120.00		\$0.00
<b>Part 6, Hangar Fire Protection</b>									
No.	Spec. Item	Description	Unit	Qty	Cost	Total	Cost	Total	Cost
83	A-600-3.1a	Hangar Row A - Fire Suppression (Sprinkler System)	LS	1	\$91,700.00	\$91,700.00	\$40,458.00	\$40,458.00	
84	A-600-3.1b	Hangar Row B - Fire Suppression (Sprinkler System)	LS	1	\$95,200.00	\$95,200.00	\$40,458.00	\$40,458.00	
85	A-600-3.1c	Hangar Row C - Fire Suppression (Sprinkler System)	LS	1	\$95,200.00	\$95,200.00	\$40,458.00	\$40,458.00	
86	VCS9-DOA-4	Execution of Release on Contract	LS	1	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Part 6, Hangar Fire Protection Subtotal					\$286,100.00		\$121,375.00		\$86.00
Total Construction Cost					\$7,126,202.00		\$7,350,265.00		\$6,962,339.00

"Unit Price in Words" Error  
 Nonresponsive

Todd McNamee

Director of Airports

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October 2, 2017

Aviation Advisory Commission  
Camarillo Airport Authority  
555 Airport Way, Suite B  
Camarillo, CA 93010

**Subject:** Approve and Award a Construction Management Services Contract to Mead & Hunt, Inc. of Santa Rosa, California, in the Amount of \$1,327,462, for the Northeast Hangar Development, Phase 1 Project; and Authorization for the Director of Airports, or his Designee, to Execute the Subject Contract.  
*(Contract on File with the Department of Airports and Available Upon Request)*

**Recommendations:**

Staff requests that your Commission/Authority recommend that the Board of Supervisors:

1. Approve and award a construction management services contract to Mead & Hunt, Inc. of Santa Rosa, California in an amount of \$1,327,462, for the Northeast Hangar Development, Phase 1 project; and
2. Authorize the Director of Airports, or his designee, to execute the subject contract.

**Fiscal/Mandates Impact:**

Mandatory: No

Source of funding: *Federal Aviation Administration (90%)*  
*Caltrans (4.5%)*

Funding match required: *Airport Enterprise Fund (5.5%)*

Impact on other departments: *None*

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<b><u>Summary of Revenue and Project Costs</u></b>	<b><u>Current FY 2017/18</u></b>	<b><u>Following FY 2018/19</u></b>
Revenue: FAA (90% of eligible items)	\$ 350,000	\$ 361,513
Caltrans*	0*	0*
Direct Costs:	<u>500,000</u>	<u>827,462</u>
Net Costs – Airport Enterprise Fund	<u>\$ 150,000</u>	<u>\$ 465,949</u>

*\*Caltrans capped the project total matching grant award at \$100,000. It is not anticipated that the Caltrans grant will offset any costs for this contract since the \$100,000 grant will be applied to the construction contract.*

**Current Fiscal Year Budget Projection:**

FY 2017-18 Budget Projection for Airports Capital Projects - Unit 5041				
	Adopted Budget	Adjusted Budget	Projected Budget	Estimated (Savings/Deficit)
Appropriations	\$11,041,700	\$11,041,700	\$11,041,700	\$0
Revenue	4,264,100	4,264,100	4,264,100	0
Net Cost	\$ (6,777,600)	\$ (6,777,600)	\$ (6,777,600)	\$0

*Sufficient appropriations are available in the FY 2017-18 capital budget to cover the net costs.*

The estimated total fiscal impact, including all phases of design and construction, are as follows:

	<u>Costs</u>
Engineering & Environ./design:	\$ 960,417
Construction**:	7,950,236
Construction management:	1,327,462
Project administration:	107,070
Permitting Fees:	<u>264,493</u>
Total	<u>\$10,609,678</u>
Total Grant Revenue	<u>\$ 3,855,942</u>
<b>Cost to Airport Enterprise Fund</b>	<b><u>\$ 6,753,736</u></b>

*\*\*This award of contract only references the construction management services contract.*

**Discussion:**

Mead & Hunt was selected through a request for qualifications selection process in August 2016 as the Airports Consultant for a five (5) year term, which complies with the guidelines of the Federal Aviation Administration (FAA) Advisory Circular 150/51000-14D, and in accordance with the Consultant Selection Process adopted by

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the Board of Supervisors (Board) on November 3, 1998. Although Mead & Hunt, Inc. was selected as the Airport's Consultant for a five (5) term, each contract awarded during that period must be negotiated individually. Those contracts exceeding \$100,000 must be approved and awarded by the Board. Therefore, the Department of Airports is asking that your Commission/Authority recommend that the Board of Supervisors approve the subject contract.

This contract is for construction management services for the Northeast Hangar Development, Phase 1 project located at Camarillo Airport. The contract is partially funded by Federal Aviation Administration (FAA) Airport Improvement Grant, (AIP) 3-06-0339-036-2017. The contract includes typical construction management services such as construction administration, inspection, materials testing, record drawings, certified payroll review, Storm Water Pollution Prevention Plan monitoring and reporting as well as additional services to meet FAA grant assurance requirements. Examples of FAA specific tasks include, development of a construction management plan, weekly progress reports, Disadvantage Business Enterprise (DBE) contract and subcontract review, DBE payment tracking and reporting. The contract will also include services to meet project specific mitigation measures, like burrowing owl surveys.

The work described in this letter is in line with the County of Ventura Strategic Plan, Focus Area 3, Strategic Goals 2 and 3 (Location Map, Attachment 1). The project was included in the FY 2017/18 capital budget for the Airport Enterprise Fund and the current Capital Improvement Program that was previously approved by the Aviation Advisory Commission and the Camarillo Airport Authority and adopted by the Board of Supervisors.

This contract is on a standard form previously reviewed by County Counsel. This project is needed to help meet aviation demand for hangars at the Camarillo Airport.

If you have any questions regarding this item, please call me at 388-4200, or Erin Powers at 388-4205.



TODD L. McNAMEE, AAE  
Director of Airports

Attachment - Location Map

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## LOCATION MAP



1. Development of the NE Aircraft Apron, Phase 1



## MONTHLY ACTIVITY REPORT

Month ending June 30, 2017

### Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	124	1	69	69	0
<b>Total</b>	<b>295</b>	<b>294</b>	<b>1</b>	<b>124</b>	<b>124</b>	<b>0</b>
Permanent tie-downs	96	55	41	7	1	6
FBO assigned tie-downs	67	Managed by FBO		25	Managed by FBO	
Visitor tie-down	35	N/A		7	N/A	
<b>Total</b>	<b>198</b>	N/A		<b>39</b>	N/A	

### Other:

	CAMARILLO	OXNARD
Citations Issued	0	2
Current year number of aircraft operations – for month	12,251	5,172
Last year number of aircraft operations – for month	11,954	5,325
Current enplaned passengers – for month	-	0
Last year enplaned passengers – for month	-	0
Cards issued to transient overnight aircraft	34	7
Noise/nuisance complaints	3	2
Other aircraft ** (est.)	120	15
Hangar waiting list	136	21

\*\* Includes approximate number of aircraft occupying space in both large and small hangars by agreement with lessee or license

Revised 9/21/17

G:\Jorge's Monthly Activity Reports\Mo Activity Reports\2017\Mo Activity Report June 2017

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## MONTHLY ACTIVITY REPORT

Month ending July 31, 2017

### Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	124	1	69	69	0
<b>Total</b>	<b>295</b>	<b>294</b>	<b>1</b>	<b>124</b>	<b>124</b>	<b>0</b>
Permanent tie-downs	96	55	41	7	1	6
FBO assigned tie-downs	67	Managed by FBO		25	Managed by FBO	
Visitor tie-down	35	N/A		7	N/A	
<b>Total</b>	<b>198</b>	N/A		<b>39</b>	N/A	

### Other:

	CAMARILLO	OXNARD
Citations Issued	0	3
Current year number of aircraft operations – for month	14,658	5,382
Last year number of aircraft operations – for month	13,435	6,995
Current enplaned passengers – for month	-	0
Last year enplaned passengers – for month	-	0
Cards issued to transient overnight aircraft	26	0
Noise/nuisance complaints	1	0
Other aircraft ** (est.)	120	15
Hangar waiting list	136	21

\*\* Includes approximate number of aircraft occupying space in both large and small hangars by agreement with lessee or license

Revised 9/21/17

G:\Jorge's Monthly Activity Reports\Mo Activity Reports\2017\Mo Activity Report July 2017

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## MONTHLY ACTIVITY REPORT

Month ending August 31, 2017

### Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	124	1	69	69	0
<b>Total</b>	<b>295</b>	<b>294</b>	<b>1</b>	<b>124</b>	<b>124</b>	<b>0</b>
Permanent tie-downs	96	55	41	7	1	6
FBO assigned tie-downs	67	Managed by FBO		25	Managed by FBO	
Visitor tie-down	35	N/A		7	N/A	
<b>Total</b>	<b>198</b>	N/A		<b>39</b>	N/A	

### Other:

	CAMARILLO	OXNARD
Citations Issued	0	0
Current year number of aircraft operations – for month	14,226	5,353
Last year number of aircraft operations – for month	13,268	6,629
Current enplaned passengers – for month	-	0
Last year enplaned passengers – for month	-	0
Cards issued to transient overnight aircraft	36	0
Noise/nuisance complaints	2	0
Other aircraft ** (est.)	120	15
Hangar waiting list	136	21

\*\* Includes approximate number of aircraft occupying space in both large and small hangars by agreement with lessee or license

Revised 9/21/17

G:\Jorge's Monthly Activity Reports\Mo Activity Reports\2017\Mo Activity Report August 2017

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# MONTHLY NOISE COMPLAINT SUMMARY CAMARILLO AIRPORT

Date/Time & weather of complaint(s)	Type of complaint	Mode of flight	Type of aircraft	Location of complaint	Number of calls regarding this aircraft (this month)	Number of calls from this person (this month)	Pilot contacted	Complainant contacted
6/2 11:30am Clear, Calm	Noise	O	Single Engine	900 Block Palmer Avenue, Camarillo, CA	1	1	*	Y
6/5 11:00am Overcast	Noise	L	Jet	100 Block Kenneth Street, Camarillo, CA	1	1	***	Y
6/24 11:30am Broken	Noise	L	Jet	Camarillo, CA	1	1	***	Y

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

861

June, 2017



**MONTHLY NOISE COMPLAINT SUMMARY  
OXNARD AIRPORT**

<b>Date/Time &amp; weather of complaint(s)</b>	<b>Type of complaint</b>	<b>Mode of flight</b>	<b>Type of aircraft</b>	<b>Location of complaint</b>	<b>Number of calls regarding this aircraft (this month)</b>	<b>Number of calls from this person (this month)</b>	<b>Pilot contacted</b>	<b>Complainant contacted</b>
6/9 3:30pm Broken	Noise	L	Cessna 172	Vineyard Ave., Oxnard, CA	1	1	**	N/R
6/16 3:15pm Clear	Noise	T&G	Single Engine	3000 Block Leeward Way, Oxnard, CA	1	1	***	N/R

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

# MONTHLY NOISE COMPLAINT SUMMARY CAMARILLO AIRPORT

Date/Time & weather of complaint(s)	Type of complaint	Mode of flight	Type of aircraft	Location of complaint	Number of calls regarding this aircraft (this month)	Number of calls from this person (this month)	Pilot contacted	Complainant contacted
7/23 12:50pm Clear	Noise	T	Jet	2000 Block Almanor Street, Oxnard, CA	1	1	**	Y

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

July, 2017

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**MONTHLY NOISE COMPLAINT SUMMARY  
OXNARD AIRPORT**

Date/Time & weather of complaint(s)	Type of complaint	Mode of flight	Type of aircraft	Location of complaint	Number of calls regarding this aircraft (this month)	Number of calls from this person (this month)	Pilot contacted	Complainant contacted
NONE								

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

July, 2017

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**MONTHLY NOISE COMPLAINT SUMMARY  
CAMARILLO AIRPORT**

<b>Date/Time &amp; weather of complaint(s)</b>	<b>Type of complaint</b>	<b>Mode of flight</b>	<b>Type of aircraft</b>	<b>Location of complaint</b>	<b>Number of calls regarding this aircraft (this month)</b>	<b>Number of calls from this person (this month)</b>	<b>Pilot contacted</b>	<b>Complainant contacted</b>
8/6 2:35pm Clear	Noise	O	Bi-plane	100 Block Valley Vista Dr., Camarillo, CA	1	1	*	N/R
8/21 6:10pm Clear	Noise	L	Jet	100 Block Elm Drive, Camarillo, CA	1	1	***	Y

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

August, 2017



# MONTHLY NOISE COMPLAINT SUMMARY OXNARD AIRPORT

Date/Time & weather of complaint(s)	Type of complaint	Mode of flight	Type of aircraft	Location of complaint	Number of calls regarding this aircraft (this month)	Number of calls from this person (this month)	Pilot contacted	Complainant contacted
NONE								

\* Unable to identify aircraft

\*\* Pilot aware of noise procedures and/or directed by ATC for separation

\*\*\* A normal approach or pattern was observed by Operations and/or ATC approved – Pilot not contacted

\*\*\*\* Complaint not related to noise

N/R Not Required (Complainant does not wish to be called back)

Mode of Flight – “T” Takeoff, “L” Landing, “M” Missed approach, “A” Multiple Approaches, “T & G” Touch and Go’s (pattern), “O” Other

996  
August, 2017

**AIRPORT TENANT  
PROJECT STATUS  
August 31, 2017**

**CAMARILLO**

- Airport Properties Limited (APL) Hangar Development. Row G – Construction complete; sewer improvements complete. Future Row M under design.

**OXNARD**

- None

**OTHER**

- None

**AIRPORT TENANT  
PROJECT STATUS  
September 20, 2017**

**CAMARILLO**

- ➔ Airport Properties Limited (APL) Hangar Development. Future Row M under design.
- ➔ Alert Barns to be reroofed by tenant. Project currently in permitting process.

**OXNARD**

- ➔ None

**OTHER**

- ➔ None



**COUNTY OF VENTURA  
DEPARTMENT OF AIRPORTS  
NON GRANT PROJECTS**

**August 2017**

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	Estimate	CCO's Claims	Design Engr. Contractor	Scheduled or Actual Dates				% Compl Design/ Const.	Remarks
		Low Bid			Bid Date	Contract Award	Const Start	Const Comp		
5	CMA Viewport Shade Structure	\$45,000 \$43,000		DOA Shade Structure Inc.	2/20/17	3/20/17	7/14/17	7/21/17	90 0	Construction complete.
5	CMA Storage Yard Improvements	\$210,000 \$121,485.61		DOA Various	Various	Various	1/13/17	9/30/17	100 80	Installation of sidewalk and driveway entrances complete. Fence work in progress. Landscaping contract in process.
5	CMA Demolition of Buildings at 500 Eubanks Street	\$231,951 295,721	\$48,213	DOA Standard Demolition	5/31/17	6/20/17	7/17/17	11/2/17	100 50	Abatement work almost complete. Demolition to begin September.
5	CMA Hangar Electrical Improvements	\$132,481 163,901		Lucci & Assoc. Oilfield Electric	5/16/17	6/22/17	7/24/17	9/30/17	100 65	Construction underway.

Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

CUE – Camarillo Utility Enterprise

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**COUNTY OF VENTURA  
DEPARTMENT OF AIRPORTS  
FAA GRANT PROJECTS**

**August 2017**

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claim s	Design Engr. Contractor	Scheduled or Actual Dates				% Compl Design / Const.	Remarks
					Bid Date	Contract Award	Const Start	Const Comp		
5	NE Hangar Development, Phase 1	\$7,126,202 7,950,236		Mead & Hunt Toro Ent. (TBD)	8/15/17	10/17/17	TBD	TBD	100%	Design Complete. Project Bid. FAA grant offer executed, CalTrans grant application submitted. Anticipate construction related contract awards in October.
3	OXR Airport Layout Plan Update	\$246,176		Coffman Assoc.	N/A	10/17/17	TBD	TBD	100%	Planning project. FAA and Caltrans grant offers executed. Anticipate award of contract in October.

Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

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**COUNTY OF VENTURA  
DEPARTMENT OF AIRPORTS  
NON GRANT PROJECTS**

**September 2017**

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	<u>Estimate</u>	<u>CCO's</u> Claims	<u>Design Engr.</u> Contractor	Scheduled or Actual Dates				% Compl Design/ Const.	Remarks
		Low Bid			Bid Date	Contra ct Award	Const Start	Const Comp		
5	CMA Storage Yard Improvements	<u>\$210,000</u> \$121,485.61		<u>DOA</u> Various	Various	Various	1/13/17	9/30/17	<u>100</u> 90	Installation of sidewalk and driveway entrances complete. Fence work – punchlist items remain. Landscaping contract in process.
5	CMA Demolition of Buildings at 500 Eubanks Street	<u>\$231,951</u> 295,721	\$48,213	<u>DOA</u> Standard Demolition	5/31/17	6/20/17	7/17/17	11/2/17	<u>100</u> 99	Abatement & demolition work complete. Closeout paperwork remains.
5	CMA Hangar Electrical Improvements	<u>\$132,481</u> 163,901	TBD	<u>Lucci &amp; Assoc.</u> Oilfield Electric	5/16/17	6/22/17	7/24/17	9/30/17	<u>100</u> 99	Construction complete. Closeout paperwork remains.

Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

CUE – Camarillo Utility Enterprise

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**COUNTY OF VENTURA  
DEPARTMENT OF AIRPORTS  
FAA GRANT PROJECTS**

September 2017

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claim s	Design Engr. Contractor	Scheduled or Actual Dates				% Compl Design / Const.	Remarks
					Bid Date	Contract Award	Const Start	Const Comp		
5	NE Hangar Development, Phase 1	\$7,126,202 7,950,236		Mead & Hunt Toro Ent. (TBD)	8/15/17	10/17/17	TBD	TBD	100%	FAA & Caltrans grants now in place. Anticipate construction- related contract awards in October.
3	OXR Airport Layout Plan Update	\$246,176		Coffman Assoc.	N/A	10/17/17	TBD	TBD	100%	Planning project. FAA and Caltrans grant offers executed. Anticipate award of contract in October.

Note: Shaded boxes indicate changes from previous month

CMA – Camarillo Airport

OXR – Oxnard Airport

TBD – To be determined

CCO – Contract Change Orders

428

**County of Ventura**  
Department of Airports  
Fund: E300  
Statement of Net Assets  
As of June 30, 2017  
(Unaudited)

**ASSETS**

Cash	\$ 14,042,300
Cash - prepay & overpay from tenants	124,200
Cash - security deposit	558,600
Cash - petty cash/change fund	500
Receivables:	
Accounts receivable net of allowance for	362,200
Uncollectable accounts of \$20,000	
Interest receivable	37,100
Grants receivable	-
Capital assets:	
Easements	848,800
Land	9,362,500
Land improvements	48,004,300
Building & Improvements	17,529,700
Equipment	1,135,400
Vehicle	989,700
Construction in Progress	1,098,700
Accumulated depreciation	(38,563,400)
Deferred outflows related to pensions	928,000
<b>Total assets</b>	<b><u>\$ 56,482,300</u></b>

**LIABILITIES**

Accounts payable	\$ 63,800
Accrued liabilities	149,200
Short-term compensated absences	106,800
Due to other funds - GSA, ITS, PWA	100,700
Unearned revenue (prepayments)	55,900
Security Deposit	558,600
Unreserved overpayments	68,300
Long-term compensated balances	60,400
Net pension liability	2,162,000
Deferred inflows related to pensions	366,800
<b>Total liabilities</b>	<b><u>\$ 3,789,600</u></b>

**NET ASSETS**

Invested in capital assets net of related debt	\$ 40,405,700
Unrestricted Net Assets	12,287,000
<b>Total net assets</b>	<b><u>52,692,700</u></b>
<b>Total liabilities and net assets</b>	<b><u>\$ 56,482,300</u></b>

**County of Ventura**  
Department of Airports  
Fund: E300  
Statement of Cash Flows  
July 1, 2016 thru June 30, 2017  
(Unaudited)

**Operating Activities:**

Permits	\$ 1,619,526
Fines and penalties	12,963
Rents and concessions	1,708,333
Percentage lease rent	331,979
Tiedown rents	118,155
Hangar rents	850,420
Land rent - hangars	483,343
Transient tiedown rents	3,593
Landing fees	54,683
Parking fees	20,140
Gas & oil fuel flow percentage	267,472
% rent-all other gross rec	1,551,928
Miscellaneous	52,964
Salaries & Benefits	(2,683,323)
Service & Supplies	(1,510,806)
Interest Received	111,444
Interest Paid	-
Prepay/Security Deposit	6,890
CUE tax assessment	<u>(12,313)</u>

**Cash Provided by Operating Activities** \$ 2,987,391

**Investing Activities:**

State and federal grants	26,858
Fixed asset sales/(purchases)	173,190
Capital Expenditures	<u>(1,041,802)</u>

**Cash Used in Investing Activities** (841,753)

**Financing Activities:**

Transfers out to other funds **	(262,985)
Principal Payment on Short & Long Term Debt	<u>\$ -</u>

**Cash Provided by Financing Activities** (262,985)

**Increase (Decrease) in Cash & Equivalents** \$ 1,882,653

**Cash & Equivalents-Beginning of Year** 12,843,249

**Cash & Equivalents-End of Period** \$ 14,725,902

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**County of Ventura**  
**Airport Enterprise-Camarillo Oxnard**  
**Statement of Revenues and Expenses**  
**July 1, 2016 thru June 30, 2017**  
**(Rounded to the nearest hundred)**  
**(Unaudited)**

	Camarillo	Oxnard	Total
<b>Revenues:</b>			
Permits	\$ 1,457,300	\$ 249,300	\$ 1,706,600
Fines and penalties	10,400	2,300	12,700
Rents and concessions	1,270,300	95,800	1,366,100
Percentage lease rent	182,100	151,500	333,600
Tiedown rents	76,900	1,100	78,000
Hangar rents	658,100	309,200	967,300
Land rent - hangars	373,800	99,900	473,700
Transient tiedown rents	3,600	-	3,600
Landing fees	40,100	14,500	54,600
Parking fees	100	20,000	20,100
Gas & oil fuel flow percentage	219,000	48,500	267,500
% rent-all other gross rec	1,524,400	515,800	2,040,200
Miscellaneous	27,000	2,400	29,400
Total operating revenues	<u>\$ 5,843,100</u>	<u>\$ 1,510,300</u>	<u>\$ 7,353,400</u>
<b>Expenditures:</b>			
Current:			
Salaries and wages	\$ 1,264,300	\$ 361,900	\$ 1,626,200
Benefits	803,900	281,800	1,085,700
Admin salaries allocated to Oxnard Airport	(233,000)	233,000	-
Agricultural	5,500	7,100	12,600
Uniforms and clothing	15,100	15,800	30,900
Communications	60,900	11,300	72,200
Household expense	13,700	26,500	40,200
Insurance	16,000	24,000	40,000
Indirect county costs	77,200	35,800	113,000
Maintenance-equipment	63,500	15,400	78,900
Maintenance-building and improvements	271,000	79,900	350,900
Medical	1,200	900	2,100
Memberships and dues	15,200	2,800	18,000
Miscellaneous expense	30,600	9,900	40,500
Office expense	39,900	4,100	44,000
Professional and specialized services	262,200	71,100	333,300
Rents and leases - equipment	30,400	3,300	33,700
Small tools and equipment	22,500	-	22,500
Transportation charges	74,700	53,500	128,200
Conference and seminars	28,300	11,000	39,300
Utilities	196,500	83,300	279,800
Education, books and training	23,200	4,200	27,400
Taxes and licenses	12,700	-	12,700
Bad debts	-	-	-
Depreciation	1,411,800	1,106,100	2,517,900
Total operating expenditures	<u>\$ 4,507,300</u>	<u>\$ 2,442,700</u>	<u>\$ 6,950,000</u>
Operating income (loss)	<u>\$ 1,335,800</u>	<u>\$ (932,400)</u>	<u>\$ 403,400</u>

**County of Ventura**  
**Airport Enterprise-Camarillo Oxnard**  
**Statement of Revenues and Expenses**  
**July 1, 2016 thru June 30, 2017**  
**(Rounded to the nearest hundred)**  
**(Unaudited)**

	Camarillo	Oxnard	Total
<b>Non-operating revenues (expenses):</b>			
State and federal grants	\$ 35,000	\$ -	\$ 35,000
Prior Year Revenue	-	-	-
Contribution to Outside Agency	-	-	-
Gain/Loss Disposal Fixed Asset	200,200	-	200,200
Interest income	111,400	-	111,400
Insurance proceeds	-	-	-
Other Loan Interest Payment	-	-	-
Total non-operating revenues (expenses)	<u>346,600</u>	<u>-</u>	<u>346,600</u>
Income (loss) before transfers	1,682,400	(932,400)	750,000
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
<b>Increase (decrease) in net assets</b>	<u><u>\$ 1,682,400</u></u>	<u><u>\$ (932,400)</u></u>	<u><u>\$ 750,000</u></u>
<b>Increase (decrease) in net assets before depreciation</b>	<u><u>\$ 3,094,200</u></u>	<u><u>\$ 173,700</u></u>	<u><u>\$ 3,267,900</u></u>

**County of Ventura**  
**Airport Enterprise-Camarillo**  
**Budget to Actual**  
**July 1, 2016 thru June 30, 2017**  
**(Rounded to the nearest hundred)**  
**(Unaudited)**

	<b>Adjusted Budget as of Jun 2017</b>	<b>YTD Actuals &amp; Accruals thru Jun 2017</b>	<b>% Variance</b>
<b>Revenues:</b>			
Permits	\$ 549,200	\$ 1,457,300	265%
Fines and penalties	8,200	10,400	127%
Rents and concessions	1,360,800	1,270,300	93%
Percentage lease rent	100,300	182,100	182%
Tiedown rents	80,500	76,900	96%
Hangar rents	571,900	658,100	115%
Land rent - hangars	379,500	373,800	98%
Transient tiedown rents	3,500	3,600	103%
Landing fees	27,500	40,100	146%
Parking fees	100	100	0%
Gas & oil fuel flow percentage	178,300	219,000	123%
% rent-all other gross rec	1,433,200	1,524,400	106%
Miscellaneous	18,700	27,000	144%
Total operating revenues	<u>\$ 4,711,700</u>	<u>\$ 5,843,100</u>	<u>124%</u>
<b>Expenditures:</b>			
Current:			
Salaries and wages	\$ 1,301,500	\$ 1,264,300	97%
Benefits	850,900	803,900	94%
Admin Salary allocated to Oxnard Airport	(235,100)	(233,000)	99%
Agricultural	17,200	5,500	32%
Uniforms and clothing	16,100	15,100	94%
Communications	65,300	60,900	93%
Household expense	36,100	13,700	38%
Insurance	22,200	16,000	72%
Indirect county costs	67,700	77,200	0%
Maintenance-equipment	74,492	63,500	85%
Maintenance-building and improvements	241,333	271,000	112%
Medical	2,600	1,200	46%
Memberships and dues	12,000	15,200	127%
Miscellaneous	25,000	30,600	122%
Office expense	52,300	39,900	76%
Professional and specialized services	259,529	262,200	101%
Rents and leases - equipment	23,300	30,400	130%
Small tools and equipment	17,900	22,500	126%
Transportation charges	78,500	74,700	95%
Conference and seminars	65,400	28,300	43%
Utilities	212,400	196,500	93%
Education, books and training	17,200	23,200	135%
Taxes and licenses	50,000	12,700	25%
Bad debts	20,000	-	0%
Depreciation	1,338,600	1,411,800	105%
Total operating expenditures	<u>\$ 4,632,454</u>	<u>\$ 4,507,300</u>	<u>97%</u>
Operating income (loss)	<u>\$ 79,246</u>	<u>\$ 1,335,800</u>	<u>1686%</u>



**County of Ventura**  
 Airport Enterprise-Camarillo  
 Budget to Actual  
 July 1, 2016 thru June 30, 2017  
 (Rounded to the nearest hundred)  
 (Unaudited)

	Adjusted Budget as of Jun 2017	YTD Actuals & Accruals thru Jun 2017	% Variance
<b>Non-operating revenues (expenses):</b>			
State and federal grants	\$ -	\$ 35,000	
Prior Year Revenue	-	-	
Contribution to Outside Agency	5,000	-	
Gain/Loss Disposal Fixed Asset	-	200,200	
Interest income	26,900	111,400	414%
Interest expense	-	-	
Other loan payments	-	-	
Total non-operating revenues (expenses)	<u>31,900</u>	<u>346,600</u>	<u>1087%</u>
Income (loss) before transfers	111,146	1,682,400	1514%
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
<b>Increase (decrease) in net assets</b>	<u><b>\$ 111,146</b></u>	<u><b>\$ 1,682,400</b></u>	<u><b>1514%</b></u>
<b>Increase (decrease) in net assets before depreciation</b>	<u><b>\$ 1,449,746</b></u>	<u><b>\$ 3,094,200</b></u>	<u><b>213%</b></u>

**County of Ventura**  
**Airport Enterprise-Oxnard**  
**Budget to Actual**  
**July 1, 2016 thru June 30, 2017**  
**(Rounded to the nearest hundred)**  
**(Unaudited)**

	<b>Adjusted Budget as of Jun 2017</b>	<b>YTD Actuals &amp; Accruals thru Jun 2017</b>	<b>% Variance</b>
<b>Revenues:</b>			
Permits	\$ 249,300	\$ 249,300	100%
Fines and penalties	5,500	2,300	42%
Rents and concessions	107,400	95,800	89%
Percentage lease rent	169,100	151,500	90%
Tiedown rents	-	1,100	0%
Hangar rents	305,400	309,200	101%
Land rent - hangars	99,600	99,900	100%
Transient tiedown rents	800	-	0%
Landing fees	19,900	14,500	73%
Parking fees	18,700	20,000	107%
Gas & oil fuel flow percentage	45,800	48,500	106%
% rent-all other gross rec	522,700	515,800	99%
Miscellaneous	2,900	2,400	83%
Total operating revenues	<u>\$ 1,547,100</u>	<u>\$ 1,510,300</u>	<u>98%</u>
<b>Expenditures:</b>			
Current:			
Salaries and wages	\$ 391,800	\$ 361,900	92%
Benefits	304,400	281,800	93%
Admin salaries allocated from Camarillo Airport	231,100	233,000	101%
Agricultural	8,100	7,100	88%
Uniforms and clothing	30,900	15,800	51%
Communications	11,300	11,300	100%
Household expense	23,200	26,500	114%
Insurance	17,800	24,000	135%
Indirect county costs	35,800	35,800	0%
Maintenance-equipment	30,992	15,400	50%
Maintenance-building and improvements	90,839	79,900	88%
Medical	1,100	900	82%
Memberships and dues	4,300	2,800	65%
Miscellaneous expense	21,400	9,900	46%
Office expense	6,400	4,100	64%
Professional and specialized services	152,600	71,100	47%
Rents and leases - equipment	9,600	3,300	34%
Small tools and equipment	13,200	-	0%
Transportation charges	28,500	53,500	188%
Conference and seminars	59,600	11,000	18%
Utilities	102,200	83,300	82%
Education, books and training	6,000	4,200	0%
Bad debts	15,000	-	0%
Depreciation	1,107,100	1,106,100	100%
Total operating expenditures	<u>\$ 2,703,231</u>	<u>\$ 2,442,700</u>	<u>90%</u>
Operating income (loss)	<u>\$ (1,156,131)</u>	<u>\$ (932,400)</u>	<u>81%</u>

**County of Ventura**  
**Airport Enterprise-Oxnard**  
**Budget to Actual**  
**July 1, 2016 thru June 30, 2017**  
**(Rounded to the nearest hundred)**  
**(Unaudited)**

	<b>Adjusted Budget as of Jun 2017</b>	<b>YTD Actuals &amp; Accruals thru Jun 2017</b>	<b>% Variance</b>
<b>Non-operating revenues (expenses):</b>			
State and federal grants	\$ -	\$ -	
Prior Year Revenue	-	-	
Contribution to Outside Agency	-	-	
Gain/Loss Disposal Fixed Asset	-	-	
Insurance Proceeds	-	-	
Other Loan Interest Payment	-	-	
Total non-operating revenues (expenses)	-	-	
Income (loss) before transfers	(1,156,131)	(932,400)	81%
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
<b>Increase (decrease) in net assets</b>	<b>\$ (1,156,131)</b>	<b>\$ (932,400)</b>	<b>81%</b>
<b>Increase (decrease) in net assets before depreciation</b>	<b>\$ (49,031)</b>	<b>\$ 173,700</b>	<b>354%</b>



**DEPARTMENT OF AIRPORTS  
2017 MEETING SCHEDULES**

**AAC/CAA/OAA**

<b>AVIATION ADVISORY COMMISSION</b>	<b>CAMARILLO &amp; OXNARD AUTHORITIES</b>
January 9 (Due to Holiday)	January 12
February 6	February 9
March 6	March 9
April 3	April 13
May 1	May 11
June 5	June 8
July 10 (Due to Holiday)	July 17 (Due to Availability)
August 7	August 10
September 11 (Due to Holiday)	September 14
October 2	October 12
November 6	November 9
December 4	December 14

The Aviation Advisory Commission meets on the first Monday of the month (exceptions are noted above in yellow highlight) at 7:00 p.m. in the Camarillo City Council Chambers, 601 Carmen Drive, Camarillo.

The Camarillo & Oxnard Airport Authorities meet jointly on the second Thursday of the month (one exception is noted above in green highlight) at 7:00 p.m. in the Camarillo City Council Chambers, 601 Carmen Drive, Camarillo.

July 10, 2017

Mr. David Cruz  
President  
Alliance for Better Communities

Dear Mr. Cruz,

I understand your concern regarding the noise that departing aircraft produce at Oxnard Airport. Oxnard Airport has a strong student pilot presence, as they come from Camarillo Airport and Santa Paula Airport, as well as others. Students come to Oxnard Airport because the airspace is somewhat less congested and they can conduct a fair amount of teaching or practicing without undue delay. The pattern altitude for Oxnard Airport is 1,000 feet above ground level for single engine aircraft and 1,400 feet above ground level for multi-engine aircraft. Under normal conditions most (if not all) aircraft do not turn until reaching 700 feet for the purpose of reducing noise produced by the aircraft. However, on occasion the pilot may not be able to reach that altitude before turning due to weather or unforeseen circumstances. Further, we find pilots are cooperative and are doing their best to fly friendly. Please know that the traffic pattern shown in our pilot guides is recommended but there are many variables while in the pattern such as type aircraft, skill level, weather, other aircraft in the pattern, etc. Ultimately it is up to each pilot on how they fly the pattern.

I have discussed this matter with Oxnard Air Traffic Control Tower staff and they stated that most of the aircraft doing pattern work execute turns over the fields. Many of the housing developments have encroached upon the airport's normal operating traffic patterns. As a result, those developments will experience heightened aircraft noise.

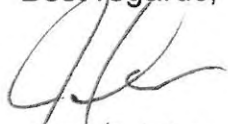
Aircraft turning over Harbor Boulevard, and beyond, have been instructed to extend their upwind portion of the pattern to the shoreline for separation from other aircraft, or it is a larger aircraft that requires more time to climb to reach 700 feet before turning. Additionally, the shoreline is a common traffic route for aircraft traveling north and south.

Please note that the tower will direct some level of air traffic to the north side of the airport when the south pattern gets congested. This too should help alleviate some of the noise pollution.

The next Oxnard Airport Authority meeting is scheduled for July 17, 2017 should you wish to bring this matter before them.

I hope you find this information helpful.

Best regards,



John Feldhans  
Airport Operations Supervisor

9a



555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.ORG/AIRPORTS](http://WWW.VENTURA.ORG/AIRPORTS)  
[WWW.IFLYOXNARD.COM](http://WWW.IFLYOXNARD.COM)

<sup>14</sup>  
June 24, 2017

Standard Demolition, Inc.  
1905 Lirio Avenue  
Camarillo, CA 93004

Subject: **NOTICE TO PROCEED FOR PHASE 1 WORK, ABATEMENT OF HAZARDOUS MATERIALS; Camarillo Airport – DEMOLITION OF BUILDINGS AT 500 EUBANKS STREET**  
Specification No: **DOA 17-04**; Project No: **CMA-212**

Dear Sir:

This is your Notice to Proceed for Phase 1 Abatement of Hazardous Materials as provided in the contract documents. The Contract starting date is July 17, 2017. Paragraph four of the Contract establishes the overall time for completion of the project is Eighty (80) Working Days. The overall completion time is broken into four components:

- 1) Ten (10) Working Days for Phase 1 Mobilization for Hazardous Materials Abatement;
- 2) Thirty (30) Working Days for Phase 1 Hazardous Materials Abatement completion;
- 3) Ten (10) Working Days for Phase 2 Mobilization for Demolition; and
- 4) Thirty (30) Working Days for Phase 2 Demolition.

If Phase 1 Mobilization work is completed in less than the 10 working days allowed, the remaining working days will be applied to the time allowed for the Phase 1 Abatement work. Standard Demolition utilized one (1) mobilization day under Phase 1 and has nine (9) days remaining which may be applied to the Abatement Work. Therefore, Standard Demolition has thirty-nine working days to complete all Phase 1 Abatement work. The estimated contract completion date for Phase 1 Abatement work is September 20, 2017. Please remember, separate Notices to Proceed will be issued for each component as described above before work may commence.

Before the Engineer determines that any day will be designated as a non-working day because of your inability to obtain materials, equipment or labor (Specification sections 6-6 and 6-7), you will be required to furnish proof to support such determination. To obtain extensions of time due to delays (Specification sections 5-5 and 6-6), you must request them in writing.

961

NOTICE TO PROCEED

June 24, 2017

DOA 17-05

Page Two

In accordance with subsection 9-3.2 of the Specifications, the last Friday of each month has been established as the closure date of making progress payments.

This Contract will be administered by the Department of Airports. Personnel pertinent to contract administration are:

Todd McNamee, Director of Airports

Erin Powers, Project Administrator

Allan Coulson, Project Manager

All correspondence, submittals and other contacts pertaining to this project should be directed to the Project Administrator except when a request for review is made pursuant to subsection 6-12.2, in which case correspondence shall be addressed to the party whose review is requested.

Sincerely,

A handwritten signature in cursive script, appearing to read "Erin Powers".

Erin Powers

Project Administrator

c: Allan Coulson, Project Manager  
Contract File  
DOA Accounting Department



July 20, 2017

Renee Rakestraw  
Recreation and Community Services  
City of Oxnard  
350 North C Street  
Oxnard, CA 93030

**Re: Proposed Oxnard Senior Center located at 2500 West 5<sup>th</sup> Street,  
Oxnard, CA is Unacceptable Land Use**

Dear Ms. Rakestraw:

The Ventura County Aviation Advisory Commission and the Oxnard Airport Authority have reviewed the proposed Senior Center to be located at 2500 West 5<sup>th</sup> Street at their respective public meetings, and find it inconsistent with the Ventura County Airport Comprehensive Land Use Plan (ACLUP), and therefore is an unacceptable use. This finding aligns with the Ventura County Airport Land Use Commission findings.

The reason for the finding of inconsistency is due to the location within the Oxnard Airport Traffic Pattern Zone (TPZ) and the proposed use. The TPZ is a safety zone which represents the pattern or movement of air traffic around the airport in preparation for arrival and after departure. It is the greater intensity of air traffic and turning movements that make this area more prone to aircraft incidents and is therefore designated a safety zone.

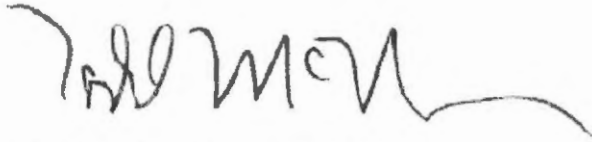
In addition to the fixed wing air traffic, there is an active heliport with daily helicopter traffic. The proposed project lies directly under the helicopter flight path for Oxnard Airport.

A variety of land uses are permitted within the TPZ, but conditioned in terms of types and structural lot coverage to limit the severity of any incident which may occur. Land uses that promote group gatherings or have vulnerable populations are unacceptable and deemed inconsistent with the ACLUP. The Oxnard Senior Center would fall under Public/Institutional Land Uses and would be considered to fall in the "auditorium" category. In accordance with Table 6B of the adopted ACLUP, the Oxnard Senior Center is an unacceptable use within the TPZ and therefore inconsistent with the ACLUP.

9c1

Letter to Ms. Rakestraw  
Oxnard Senior Center  
July 20, 2017  
Page 2

If you have any questions regarding this matter, please call me at 805-388-4200.

A handwritten signature in black ink, appearing to read "Todd McNamee", with a long horizontal flourish extending to the right.

TODD L. McNAMEE, AAE  
Director of Airports

Enclosure: Commission/Authority Staff Report

C: Greg Nyhoff, City Manager, City of Oxnard  
Steve DeGeorge, Director of Planning, Ventura County Transportation Commission

9c2

July 27, 2017

**RE: Hangar Electrical Upgrade**

Dear Camarillo Airport Hangar Tenant,

The Department of Airports (DOA) has attempted to contact you via email and phone with no success. It is imperative that DOA staff gain access to your hangar C-246 so that the electrical contractor can complete the electrical upgrades.

Please contact the DOA no later than July 31, 2017, to provide authorization for DOA staff to access your hangar. If we do not hear from you by July 31, 2017, the DOA will remove your lock and request that an FBO move the aircraft at your expense. Should the DOA be required to cut or break your lock, we will provide you with a new lock and two keys at no additional charge to you. Attached you will find additional documentation regarding personal items left in the hangar. If you wish to leave personal items in the hangar, know that it is at your own risk. The DOA and the electrical contractor will not be held liable for any items remaining in the hangar.

Best Regards,

  
John Feldhans  
805-402-9971

9d

July 27, 2017

Federal Aviation Administration  
Los Angeles Airports District Office  
ATTN: Brenda Perez  
15000 Aviation Blvd.  
Lawndale, CA 90261

**AIRPORT IMPROVEMENT PROGRAM  
OXNARD AIRPORT – AIP 3-06-0179-035-2017**

MS. Perez,

Enclosed, please find an original signed grant agreement for Oxnard Airport.

Thank you for all of your support and assistance in helping us to accomplish our AIP goals.

If you have any questions, please contact me at 805-388-4205.

Sincerely,



Erin Powers  
Projects and Programs Administrator

Enclosure

ge





555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.ORG/AIRPORTS](http://WWW.VENTURA.ORG/AIRPORTS)  
[WWW.IFLYOXNARD.COM](http://WWW.IFLYOXNARD.COM)

July 27, 2017

Mr. Daniel R. Gargas  
Aviation Safety Officer  
Department of Transportation  
Division of Aeronautics MS #40  
1120 N Street  
P.O. Box 94874  
Sacramento, CA 94274

**RE: Comments on Proposed High School Located at Camino Del Sol and Rose Avenue**

Dear Mr. Gargas,

The Ventura County Department of Airports has reviewed the proposed high school site as referenced in your July 21, 2017 letter and finds that it falls outside all safety zones for both the Camarillo and Oxnard airports. The site is located between the two airports and will experience some overflight, therefore noise mitigation should be considered as the buildings are designed to minimize the noise impact on the learning environment.

Thank you for the opportunity to comment, and please call me at 805-388-4200 should you have any questions

Sincerely,

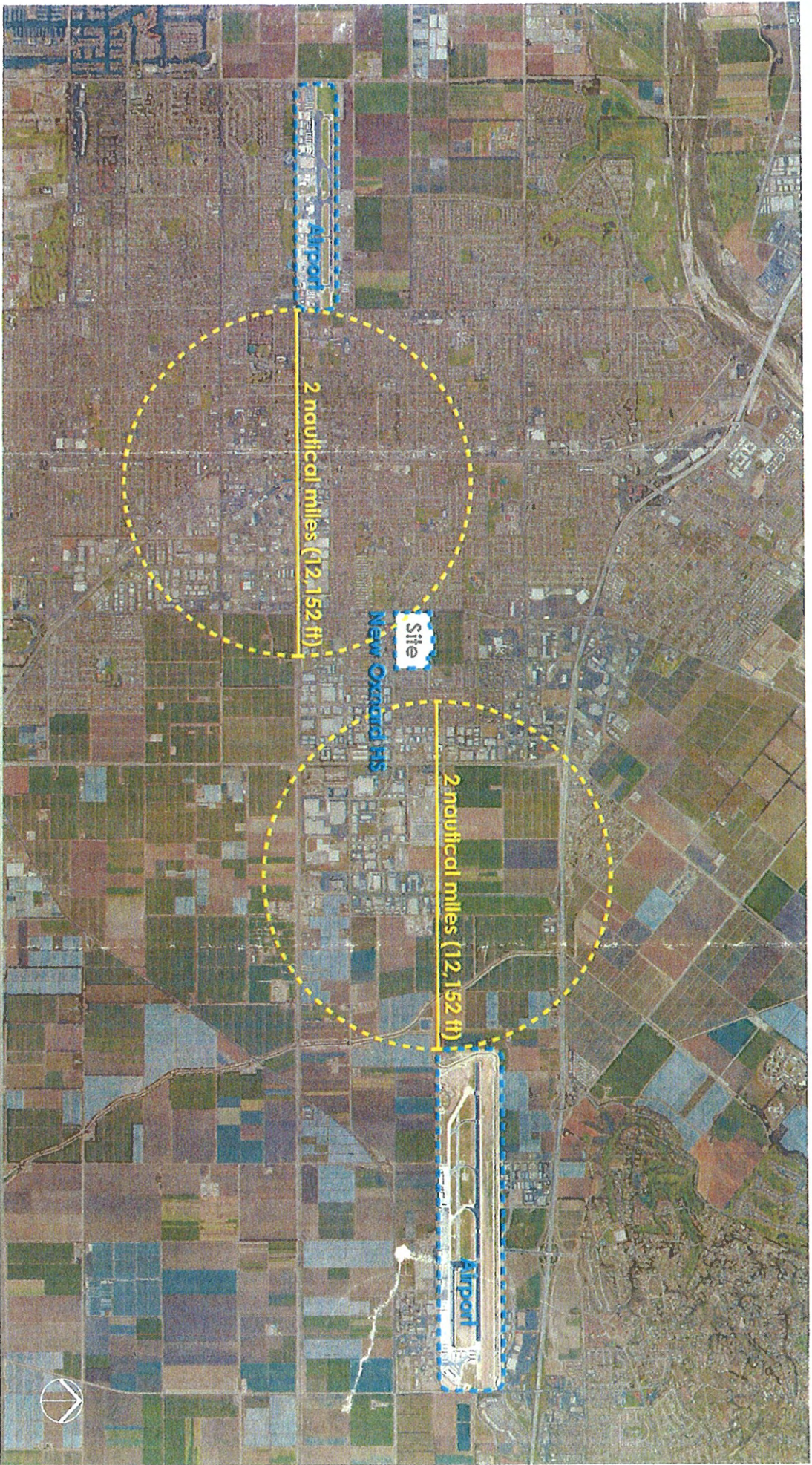
A handwritten signature in blue ink, appearing to read "Todd McNamee". The signature is fluid and cursive, with a long horizontal stroke at the end.

TODD L MCNAMEE, AAE  
Director of Airports

CC: Ventura County Airport Land Use Commission  
AAC/CAA/OAA Packets

9f1





# OXNARD NEW HIGH SCHOOL

OXNARD UNION HIGH SCHOOL DISTRICT



**SITE PLAN**  
 SCALE = 1" = 3,000' - 0"  
 JUNE 29, 2017







555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.ORG/AIRPORTS](http://WWW.VENTURA.ORG/AIRPORTS)  
[WWW.IFLYOXNARD.COM](http://WWW.IFLYOXNARD.COM)

July 31, 2017

USAShade & Fabric Structures  
1085 N. Main Street, Suite C  
Orange, CA 92867

Subject: **Forms for FINAL PAYMENT**  
Camarillo Airport – VIEWPORT SHADE COVER  
Specification No: DOA 17-02; Project No: CMA-214

Dear Ms. Reid:

Enclosed please find the **Release on Contract**. This form must be signed and returned accompanied by a proper acknowledgement form signed by a Notary Public. Please return the originals to County of Ventura – Department of Airports, 555 Airport Way, Camarillo, CA 93010. A copy may be retained for your files.

I will file the "Notice of Completion" after I receive the Release on Contract. The Final Construction Pay will be processed 35 days after the "Notice of Completion" is recorded. If you have any questions, I can be contacted at (805) 388-4205.

Sincerely,

Erin Powers  
Project Coordinator

Enclosures

1. Release on Contract
- c: Project File

99

# TOWN HALL MEETING

To: Camarillo and Oxnard Hangar Tenants

From: Department of Airports

Date: August 3, 2017

**Re: Hangar Tenant Town Hall to Discuss Updating Hangar Lease Agreements**

The Department of Airports invites all hangar owners and renters to join staff for a Hangar Tenant Town Hall meeting in hopes of clarifying the content and "demystifying" the proposed updated Hangar Lease Agreement. Based on feedback received recently, staff believes there is a misunderstanding as to why the agreements are being updated, and what is changing. Staff hopes to provide you with accurate information so you will be better informed and have a clear understanding of the reasoning and process.

The meeting specifics are as follows:

**Date:** August 17, 2017

**Time:** 6:00 pm to 8:00 pm

**Location:** Air 7 Hangar, 575 Aviation Drive, Camarillo Airport

## Agenda

- Presentation by staff on the "why's and what's" of the proposed Lease Agreement.
- Tenant Question and Answer, and Input session.
- Where we go from here.

**We encourage ALL hangar owners and renters to attend this Town Hall meeting!**

A Lease Comparison document that compares the existing lease to the proposed new lease with notes explaining each of the lease clauses can be found on our website. PLEASE review this document prior to the meeting as it may answer questions you have, and/or help you formulate new questions. Also, copies of the current and proposed updated County and Privately Owned Hangar Lease Agreements can be found on our website. Please go to the link below to view these documents.

<http://www.ventura.org/airports>

###

9h



August 4, 2017

Mr. Charlie McLaughlin, President  
Aspen Helicopters, Inc.  
2899 West 5<sup>th</sup> Street  
Oxnard, CA 93030

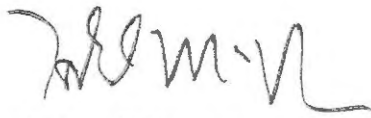
**Re: Letter of Intent for Long Term Lease Agreement**

Dear Mr. McLaughlin:

Per our conversation yesterday, please accept this letter as confirmation that the Department of Airports (DOA) intends to provide your company with a twenty (20) year lease should you invest a minimum of \$1,000,000 worth of capital improvements associated with your hangar and office facilities at the airport. Please keep in mind however that all of the DOA's long term lease agreements have to go through a public process and require County of Ventura Board of Supervisors approval.

If you have any questions regarding the above information, you may reach me at 388-4200.

Sincerely,



Todd L. McNamee, AAE  
Director of Airports

C: Jorge Rubio, Deputy Director of Airports  
Erin Powers, Projects Administrator  
File

August 4, 2017

Mr. Charlie McLaughlin, President  
Aspen Helicopters, Inc.  
2899 West 5<sup>th</sup> Street  
Oxnard, CA 93030

**Re: Extension to Submit Plan Sets for Project**

Dear Mr. McLaughlin:

Section 2 of the current lease between Aspen Helicopters Inc. (Aspen Helicopters) and the County of Ventura Department of Airports (DOA) for the Midfield Site states that Aspen Helicopters is responsible for capital improvements to the premises in an amount of no less than \$81,190 within 18 months of the lease commencement date of September 1, 2015.

Per our conversation yesterday, the timeframe provided for you to complete the required improvements has passed. As such, the DOA is providing you with a ninety (90) day extension to submit a 30% plan set for the project. These plans must be submitted to the DOA no later than November 2, 2017.

Please note the DOA expects you to continuously and actively be working on this project as it is a lease requirement and should be completed as soon as possible. Failure to demonstrate significant progress could result in the DOA taking enforcement action granted in the lease.

If you have any questions regarding the above information, you may reach me at 388-4200.

Sincerely,



Todd L. McNamee, AAE  
Director of Airports

C: Jorge Rubio, Deputy Director of Airports  
Erin Powers, Projects Administrator  
File

qj



555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.ORG/AIRPORTS](http://WWW.VENTURA.ORG/AIRPORTS)  
[WWW.IFLYDXNARD.COM](http://WWW.IFLYDXNARD.COM)

August 16, 2017

The Adams Companies  
Mr. G. Adams  
1508 West Tara Drive  
Gilbert, AZ 85233

**Subject: Notice to Proceed, AEA No. 18-05  
INDEPENDENT FEE ESTIMATE for  
Camarillo Airport – Construction Management Services for NE  
Hangar Development, Phase I**

Dear Mr. Adams:

This letter is your Notice to Proceed. Exhibit B of the enclosed executed Contract indicates the schedule for completion of the work.

I have been assigned as Projects Administrator. You are advised to contact me on all matters pertaining to this project.

All correspondence and invoices should be sent to:

Department of Airports  
Attn: Ms. Erin Powers  
555 Airport Way, Ste. B  
Camarillo, CA 93010

All invoices to be paid against this Contract must reference the AE Number shown above. If your Contract is based on hourly rates, personnel time records must be submitted with your invoice.

Sincerely,

Erin Powers  
Projects Administrator

Enclosure

c: Accounting  
File

9K

August 23, 2017

Ms. Shannon Montano  
California Department of Transportation  
Division of Aeronautics (MS-40)  
1120 N Street  
Sacramento, CA 95814-5606

**Re: State Matching Funds – Federal Aviation Administration  
Grant AIP 3-06-0179-035-2017 – Oxnard Airport**

Dear Ms. Montano:

Enclosed, please find three originals of the following signed matching grant agreement:

Ven-1-18-1-Mat for AIP 3-06-0179-035-2017

Thank you for your consideration and approval of our application for State Aeronautics funds for the Airports' FY 2017 Airport Improvement Program (AIP) project.

If you have any questions, you can contact me at (805) 388-4205.

Sincerely,



Erin Powers  
Projects and Programs Administrator

C: Todd McNamee, Director of Airports  
File



August 25, 2017

Mr. Ronnie Amrany  
Casamba Holdings, LLC.  
5210 Lewis Rd #10  
Agoura, CA 91301

**RE: Conceptual Approval for Proposed Exterior Hangar Modifications to the Alert Hangars at Camarillo Airport, DR 17-02**

Dear Ronnie,

Please accept this letter as conceptual approval for the proposed exterior hangar improvements for the Alert Hangars located at Camarillo Airport as described during the teleconference held on August 1, 2017 between the County of Ventura Department of Airports (DOA) staff and you. Specifically, the original scope of work, re-roofing and exterior painting, was changed to instead include re-roofing and re-siding of the exterior hangars and doors.

**This letter provides approval in concept only**, and does not guarantee that the improvements may be built as proposed. Further review and approval of plans and colors by the DOA and other permitting agencies, as detailed in the Development Review Process checklist (previously provided), may be necessary before the Airport will provide final project approval.

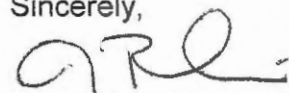
This letter will allow you to submit plans to the County of Ventura, Building and Safety offices and other approving agencies. However, submission of a separate and final project review and approval letter from the DOA will be required prior to the issuance of any permits.

As a reminder, the proposed work may require you to provide architectural plans, along with structural and seismic evaluations for the building. Additionally, the DOA may also require an independent third party entity to perform construction inspections where the DOA would directly contract with a qualified independent inspector and seek reimbursement from you, if required, as it would be part of the project.

Finally, per the DOA's Development Review Checklist, please submit two sets of plans at 50% and 100%, to allow the DOA review and comment. When the Final Approval Letter is provided, it will detail other standard requirements, such as the submission of as-builts, copies of permits, and construction coordination.

I can be reached at 805 388-4201 should you have any questions.

Sincerely,



Jorge E. Rubio, A.A.E.  
Deputy Director of Airports

C: Todd McNamee, A.A.E. – Director of Airports  
Erin Powers – Projects Administrator  
File

gm

August 25, 2017

Stephen E. Maloney  
Director of Finance and Administration  
Sun Air Jets  
855 Aviation Drive  
Camarillo, CA 93010

**Re: Based Aircraft List**

Dear Stephen:

Per our previous conversation, the County of Ventura Department of Airports (County) is requesting that Sun Air Aviation, Inc. (Sun Air) provide the County with a list of based aircraft. It is requested that you submit this list by Friday, September 1, 2017.

This request is consistent and in accordance with lease clause 4.C.9 for the Premises located at Camarillo Airport which states:

"Tenant shall provide the Director and thereafter maintain a listing of all aircraft owned by Tenant or in Tenant's custody under some agreement with its owner."

The County interprets this clause to mean that Sun Air must maintain a list of all aircraft that are occupying its Premises and shall notify the Department of Airports anytime an aircraft begins or terminates its tenancy.

Please note that aside from this being a lease requirement, the FAA's National Based Inventory Program requires that airports provide them with a list of all based aircraft. This information is subsequently used by the County and the FAA to justify the need for any safety and enhancement projects.

As with previous years, the DOA looks forward to your cooperation in providing us with the list. Should you have any further questions I can be reached at (805) 388-4201.

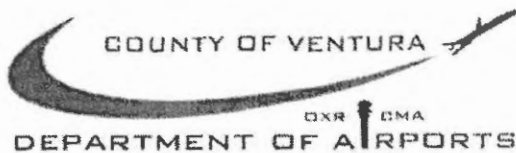
Sincerely,



Jorge E. Rubio, A.A.E.  
Deputy Director of Airports

c: Todd McNamee, Director of Airports  
Nick Martino, Airport Operations Supervisor  
File

9n



555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.GOV/AIRPORTS](http://WWW.VENTURA.GOV/AIRPORTS)  
[WWW.IFLYOXNARD.COM](http://WWW.IFLYOXNARD.COM)

August 29, 2017

Ms. Shannon Montano  
California Department of Transportation  
Division of Aeronautics (MS-40)  
1120 N Street  
Sacramento, CA 95814-5606

**Re: Application for State Matching Funds – Federal Aviation Administration  
(FAA) Grant AIP 3-06-0339-036-2017 – Camarillo Airport**

Dear Ms. Montano:

Enclosed, please find our application for a State Matching Grant for FAA AIP 3-06-0339-036-2017. This year's project includes the development of Phase 1 of the Northeast Aircraft Apron and Hangar Development at Camarillo Airport. Forty-one new hangars and associated taxilanes, aprons, drainage and utilities will be constructed to support aviation demand at the airport. The FAA's AIP grant supports only eligible items, such as taxilanes, drainage improvements, and some utilities. The project is eligible for State funding and is included in the State's Capital Improvement Program.

We believe our project is a good candidate for funding, as the demand at the airport exceeds supply and has created a steady five year wait list for hangars.

For the current project, we have accepted Federal AIP funds and selected the contractor. All we need now is to secure a matching State grant in the amount of \$187,797 to help us accomplish this important project. Recent discussions have indicated that a funding cap of \$100,000 has been implemented for all applications. We are prepared to move the project forward with the funds offered, but ask that if there is any opportunity at the end of the grant cycle to apply for additional funds up to the eligible amount, that Caltrans keeps us in mind.

We look forward to continuing our partnership in providing safe and reliable facilities to the public.

Thank you for your consideration of our application. If you have any questions, please contact me at 805-388-4205.

Sincerely,

Erin Powers  
Projects and Programs Administrator

C: Todd McNamee, Director of Airports  
Brenda Perez, FAA Community Planner  
File

90

August 29  
July 27, 2017

Federal Aviation Administration  
Los Angeles Airports District Office  
ATTN: Lemuel del Castillo  
15000 Aviation Blvd., Room 3000  
Lawndale, CA 90261

**AIRPORT IMPROVEMENT PROGRAM  
CAMARILLO AIRPORT – AIP 3-06-0339-036-2017**

Mr. Lemuel del Castillo,

Enclosed, please find an original signed grant agreement for Camarillo Airport.

Thank you for all of your support and assistance in helping us to accomplish our AIP goals.

If you have any questions, please contact me at 805-388-4205.

Sincerely,



Erin Powers  
Projects and Programs Administrator

Enclosure

9p



# Town Hall Follow Up

To: Camarillo and Oxnard Pilots and Hangar Tenants

From: Department of Airports

Date: September 1, 2017

**Re: Town Hall Follow Up – Hangar Lease Agreement**

---

The Department of Airports (DOA) wishes to thank the pilots and hangar tenants that attended the Town Hall meeting recently. The meeting was well attended and valuable input was received from many of you. The DOA has uploaded the presentation materials and a DRAFT lease agreement that incorporates items presented by staff, including the removal of the First Right of Refusal clause. These materials are available on the home page of our website at <http://www.ventura.org/airports> in the yellow highlighted box. The recorded video from the meeting and future updates will be posted here as well.

Staff knows that there is more to do and is working to develop an inclusive process to update the lease agreements. Staff will be reaching out soon to solicit interest from those of you that may wish to participate in the process.

Thank you and we look forward to working with you.

Sincerely,

Department of Airports Staff

###

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555 AIRPORT WAY, SUITE B  
CAMARILLO, CA 93010  
PHONE: (805) 388-4274  
FAX: (805) 388-4366  
[WWW.VENTURA.ORG/AIRPORTS](http://WWW.VENTURA.ORG/AIRPORTS)  
[WWW.IFLYOXNARD.COM](http://WWW.IFLYOXNARD.COM)

September 7, 2017

Mr. Joe Vacca  
Director of Community Development  
City of Camarillo  
601 Carmen Drive  
Camarillo, CA 93010

Subject: **Camarillo Airport - Landscape and Irrigation Plan for Approval  
Industrial Planned Development (IDP) 402, Department of Airports,**

Dear Mr. Vacca:

We are nearly complete with the improvements required for the 5 year development permit for the storage lot located at Camarillo Airport. Per IDP-402, your approval is required for the interim landscape and irrigation plan. As you may recall, the Airport and City agreed to install minimal landscaping with the understanding that beyond the five year permit period, the County of Ventura Department of Airports (DOA) would need to meet the current City landscape and irrigation guidelines if it wished to continue the industrial use.

Please find a copy of the plan attached for your review and approval. We hope to get the work under contract shortly and are happy to answer any questions you may have. I can be contacted at (805) 388-4205.

Sincerely,

Erin Powers  
Projects Administrator

Enclosure

c: Todd McNamee, Director of Airports  
Jorge Rubio, Deputy Director of Airports  
File

gr

September 13, 2017

[REDACTED]  
[REDACTED]  
[REDACTED]

**Re: Notice to Cease and Desist Commercial Operations at Hangar C-236**

[REDACTED]:

The Department of Airports (DOA) has met with you on several occasions regarding the business needs of [REDACTED] to find a location at the airports that would accommodate the research, development, and installation of software and hardware on customers' aircraft.

It has been the DOA's position during our conversations that [REDACTED] had to find a commercial hangar and that you could not perform work on other persons' aircraft in Hangar C-236 that you rent from the County as this activity is considered to be commercial activity. Further, and equally important, your Hangar License/Lease Agreement with the County prohibits commercial activities taking place in that hangar.

Regardless of the DOA's attempt to work with you and [REDACTED], last week the DOA noticed that [REDACTED] aircraft was sitting on an EAA tie-down, while Cessna 182 with registration number N3377R was in your hangar (C-236). There were wires running from [REDACTED] rented hangar (C-237) to your hangar, parts of the aircraft were disassembled and at one point up to six vehicles were parked in front of both hangars.

Based on the above information, it appears that you continue to perform commercial operations out of a County hangar, in breach of section 9 of your Hangar License/Lease Agreement. The DOA is therefore providing you with this notice to immediately cease and desist all commercial operations in Hangar C-236 by [REDACTED]. You are also directed to contact me no later than 5:00 p.m. on Monday, September 15, 2018, to schedule a hangar inspection. Failure to immediately halt all commercial operations, and failure to contact me as directed above, will result in termination of your Hangar License/Lease Agreement.

Thank you in advance for your cooperation and I can be reached at 805-388-4201 should you have any questions.

Sincerely,



Jorge E. Rubio, A.A.E.  
Deputy Director of Airports

C: Todd McNamee, Director of Airports  
Nicholas Martino, Camarillo Airport Operations Supervisor  
File

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September 13, 2017

[REDACTED]  
[REDACTED]  
[REDACTED]

Re: 30-Day Notice to Correct Outstanding Issues with Hangars C-220 and APL F-5

[REDACTED]:

Please recall that I previously reminded you via email in June, 2017 about an issue involving aircraft in County rented hangar C-220 and APL F-5 hangar that came up during hangar inspection program in 2016. Subsequent to my reminder, you mentioned in an e-mail exchange that you were going to move helicopter N209NS from the APL F-5 hangar to your County C-220 hangar and relocate the unidentified Bonanza aircraft from the County hangar to the APL hangar in order to comply with the current County Hangar Lease/License Agreement which states:

**"The aircraft storage hangar shall be occupied by an aircraft registered to the Licensee as reflected on the signed license agreement."**

It was the Department of Airports' (DOA) understanding that you were going to move said aircraft earlier this year but the DOA has not received confirmation that the aircraft have in fact been moved. Given the fact that the DOA has already provided you with ample time to correct this matter, and in order to comply with the Lease/License Agreement, the DOA requires that you remedy this situation and contact us for an inspection of both hangars by Thursday, October 12, 2017. Failure to comply will result in the termination of your rented County lease/license agreement on this date.

Additionally, if the Bonanza aircraft will be moving to the APL F-5 hangar, the DOA requires that the owner of that airplane provide a certificate of insurance naming the County of Ventura as additional insured.

Thank you in advance for your prompt attention to this matter. You can contact me at (805) 388-4201 should you have any questions.

Sincerely,



Jorge E. Rubio, A.A.E.  
Deputy Director of Airports

C. Todd McNamee, Director of Airports  
Nicholas Martino, Airport Operations Supervisor  
Gerald Alves, Airport Properties Limited

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## **Tenant Notice Soliciting Interest to Participate in Process to Update Storage Hangar Leases**

To: Camarillo and Oxnard Hangar Tenants

From: Department of Airports

Date: September 18, 2017

The Department of Airports (DOA) has been in discussions with a small group of airport tenants for approximately one year, and has sought to collaborate with airport stakeholders in updating the lease terms for privately owned and county rented hangars at Camarillo and Oxnard airports. In an effort to reach the broadest base of airport tenants and renters, the DOA recently hosted a Town Hall Meeting and received input from many attendees, representing hangar owners and renters from both the Camarillo and Oxnard airports.

Input included suggested changes to the lease terms, and recommendations for a process that would best complete the lease agreement update, to include mediation or facilitation. Since the DOA cannot convey authority to negotiate lease terms to a mediator, as that authority resides with the Board of Supervisors, staff is recommending a facilitated process, to include the formation of an Ad-Hoc Lease Update Committee that will assemble to review and update the major lease terms.

The DOA is contracting with CommuniQuest, a company that has extensive experience with various aviation/airport issues in the region, and is registered in Ventura County as a firm to provide mediation and facilitation services. CommuniQuest will facilitate a process and assist the Lease Update Committee to productively develop the lease terms, prior to taking that updated lease agreement through the formal public process for adoption by the Board of Supervisors. The credentials and Statement of Work for CommuniQuest that describes the process can be found on our website at [www.ventura.org/airports](http://www.ventura.org/airports) in the yellow highlighted area. All future public updates on this matter will also be posted here so please visit the website regularly.

The DOA has also engaged Aeroplex Group Partners, LLC to provide a report of best practices and standards related to airport leasing practices, at airports similar to Ventura County. Aeroplex is an aviation development and property management company that leases storage and commercial hangars at several airports, and has extensive experience consulting on aviation and airport lease matters. They will participate in at least one of the committee meetings, sharing their report findings and recommendations, as well as when the updated lease goes through the public process.

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The first step in the process is to form a short term Lease Update Committee that will include DOA staff and also represent the stakeholders from Camarillo and Oxnard Airports. We are seeking your participation and representation from:

- CAHOA Board Member (1 to 2 persons)
- CMA private hangar owner, not affiliated with CAHOA (1 to 2 persons)
- Renter of county hangar at CMA (1 to 2 persons)
- Renter of county hangar at OXR (1 to 2 persons)
- OXR Private Hangar Owner (1 to 2 persons)

Submit your interest via email to [airportinfo@ventura.org](mailto:airportinfo@ventura.org) with LEASE UPDATE COMMITTEE in the subject line, or by mail to:

Attn: Lease Committee  
Department of Airports  
555 Airport Way, Suite B  
Camarillo, CA 93010

Please include your name, contact information, hangar number, which airport you are based (CMA or OXR), best availability (day or evening), and any other pertinent information you deem important for consideration. **The deadline to submit your interest is Monday, October 2, 2017** at which time submissions will be compiled and representatives selected with the help of CommuniQuest in a manner that will ensure fair representation on the committee. These individuals will represent the stakeholder groups noted above, and should be available to participate in a series of Lease Update Committee meetings during the next few months, and conduct their own meetings with interested members of those groups, outside of the Lease Update Committee meetings.

Thank you, and we look forward to embarking on this process with you.

Sincerely,



TODD L McNAMEE, AAE  
Director of Airports



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**CERTIFIED LETTER #7012 1010 0001 1982 8593**

September 28, 2017

Oxnard Airport  
Attn.: Mr. John Feldhans  
555 Airport Way  
Airport Manager  
Camarillo, California 93010

Dear Mr. Feldhans,

The purpose of this correspondence is to announce the timeline for nationwide termination of space leases for Federal Contract Tower (FCT) operations (following an extensive period of deliberation and coordination). The terminations specifically apply to leased space occupied by Contracted Controllers and related mission support equipment.

According to our records, the Federal Aviation Administration (FAA) leases the Airport Traffic Control Tower (ATCT) space at Oxnard Airport, Camarillo, California. This correspondence serves as notice that the FCT lease, dated September 30, 2004, bearing lease number DTFAWP-05-L-00001 entered into between the County of Ventura and the United States of American for floor space located in the Airport Traffic Control Tower (ATCT), Oxnard Airport, 2889 W. 5<sup>th</sup> Street, Camarillo, California, shall terminate effective September 30, 2019.

The FCT Program includes clearly defined roles and responsibilities for Airport Sponsors in FAA operating agreements and leases. FCT Airport Sponsor responsibilities detailed in Tower Operating Agreements (TOA) include, but are not limited to, maintenance of all sponsor-owned space and adherence to the FAA's approved Minimum Equipment list. In addition, under the terms of the revised TOA, the FAA will offer no consideration for space occupied by Contract Controllers and related mission support equipment. In cases where FCT space is required for FAA staff and equipment, a FAA Real Estate Contracting Officer will make contact and coordinate follow-on actions.

In closing, these actions resolve a series of FAA policy compliance gaps and do not affect the delivery of air traffic service at Sponsor facilities or Sponsor participation in the FCT Program. Further inquiries may be directed to Lisa Bush-Caudle, Contract Tower Program Management Office, 202-267-0849, [Lisa.Bush-Caudle@faa.gov](mailto:Lisa.Bush-Caudle@faa.gov).

Regards,

Cheryl M. Thompson  
Real Estate Contracting Officer

9V



## McNamee, Todd

**From:** AMAC <amac@amac-org.ccsend.com> on behalf of AMAC <krystal.brumfield@amac-org.com>  
**Sent:** Friday, July 28, 2017 9:51 AM  
**To:** McNamee, Todd  
**Subject:** Statement on Senate Appropriations Committee's Passage of Transportation Funding Bill



### For Immediate Release

Media Contact:  
Shahara Anderson-Davis  
Airport Minority Advisory Council  
[shahara.anderson-davis@amac-org.com](mailto:shahara.anderson-davis@amac-org.com)  
202.486.8710

## **Brumfield Statement on Senate Appropriations Committee's Passage of Transportation Funding Bill**

*Funding Bill Includes Increase to PFC and AIP Funding*

**WASHINGTON, DC (June 14, 2017)** – Airport Minority Advisory Council (AMAC) President & CEO, Krystal Brumfield released the following statement regarding yesterday's Senate Appropriations Committee passage of the FY'18 Transportation Funding Bill:

"Yesterday's action by the Senate Committee on Appropriations is a great first step in ensuring our nation's airports have every available tool at their disposal in addressing their growing backlog of capital development needs. The Committee recommends \$3.6 billion for the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP)—a \$250 million increase over the previous fiscal year. By increasing the passenger facility charge (PFC) from \$4.50 to \$8.50, Senate Appropriators are sending an unequivocal message that the current PFC cap, in place since the year 2000, is no longer viable," stated Brumfield. "I commend the bipartisan leadership of both the full committee and transportation subcommittee for their leadership on this issue. Again, this is a great first step and AMAC looks forward to continuing our work with the Senate to ensure the policy interests of minority and women-owned business enterprises are included in the final outcome."

The FAA's AIP Program pays for capital improvements at the Nation's airports, including those investments that emphasize capacity development, safety improvements, and security needs. PFCs are federally authorized fees collected by airlines on behalf of airports. Airports use these fees to fund FAA-approved projects that enhance safety, security, or capacity. Since 2000, PFCs have been capped at \$4.50 per flight segment.

###

### **About the Airport Minority Advisory Council (AMAC)**

AMAC's mission is to promote the inclusion of minorities and women in employment and contracting opportunities throughout the aviation industry. Since 1984, AMAC has been at



the forefront of nearly every national policy initiative impacting the participation of disadvantaged businesses in airport contracting. AMAC works consistently with congress, the federal government, aviation trade associations and others as a resource for information, education, and guidance on business and employment matters. For information on events, legislative updates and current aviation industry news visit [www.amac-org.com](http://www.amac-org.com) or call 703.414.2622.

STAY CONNECTED!

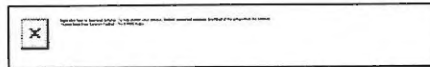


Airport Minority Advisory Council | 100 M Street SE, Suite 917, Washington, DC 20003

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# The University of North Dakota's Aviation Department

It's a retirement bubble that's hitting just as the pipeline of new pilots has slowed down says Elizabeth Bjerke, Associate Dean of Aviation at the University of North Dakota.

"I have never seen the industry the way it is right now with the regional airlines so in need of pilots," she says.

The University of North Dakota has one of the largest undergraduate aerospace programs in the country and she says demand for their students has grown exponentially. "All it takes is coming to our career fairs to see that they're trying to talk to students as soon as they get into the program before they even have their private pilot certification to get them interested in their company. They need pilots that bad."

Bjerke says before 2010, commercial pilots needed a minimum of 250 hours of flight experience to be hired as a first officer - about what you'd get after graduating with a four-year aviation degree.

But in 2010, Congress increased that to 1,500 hours, phased in over three years, with some exceptions for pilots with military or other accredited training.

Pilots say it can take years to log that many flight hours and it's pricey if you don't own your own plane.

Larger airlines have been able to hire pilots from smaller carriers, but that's put the squeeze on regional airlines.

Cape Air is unique among them. Because of the small size of its planes, its first officers do not have to comply with the new airline transport pilot certificate mandates. Cape Air captains have to be fully certified under the 1,500 hour rule, but accredited pilots with fewer hours can be in a Cape Air cockpit if they're supervised by a captain.

So while Cape Air has been able to train a steady stream of new pilots, turnover among their captains is high.

Andrew Bonney, Senior Vice President of Planning at Cape Air, says that's had a big impact on service.

"Unfortunately we had to suspend service to a number of communities that Cape Air used to fly to that were profitable, viable communities, where Cape Air was providing terrific service: including: Nevis, Anguilla, Block Island and Providence, Rhode Island."

Bonney says there are also many new routes they'd like to develop, but can't because they don't have enough pilots.

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**"One of the problems with the 1,500 hour rule is there's no quality control on the type of hours. Simply flying around in circles over the Green Mountains counts as hours." - Andrew Bonney, Cape Air**

And while he says Congress may have had good intentions for ramping up training requirements, he believes the focus should be on quality of training not quantity.

"Because one of the problems with the 1,500 hour rule today is there's no quality control on the type of hours," says Bonney. "So simply flying around in circles over the Green Mountains, that counts as hours."

There's data that backs him up. A study by Embry Riddle Aeronautical University (<http://commons.erau.edu/cgi/viewcontent.cgi?article=1002&context=db-applied-aviation>) that assessed cockpit performance, found that new pilots with between 500 and 1,000 hours of flying time performed best.

Elizabeth Bjerke points to another study by the University of North Dakota (<http://docs.lib.purdue.edu/cgi/viewcontent.cgi?article=1118&context=jate>). "Our research showed that the pilots that did the best at the regional training were the ones coming from accredited aviation four year programs with around 700 hours. She says the data showed pilots with more flight time before being hired were more likely to have acquired bad habits that airlines needed to correct.

Andrew Bonney was part of a 2017 working group (<http://ci.pierre.sd.us/DocumentCenter/View/1679>) created by the US Department of Transportation to improve air service to small communities. He says the group identified the pilot shortage as the single biggest challenge to overcome and it called on Congress to allow pilots to take part in more targeted, plane-specific professional training programs while they earned the requisite flight hours.

Since 2007, Cape Air and Jet Blue have been collaborating on a 7-year apprenticeship program (<http://pilots.jetblue.com/>) for aspiring aviation students aimed at providing just that sort of experience, and Bonney believes it could be a model for others.

With demand for pilots skyrocketing, Elizabeth Bjerke says the number of students entering North Dakota's commercial pilot program has jumped 30 percent each of the last two years.

And while the training is costly, Bjerke says the payoff is growing. "As little as two to three years ago, regional airlines took a lot of heat for their first year pay being about \$25,000 to \$30,000 a year."

"Well now — because they are so short of pilots and they're in competition — that pay, with signing bonuses, has gone up anywhere from \$60,000 to \$85,000 a year for that first year, which is remarkable," she says.

1062





([http://mediad.publicbroadcasting.net/p/vpr/files/styles/x\\_large/public/201709/BostonCapeAir-vpr-keck-20170829\\_0.jpg](http://mediad.publicbroadcasting.net/p/vpr/files/styles/x_large/public/201709/BostonCapeAir-vpr-keck-20170829_0.jpg))

*Cape Air staff in Boston announce departures to Lebanon, New Hampshire and Provincetown, Massachusetts on a recent Tuesday afternoon. Airline officials say they've had to cancel some other established routes because of the shortage of pilots.*

CREDIT NINA KECK / VPR

Coste, who's worked at Cape Air for twenty years, says they've ramped up training to keep ahead of a pilot shortage that he says is hitting small airlines hard.

"We would have a much better time with about 60 more pilots," he says nodding.

Experts point to a number of reasons for the shortage including increased demand for flights globally, especially in Asia.

Large numbers of veteran pilots at major airlines are also hitting the mandatory retirement age of 65.

**"I have never seen the industry the way it is right now with the regional airlines so in need of pilots." - Elizabeth Bjerke, Chair of**

10b3



After officials blamed a deadly 2009 commuter plane crash ([http://www.npr.org/sections/thetwo-way/2010/02/colganbuffalo\\_plane\\_crash\\_errro.html](http://www.npr.org/sections/thetwo-way/2010/02/colganbuffalo_plane_crash_errro.html)) in upstate New York on pilot error and inexperience, Congress responded by mandating more training for commercial pilots.

While some believe the new rules were needed, others say they've gone too far and have worsened a growing pilot shortage, especially among regional carriers.

Cape Air is the regional airline that serves Rutland, Lebanon, New Hampshire, Provincetown, Massachusetts and Martha's Vineyard, to name just a few of their destinations.

Personally, I've always loved their small nine-seat planes, because unlike larger passenger aircraft, many Cape Air flights are single pilot operations.

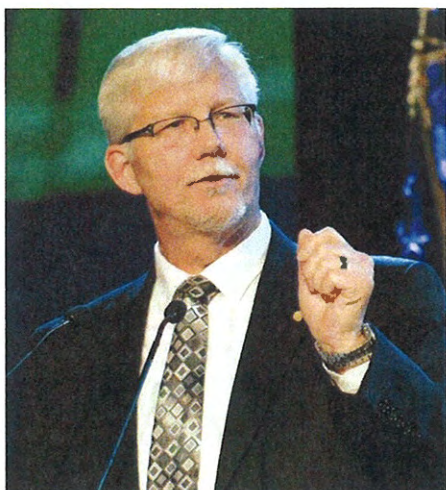
So I was often able to sit in the co-pilot seat (<https://qph.ec.quoracdn.net/main-qimg-bac5cf9394d175475022adb49f87e01e>), with an unbelievable view from the cockpit.

But those seats are rarely available to passengers now, filled instead with first officers-in-training.

"We're constantly training," says Cape Air captain Jonathan Coste. "[Traditionally] we would not train from June 'til October because those are our summer months and we're busy and all the pilots would go fly. [But] we now train all year round," he explained after a recent flight from Boston to Lebanon.

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## AAAE Elects Leaders For 2017-2018



**Scott A. Brockman, A.A.E.**, president and CEO of Memphis International, took office as AAAE Chair for 2017-2018 on May 10 during the association's annual conference and exposition in Long Beach, California.

The conference, hosted by Long Beach Airport, was attended by 2,000 registered delegates. The exposition featured 185 companies with 261 booths. Eighty companies and organizations were official conference sponsors.

Other key appointments to the association's Executive Committee, Board of Directors and Policy Review Committee also were made during the annual conference.

"AAAE has a rich history of dedicated service from outstanding volunteer leaders, and we are incredibly fortunate to have another extraordinarily talented group of airport executives step forward to devote their time, energy and intellect to help guide the association in the busy year ahead," **AAAE President and CEO Todd Hauptli** said. "On behalf of

the AAAE team, I congratulate each of them on the recognition they have earned from their peers and extend our sincere appreciation for their continued commitment to our organization and to the entire airport industry."

Brockman succeeds **Carl Newman, A.A.E.**, CEO, Jackson (Mississippi) Municipal Airport Authority, who becomes First Past Chair. Second Past Chair is **Jeff Mulder, A.A.E.**, executive director, Southwest Florida International.

Other Executive Committee members elected by the AAAE membership are: First Vice Chair **Jeanne Olivier, A.A.E., ACE**, aviation assistant director, Port Authority of New York & New Jersey; Second Vice Chair **Todd McNamee, A.A.E.**, director of airports, Ventura County (California) Department of Airports; and Secretary/Treasurer **Torrance Richardson, A.A.E.**, chief strategy officer, Columbus Regional Airport Authority.

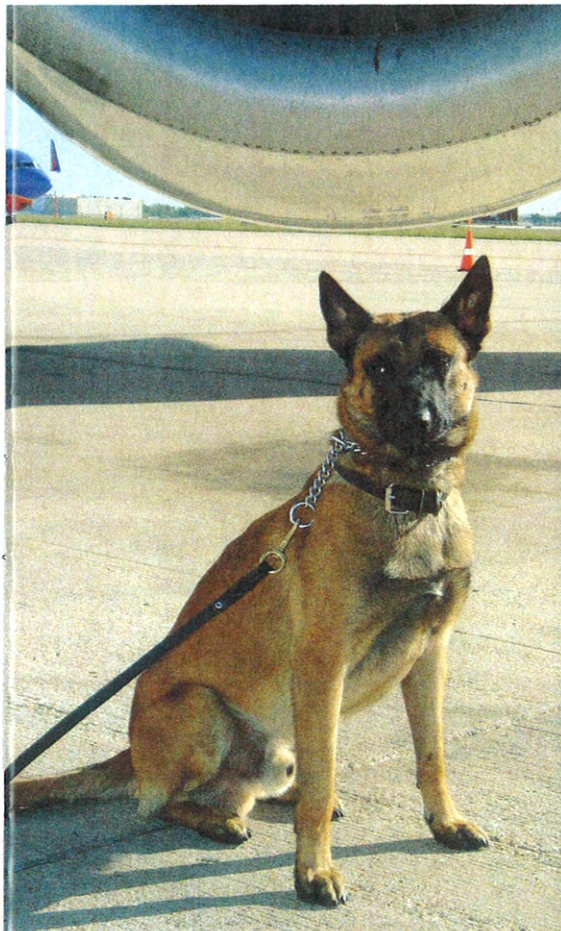
Members of the AAAE Board of Directors are:

**Danette Bewley, A.A.E.**, vice president of operations and projects and COO, Tucson International; **Kelly Campbell, A.A.E.**, executive director of aviation, Lubbock (Texas) Preston Smith International; **Toney Coleman, A.A.E.**, deputy director, Fayetteville (North Carolina) Regional Airport; **Richard Crider, A.A.E.**, executive vice president, strategic initiatives/airport, Port San Antonio (Texas); **Ann Crook, A.A.E.**, manager, Martha's Vineyard (Massachusetts) Airport; **Jon Faucher**, vice president and business unit leader, aviation services, Mead & Hunt; **Eric Frankl, A.A.E.**, executive director, Lexington (Kentucky) Blue Grass Airport; **Sara Freese, A.A.E.**, assistant director, airport operations, field maintenance and

airside operations, Minneapolis-St. Paul International; **Mark Gale, A.A.E.**, CEO and director of aviation, Fort Lauderdale-Hollywood International; **Bruce Goetz, A.A.E., ACE**, director of airside operations, Denver International; **Don Green Jr., A.A.E.**, director of transportation, Abilene (Texas) Regional Airport; **Scott Hinderman, A.A.E.**, executive director of airports, Fort Wayne-Allen County (Indiana) Airport Authority; **Rebecca Hupp, A.A.E.**, director, Boise Airport; **Gregory Kelly, A.A.E.**, executive director, Savannah/Hilton Head International; **Scott Malta, A.A.E.**, manager, Castle Airport (California); **Judi Olmstead, A.A.E.**, assistant director, Myrtle Beach International; **John Parrott, A.A.E.**, manager, Ted Stevens Anchorage International; **Wayne Pennell, A.A.E.**, COO, Baltimore/Washington International; **Mark Sapp**, senior vice president of business development, Amadeus; and **Cathryn Stephens, A.A.E.**, assistant director, Eugene (Oregon) Airport.

Members of the Policy Review Committee are: **Iftikhar Ahmad**, president and CEO, Rhode Island Airport Corp.; **Bonnie Allin, A.A.E.**, president and CEO, Tucson Airport Authority; **Bill Barkhauer, A.A.E.**, executive director, Morristown (New Jersey) Municipal Airport; **Jim Bennett, A.A.E.**, aviation director, Phoenix Sky Harbor International; **Randall Berg, A.A.E.**, director, King County (Washington) International; **Mark Brewer, A.A.E.**, director, Manchester-Boston Regional Airport; **Phil Brown, A.A.E.**, executive director, Greater Orlando Aviation Authority; **Rochelle Cameron**, CEO, Philadelphia International; **Bruce Carter, A.A.E.**, director of aviation, Quad City (Illinois) International; **Al Denson, A.A.E.**, president and CEO, Birmingham Airport Authority;





Tulsa International recently celebrated the retirement of Bic, an explosives detection dog for the airport. Bic has worked at Tulsa International since 2008 with his handler, Tulsa Police Officer Richard Davis. His duties included checking unattended luggage and routine patrols for the public's safety. Bic has responded to several surrounding communities throughout the years in order to conduct searches following bomb threats and also has provided protection for former Vice President Joe Biden, former first lady Laura Bush, and former President George W. Bush. Bic, a Belgium Malinois breed, received training at the 341st Training Squadron at Lackland Air Force Base located in San Antonio, Texas. BIC continues to live with his handler, Officer Davis, who also retired.

**Mario Diaz**, director of aviation, Houston Airport System; **Kevin Dillon, A.A.E.**, executive director, Bradley International (Connecticut); **Tim Doll, A.A.E.**, director, Eugene (Oregon) Airport; **Sean Donohue**, CEO, Dallas Fort Worth International; **Jim Elwood, A.A.E.**, director, Jackson Hole (Wyoming) Airport; **Deborah Flint**, CEO, Los Angeles World Airports; **Gary Johnson, C.M.**, director, Stillwater (Oklahoma) Regional Airport; **Kelly Johnson, A.A.E.**, director, Northwest Arkansas Regional Airport; **Chad Makovsky, C.M., ACE**, executive vice president, operations, Dallas Fort Worth International; **Ron Mathieu, C.M.**, executive director, Bill and Hillary Clinton National Airport (Arkansas); **Marilyn Mora, A.A.E.**, president and CEO, Reno-Tahoe International; **Erin O'Donnell**, managing deputy commissioner, Chicago Midway International; **Robert Olislagers, A.A.E.**, CEO, Centennial Airport; **Al Pollard, A.A.E.**, chief of operations and maintenance, Martin State

Airport (Maryland); **Elaine Roberts, A.A.E.**, president and CEO, Columbus Regional Airport Authority; **Ricky Smith**, executive director and CEO, Baltimore/Washington International; **Walter Strong Jr., A.A.E.**, director, University of Oklahoma Max Westheimer Airport; **Mark VanLoh, A.A.E.**, CEO, Tulsa Airports Improvement Trust; **Rosemary Vassiliadis**, director of aviation, Las Vegas McCarran International; and **Rob Wigington**, president and CEO, Metropolitan Nashville Airport Authority.

The 90th Annual AAAE Conference and Exposition will be held April 15-18, 2018, in San Diego and will be hosted by San Diego International.

### Chair Brockman Appoints Committee Leaders

AAAE Chair **Scott A. Brockman, A.A.E.**, president and CEO, Memphis International, has appointed the following committee leaders for 2017-2018:

### Airport Legislative Alliance

Chair: **Phil Brown, A.A.E.**, executive director, Orlando International; vice chairs, **Ricky Smith**, executive director/CEO, Baltimore/Washington International; **Kim Becker, C.M.**, CEO, San Diego International.

### Transportation Security Services

Chair: **Chad Makovsky, C.M., ACE**, executive vice president, operations, Dallas Fort Worth International; vice chairs, **Terry Blue, A.A.E.**, vice president of operations, Memphis International; **Sarah Demory, A.A.E.**, deputy director, operations and security, Boise Airport; **Wendy Reiter**, director, aviation security, Seattle-Tacoma International.

### Operations/Safety/Planning/Emergency Management

Chair: **Larry Krauter, A.A.E.**, CEO, Spokane International; vice chairs, **Danny Garcia**, senior manager, airside operations, Portland International; **John Kinney, C.M.**, director, Aspen Airport; **Dean Schultz, A.A.E.**, executive vice president/COO, Reno-Tahoe International.

### Facilities and Technical Services

Chair: **Marshall Stevens, A.A.E.**, deputy executive director, Harrisburg International; vice chair, **Stephanie Jaeger**, principal architecture, San Francisco International.

### Environmental Services

Co-chairs: **Michael Cheyne, A.A.E.**, director of asset management and sustainability, Atlanta Department of Aviation; **Paul Kennedy, A.A.E.**, manager, energy and environment, Columbus Regional Airport Authority; **Tim O'Donnell, A.A.E.**, director of maintenance and operations, South Bend International.

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## Trump continues push for privatisation

Ramon Lopez & Ben Vogel

Florida & London

06/06/2017

US President Donald Trump has signed a letter supporting the privatisation of the Federal Aviation Administration (FAA) Air Traffic Organization (ATO), but the move still faces hurdles before the US joins the list of countries to transfer air traffic control (ATC) responsibility to non-profit organisations or private-sector companies.

In the letter sent to legislators on 5 June, Trump argued that “a more nimble ATC entity” would be able to “more quickly and securely implement NextGen technology”.

Trump wants to see ATC functions detached from the FAA within three years. He mentioned efforts “for a long period of years” by the federal agency to reform ATC in the United States, but “after billions and billions of tax dollars spent and the many years of delays, we are still stuck with an ancient, broken, antiquated, horrible system that doesn’t work”.

Any reform of ATC in the United States must take into account the ongoing multibillion-dollar NextGen modernisation programme. In a meeting with airline executives on 9 February, Trump said he supported modernisation of the “obsolete” US ATC system, but took aim at NextGen for being over budget (“totally out of whack”) and behind schedule.

In this latest announcement, he described as “insufficient” annual federal government investment of USD1 billion in NextGen. “Unfortunately, political interference, budget uncertainty, and a bureaucratic government procurement system have continued to impede modernisation efforts.”

The latest announcement



US President Donald Trump, pictured on 5 June during his announcement of an ATC reform initiative. He sent a letter to Congress reaffirming his support for privatising the ATC functions of the Federal Aviation Administration.

PA: 1699813

from Trump reflects earlier statements from the US President and adds little to legislation already before Congress – but the ramifications of his ATC reform vision could be significant.

Trump envisages a board of directors to manage ATC, comprising appointees from various aviation stakeholder groups in the United States. ATC privatisation generally has the backing of controllers, pilots, and airlines.

However, some Democratic lawmakers are vowing to block moves towards privatisation and US airport organisations are worried that their needs are being ignored. “Any plan to reform ATC must address the significant infrastructure needs of airports,” said Kevin Burke, president of Airports Council

International-North America. “We cannot modernise one aspect of our aviation system and settle for the status quo for another.”

His concerns may reflect wider fears that a privatised or not-for-profit ATC organisation would deliver more power for the larger US airlines, which already have a large lobbying presence in Washington DC and are generally reluctant to help pay for the cost of ATC improvements.

Indeed, there are unresolved questions over how the new ATC agency would generate revenue. A fee system could replace existing federal taxes, but if a for-profit business model is adopted, it might favour more profitable routes from hub airports at the expense of smaller, regional airports. ■

## Europe upgrades radio transmission tracking

New radio direction-finding (RDF) equipment is enhancing safety in some of the busiest airspace in Europe.

Controllers at the Eurocontrol Maastricht Upper Area Control Centre (MUAC) began receiving data from new RDF units in October 2016. These units can calculate where an aircraft is transmitting from by analysing its radio transmissions. The Innovation and Networks Executive Agency (INEA) of the European Commission co-financed the project to install seven Rohde & Schwarz (R&S) RDF units in Belgium, the Netherlands, and northwest Germany by the end of June 2017.

The R&S DDF04E RDF features parallel direction finding on multiple channels, and a wide-aperture DF antenna with nine antenna elements is used to collect the aircraft radio transmission data. According to R&S, DF can be accomplished on as many as 32 channels simultaneously.

MUAC handles more than 1.77 million flights a year and a controller may have to manage 25 aircraft at the same time. Radiolocation based on RDF helps controllers quickly locate which aircraft are transmitting on each frequency and reduces call sign confusion. JB ■



Rohde & Schwarz: 1699781

The R&S DDF04E RDF from Rohde & Schwarz helps to reduce call sign confusion and crossed transmissions in busy airspace.

11b



# Wake Watch launches SODAR-based measurement solution

Jenny Beechener

London

01/06/2017

A new aircraft wake vortex measurement solution was introduced by Australian company Wake Watch at World ATM Congress in March 2017.

The aircraft wake vortex monitor can measure vortices from 300 m to 2,500 m from a runway threshold with high accuracy, using enhanced SODAR-based technology.

Unlike conventional LIDAR technology, which uses light waves to detect vortices, SODAR relies on sound waves which are less impacted by weather conditions.

"The information is accurate, reliable, and arrives very quickly," Wake Watch director John Symington told Jane's. "One of the critical areas of interest with wake vortices is how they

behave when they encounter inversion layers. Normally wake vortices fall away, but they can rebound off these inversion layers staying in position longer, so there is a greater risk for the next plane coming through. We are able to detect these conditions."

As Wake Watch provides accurate information about wake turbulence and atmospheric conditions, Symington said that air traffic control systems will have the opportunity to optimise spacings without exposing aircraft to increased risk. The Wake Watch technology therefore has the potential to help increase runway capacity using existing infrastructure.

Wake Watch installed a SODAR test system at Melbourne Airport in 2015 to gather performance data, and the company is working through the processes required to prepare a



A wake array of 16 monitors and a wind profiler in operation at Melbourne Airport.

Wake Watch, 1699803

safety case supporting the operational use of the equipment. Melbourne Airport can sometimes experience very high winds speeds especially with the arrival of a new weather front, causing strong wind shear. Symington said the Wake Watch technology could help to mitigate the number of aircraft go-arounds at airports where this type of wind shear is prevalent.

The company offers three technology models: the

eponymous Wake Watch is designed to measure aircraft wake vortices in the immediate vicinity of the airport; Wind Watch measures wind and wind shear up to 300 m; and Sky Watch measures atmospheric structure and inversion layers up to 700 m. While SODAR offers an alternative to conventional LIDAR, the two technologies can be used together to provide vertical and horizontal wind measurements over a large area. ■

## Court blocks US UAV registration

The US Court of Appeals for the Washington, DC, Circuit has ruled that federal law prohibits the Federal Aviation Administration (FAA) from continuing to require registration of recreational unmanned aerial vehicles (UAVs) and model aircraft.

The FAA ordered registration of these unmanned aircraft in late 2015 in response to growing sale of small UAVs to private citizens and reports of incidents near piloted aircraft and airports. The mandate required identification numbers on the UAVs and threatened civil and criminal penalties on those who did not comply.

More than 500,000 small UAVs were registered before the process was challenged in federal court by model aircraft enthusiasts who said the registration was too burdensome. They also

said Congress previously determined that the FAA should not regulate model aircraft.

"The FAA's 2015 registration rule, which applies to model aircraft, directly violates that clear statutory prohibition," the appeals court announced. "We therefore ... vacate the registration rule to the extent it applies to model aircraft."

The FAA announced in a statement that it is "carefully reviewing" the decision and is considering its response. RL

First published online: 25/05/2017

## South Africa upgrades D-ATIS

ATNS has completed a project to replace its Digital Automatic Terminal Information System (D-ATIS) equipment.

The South African air navigation service provider phased

out its Schneider Electric MetConsole O-ATIS solution at three airports, and replaced it with the MetConsole 3 D-ATIS from the same supplier.

Schneider Electric teamed with local partner Jasco Systems on the project.

The new D-ATIS – part of the Schneider Electric MetConsole Aviation Weather Suite – has been installed at Durban King Shaka, Johannesburg OR Tambo, and Cape Town international airports. BV ■

First published online: 23/05/2017

## Sweden improves emissions modelling

Swedish defence research agency FOI has developed an improved model for calculating aviation emissions.

By studying the radar tracks of 2,200 domestic flights in

Swedish airspace (historical data from 2016, provided by air navigation service provider LfV), FOI researchers saw how real flights deviated from traditional estimates, which were based on the assumption that aircraft flew direct routes.

As a result, the FOI was able to reduce by 8% the difference between estimated and actual flight paths.

"Through including a fuel model in our radar analysis tool, we can help FOI and the [Swedish] Transport Agency to make more precise calculations of emissions from Swedish aircraft," said project participant Patrik Bergviken, an air traffic controller at Landvetter Airport.

"We will also be able to analyse how fuel consumption is affected by changes in airspace and working methods. It creates benefit and value for the airlines." BV

First published online: 25/05/2017

# Hot air balloons will return to Santa Paula skies

Claudia Boyd-Barrett, Special to The Star Published 10:25 a.m. PT July 5, 2017 | Updated 4:59 p.m. PT July 5, 2017



(Photo: STAR FILE PHOTO)

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Hot air balloons are coming back to Santa Paula, albeit on a smaller scale than in the past.

Two years after organizers were forced to cancel the town's popular Citrus Balloon Classic Festival because too many people wanted to attend, the Aviation Museum of Santa Paula is getting ready to host its own hot air balloon-themed event.

The "Starlight Balloon Glow" will take place at the Santa Paula Airport on Aug. 12 and feature five to six hot air balloons, including one that will offer tethered rides approximately 60 feet into the air. The event is a dinner — not a festival as in the past — and is limited to 240 adults.

"We just wanted to start small and maybe next year we'll get bigger," said organizer Peggy Watson-Meinke, who is on the board of the Aviation Museum of Santa Paula. "The festival really got too big for Santa Paula."

Watson-Meinke owns a hot air balloon herself and used to bring it regularly to the Citrus Balloon Festival. The festival featured upward of 20 balloons, and offered both free-flight and tethered rides, she said. It was a huge disappointment for the whole town when the festival was canceled in 2015, she added.

"The local people miss it; they really liked it," she said. "I fly in the local area and every time I ran into people they were asking me when's the festival coming back?"

The Citrus Balloon Classic Festival launched in 2008 and was traditionally held in July on land belonging to the Limoneira Co. Up to 12,000 people attended those events. Because of construction at the original site, the festival was slated to move to a nearby golf course in 2015. However, an outsized demand for tickets pushed organizers to cancel because they feared the site would be overwhelmed with people.

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Hot air balloons last seen over the Santa Paula skies in 2014 will return Aug. 12 as a balloon-themed dinner event takes place at the Santa Paula Airport. (Photo: STAR FILE PHOTO)

Watson-Meinke said to hold an event on that scale again would require finding another, larger piece of land.

While the Citrus Festival raised money for a variety of community programs, the Starlight Balloon Glow will raise money for the Aviation Museum. The museum needs funds to renovate a newly donated hangar, and for other repairs and operating expenses, she said. Board members are also trying to launch an educational program that gives children the opportunity to work on airplanes at the museum, she said.

"We have lots of ideas but it all takes money," she said.

The Starlight Glow will feature an Italian dinner, a bar, jazz music, tours of the airport and museum, hayrides, and of course, hot air balloons. The balloons will be lit up after sunset, she said.

"Mostly it's just a nice, relaxing sit-down dinner," she said.

#### **If you go**

**What:** The Starlight Balloon Glow.

**When:** Aug. 12.

**Where:** Santa Paula Airport. Gates open at 5:30 p.m. Attendees must be 21 years or older.

**Tickets:** Advance tickets purchased before July 28 are \$65. After that tickets are \$75 and must be purchased by Aug. 9. Purchase tickets online at [www.aviationmuseumofsantapaula.org](http://www.aviationmuseumofsantapaula.org).



# Environmentalism Tom Steyer lends voice in opposition to Oxnard power plant

Wendy Leung, [wendy.leung@vcstar.com](mailto:wendy.leung@vcstar.com), 805-437-0339 Published 4:00 p.m. PT July 27, 2017

The California Energy Commission held a hearing in August at the Oxnard Performing Arts Center to address issues surrounding the Puente Power Project. NRG hopes to build a new gas-fired plant at Mandalay State Beach. It would replace an existing one. CHUCK KIRMAN/THE STAR



(Photo: STAR FILE PHOTO)

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After patiently sitting through eight hours of testimony on sea level rise and sand dune erosion, a California Energy Commission committee on Wednesday lent an ear to a billionaire environmentalist and a group of teenagers channeling Michael Jackson. On Thursday, they did it again.

The two state energy commissioners came back to the Oxnard Performing Arts and Convention Center this week to plow through a whole new set of evidence related to a coastal power plant proposed

by NRG Energy Inc. It's grueling work, listening to lawyers, scientists and engineers split hairs over the velocity of a thermal plume or relevancy of downstream flooding. But in a way, they asked for it.

In March, testimony concluded on the impacts of a new power plant at the existing Mandalay Generating Station on Harbor Boulevard. But around the time the committee was scheduled to unveil a preliminary decision, commissioners requested additional information and called for a new study by the California Independent Systems Operator.

A request for more information means more testimony, more hearings and of course, more public comment.

At one point during a four-hour public comment period, a group of students voiced their opposition to the tune of a Michael Jackson song. "Our beach is not a dump," they sang to the music of "Billie Jean."

For the first time, activist and philanthropist Tom Steyer added his voice to the opposition. Speaking to a crowd gathered near the parking lot of the meeting venue,

11e1

"This plant doesn't need to be built, it shouldn't be built and if it is built, it will be obsolete the day it starts producing. It will be obsolete before it begins."

Steyer said renewable energy combined with battery storage is cheaper and available now to meet the region's power needs.

"There is no way in heaven that someone can get a permit today to build a power plant on the beach," he said. "This is happening because corporations believe in their hearts they can bully the people of California."

Steyer said the power plant proposal got on his radar earlier this year. He said the decision for the Energy Commission shouldn't be difficult.

Sen. Hannah Beth Jackson



"It's an open-and-shut case on every single measure. There is no justification for this," Steyer said. "The only way for this to happen is if there's just too much momentum for this to be stopped."

The proposal is to build a gas-powered plant to replace two existing plants that will cease operations in 2020. The existing power plants were built using technology at the time that needed ocean water to cool down operations. By state law, such plants must go offline by 2020.

If approved by a five-member Energy Commission, a decision that has not yet been scheduled, NRG will build the new plant by 2020 and tear down the two older facilities.

**Read more:** [Decision grows nearer for Oxnard power plant](#)

Joining Steyer during public comment was state Sen. Hannah Beth Jackson, D-Santa Barbara, who said green technology is improving at such a quick rate, it doesn't make sense to consider fossil fuel.

11e2

"This plant doesn't need to be built, it shouldn't be built and if it is built, it will be obsolete the day it starts producing," Jackson said. "It will be obsolete before it begins."

NRG officials agree that green technology is vastly changing, but in this particular project, which is designed to prevent long-term failure of the electrical transmission corridor, an efficient power plant presents the least amount of risk.

"They do have a point that renewables are playing an increasingly important role and displacing much of the fossil fuels on the California grid, and that's great," said Dawn Gleiter, NRG project director. "But for this particular need, it does not work."

In an event of a major catastrophe, the power plant would provide electricity to a region that stretches from Santa Barbara County to Ventura County and portions of Los Angeles County. A solar project providing the same amount of power for a long period would be massive, Gleiter said.

"You can't have electrical outages for days at a time when you have an area with sensitive populations. People die when that happens," Gleiter said. "I'm not meaning to be dramatic, but people die when that happens."

Testimony this week by experts representing NRG, Energy Commission staff, the city of Oxnard and environmental groups was focused on specific impacts of the project.

"You can't have electrical outages for days at a time when you have an area with sensitive populations. People die when that happens."

NRG Project Director Dawn Gleiter

On Wednesday, the discussion was focused on coastal flooding and the computerized models used to determine the impacts of sea level rise.

NRG officials believe the new information does not change the conclusions made by their consultants and by Energy Commission staff that the power plant, with mitigating measures in place, does not pose significant impacts. City leaders and environmental groups, known as intervenors, believe the hearings are an opportunity to bring up points not flushed out during hearings earlier this year.

For example, experts representing the city and the California Coastal Conservancy see flood risks to be high at the project site, especially when factoring in the nearby Santa Clara River. City experts also stress the need to factor in sand dune erosion when considering coastal flooding.

Meanwhile, NRG experts, commission staff and the U.S. Geological Survey used a different kind of modeling that predicts no significant flooding for the life of the proposed power plant.

There were also different conclusions on whether the site constitutes as wetlands and whether there are significant impacts caused by the thermal plume if the power plant were built at a different site.

The next power plant hearing is scheduled Sept. 14 and will focus on alternative energy sources.



# Solutions evolve to plug US terminal security gaps

Government and industry collaborate to better protect public areas

Ramon Lopez & Ben Vogel

Florida & London

11/05/2017

**T**he US Transportation Security Administration (TSA) has laid out a national framework designed to improve security at public areas outside airport terminal security screening.

The 'Public Area Security National Framework', announced on 8 May 2017, includes 11 recommendations for airport managers, law enforcement agencies, and other first responders, in direct response to attacks at airports in Brussels (March 2016), Istanbul (June 2016), and Fort Lauderdale (January 2017).

Experts from the UK, Europe, and Israel delivered input on their experiences and best practices, which contributed to the development of the TSA framework. The 11 recommendations cover information sharing, attack prevention and infrastructure protection.

In particular, the TSA calls for the establishment of permanent interagency airport operations centres (AOCs), as a shared space to improve communications, situational awareness, and response times during security incidents. The agency announced that "the establishment of full-time AOCs will enable co-ordinated interagency responses for day-to-day operations, and most importantly, facilitate instantaneous and co-ordinated responses to emergency situations".

Dallas-Fort Worth International is piloting the concept, which began in late 2016, and a new building is being built at the airport to house the centre.

The national framework also recommends background checks and threat assessments on staff working in public areas of airports. The TSA referred to Boston Logan and Atlanta Hartsfield-Jackson International, which are already issuing Public Side Identification cards, reducing the number of employees that operate in the airport without vetting.

All airport workers need to be trained to enhance their ability to recognise and communicate potential threats, the TSA said. Training exercises should make all



SITA has set up a new security working group in the US, broadening out on its earlier experience with the Border Automation User Group.

participants familiar with the airport's layout so that in the event of an incident, first responders and others will be oriented to their surroundings.

The TSA believes airport planners need to build security measures into their designs, not bolt them on after infrastructure has been created. It noted that the National Safe Skies Alliance released a guidebook in 2011 called 'Recommended Security Guidelines for Airport Planning, Design & Construction'. While the guide requires an update to account for the most recent changes in checkpoint designs, the TSA said it is a good starting point.

In January 2017, panel members convened in Chicago to observe renovation and new construction projects at Midway and O'Hare. They met industry subject-matter experts to identify areas of need and security focus. The two Chicago airports now serve as testbeds for best practices in public area security design.

### Industry efforts

Meanwhile, a working group set up by SITA is targeting ways of improving security in public areas.

SITA expanded the scope of its Border Automation User Group in March 2017, by establishing a new forum to investigate landside

security at airports in the United States.

The Secure Journeys Working Group includes SITA airport customers, airlines, and US government agencies. David Menzel, sales director in the Government Markets division of SITA, said that Secure Journeys "will identify solutions to common 'soft target' challenges, passenger screening and insider threats and develop a set of recommended standards for US airports to adopt". This toolkit of standards and practices would help US airports deliver a secure and efficient end-to-end passenger experience.

The Border Automation User Group was formed in 2015 to help implement the Automated Passport Control programme from US Customs and Border Protection (CBP). With Secure Journeys, SITA and its partners are looking into faster ways of moving passengers and bags through public, non-secure areas of the airport; cutting waiting times and queues in non-secure areas; adding biometrics to passenger screening; and seeing how biometric or other identity management solutions can be blended with data analytics, bearing in mind growing concerns over the insider threat.

Airports involved in the new initiative include Cincinnati/Northern Kentucky International Airport. "As a member of Secure Journeys, we can use our knowledge to help shape recommendations to the TSA [Transportation Security Administration] and CBP based on real-world experience rather than untested concepts," said Brian Cobb, vice-president of customer services.

"In addition to passenger screening, baggage drop and pick-up areas are a concern for airports," noted Sean Farrell, head of portfolio management in the Government Solutions business line at SITA. "The longer a person has to wait to hand-off a bag at departures and receive a bag at arrivals, the more time travellers and unchecked bags are spending in the non-secure airport areas."

Farrell envisages a combined check-in and self-service baggage drop facility in an off-airport location. He noted to *Jane's* that little has been done to date on extending the screening process to cover airport railway stations and other "transportation intermodal connections for checked baggage". Doing this would reduce the volume of unchecked baggage before it even reaches the airport, he argued, while also helping to "limit excessive accumulation of passengers and bags in non-sterile airport areas". An extra benefit is that passengers and bags at the airport itself would be screened faster. ■

## KS: PenAir Plans to Discontinue Subsidized Service to Dodge City, Liberal

JOHN GREEN ON AUG 8, 2017

SOURCE: MCCLATCHY

Aug. 07--An airline providing subsidized service to Dodge City and Liberal has filed for bankruptcy and notified local and federal officials it will be discontinuing its Kansas services.

Recognizing the airline, Alaska-based PenAir, has struggled almost since it began providing service to the area about 11 months ago, however, Liberal Airport Manager Debbie Giskie sees the change as an opportunity.

"I think it was struggling and had some difficulties in the past," Giskie said. "This is an opportunity to search for another carrier and try to build up the service."

PenAir filed for Chapter 11 reorganization with the state of Alaska. The filing will not affect scheduled air service operations in Alaska or Boston, the airline reported in a news release.

However, PenAir's Portland, Oregon and Denver, Colorado hubs will begin the process of closing scheduled service over the next 90 days, the release stated.

The Denver hub serves Dodge City and Liberal with twice-daily weekday and once-daily weekend service on a 30-seat turboprop plane.

Through April, Dodge had about 2,800 boardings and Liberal nearly 1,950, according to a previous report in The News about federal Essential Air Service (EAS) subsidies.

"The steps we are taking today will allow PenAir to emerge as a stronger airline, while continuing our focus on safe operations," PenAir CEO and Chairman Danny Seybert stated in the news release. "We will be working with a restructuring officer to present a reorganization plan that will allow the management team to focus on our employees, safe operations, retiring debt and taking care of our customers."

Because it received EAS subsidies, the airline must get approval from the federal Department of Transportation before it can discontinue the route.

That gives federal officials time to advertise for a new provider, Giskie said.

Besides Dodge City and Liberal, the company also plans to discontinue EAS routes operating between Denver and North Platt, Kearney and Scottsbluff, Nebraska.

"Once approved, this transition usually takes 30 to 90 days until a new carrier can be secured in the market," the release noted.

PenAir, founded in 1955 by Orin Seybert in Pilot Point, Alaska, serves eight destinations within Alaska and three routes in the Boston area, including flights to Presque Isle, Maine and Plattsburgh, New York. PenAir has 700 employees.

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# PenAir Declares Bankruptcy

DAVID BENDA ON AUG 8, 2017

SOURCE: MCCLATCHY

PenAir will stop flights to several routes in the Pacific Northwest including the Redding Municipal Airport.

PenAir started its service from Redding to Portland in April 2016. The carrier recently announced it was stopping the flights and has filed for bankruptcy. (Photo: Record Searchlight file photo)

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Days after saying it is stopping service in the Pacific Northwest, PenAir filed for Chapter 11 reorganization, the Alaska-based carrier announced Monday morning.

The bankruptcy filing means PenAir's hubs in Portland and Denver will close within the next 90 days. The airline's operations in Alaska and Boston are not affected, the company said.

PenAir started flights from Redding to Portland in April 2016 but announced last week it would stop serving Redding and other cities including Arcata; Klamath Falls, Oregon; and North Bend, Oregon.

PenAir's last flight out of Redding was Monday afternoon.

"The steps we are taking today will allow PenAir to emerge as a stronger airline, while continuing our focus on safe operations," PenAir CEO and Chairman Danny Seybert said in a statement Monday.

Redding Airports Manager Bryant Garrett said PenAir was experiencing its share of typical "growing pains" but he thought business was growing and the airline had "weathered the storm" after a turbulent first year.

There was "nothing that sent up a red flag," Garrett said when asked if there any signs in Redding that PenAir was struggling financially.

In February, PenAir went from two flights to one flight a day between Redding and Portland, citing a lack of passengers to support two flights.

More: PenAir going from two to one daily flight to Portland

Garrett is happy the company is not declaring Chapter 7 bankruptcy and selling off its assets.

"It means it's still in business but just under the (direction) of the trustee," Garrett said. "I hate to see any airline close up shop for good. It means less competition out there and less likely that new, startup airlines will begin service."

When PenAir announced last week it was terminating its regional routes to Portland, the airline planned to keep its service between Crescent City and Portland, an Essential Air Service (EAS) route. Under the terms of the federal EAS program, PenAir offers service to Del Norte County in exchange for millions in annual subsidies.

The PenAir desk will be removed on Monday after the Buy Photo

The PenAir desk will be removed on Monday after the last flight leaves from the Redding Municipal Airport. The airlines announced it would stop its Pacific Northwest routes last week. (Photo: Nathan Solis/ Record Searchlight)

But with the Chapter 11 filing, PenAir has asked the U.S. Department of Transportation for permission to end its service in Crescent City.

Cyndi Searcey, who owns Cyndi's Travel in Redding, said she did not use PenAir. She was skeptical because she has seen other startup carriers leave Redding over the years.

More: Redding airport gets \$2.6 million for paving

"I didn't book them much at all, only if people needed to go fairly quickly; I wasn't going to book anything six months out," Searcy said. "Thank goodness. I was just making sure we didn't have anybody traveling (on PenAir), and we don't."

"It's too bad Redding can't keep another airline."

More: PenAir will start flights to Portland in April

Passengers scheduled to fly in and out of Portland can call their travel agent or PenAir at 800-448-4226.

PenAir's departure from Redding means the North State is back to one airline and one destination. SkyWest Airlines offers three flights a day to San Francisco on twin engine regional jets.

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## Silver Air Now Managing and Operating One of Largest Citation X Fleets in U.S.

AUG 11, 2017



SANTA BARBARA, CA--(Marketwired - August 10, 2017) - Silver Air, the private jet manager and charter operator, has added a fifth Citation X to its managed fleet making it one of the largest Citation X management companies in the United States.

Leading with its PURE Management model, Silver Air continues to grow strategically while serving an expanding charter base and more owners who are benefiting from the company's owner-advocacy approach.

"Now having one of the largest Citation X managed fleets in the U.S., Silver Air is filling a great need for our jet owner partners and our expanding charter client base," said Chuck Stumpf, Silver Air executive vice president. "There continues to be an increasing need for charter aircraft in the super-mid category, and with the five Citation X models now in operation, along with our G200 and CL300, Silver Air is filling that need for charter brokers. Silver Air will continue to thoughtfully expand its fleet adding aircraft under the PURE Management program while providing consistently meticulous service and support to our jet owners and charter clients."

Silver Air's Citation X models are fast and feature-rich corporate jets ideal for cross-country business or personal travel. Complete with a well-appointed, roomy cabin designs for conducting business or relaxing en route, the Citation X models feature complimentary in-flight domestic Wi-Fi, as well as a full service galley featuring a high-end assortment of DEAN & DELUCA snacks and select Central California wines.

Silver Air's PURE Management model treats jet owners as partners rather than assets, creating quality management plans at the best value. Unlike traditional jet management companies that act as multiple service providers, Silver Air does not profit from selling fuel, maintenance, hangers or other fixed costs back to jet owners. Instead, Silver Air expertly manages the multiple service vendors on the owner's behalf ensuring a cost effective and transparent relationship.

Silver Air's fleet features light to large-cabin jets including: Gulfstream GIV-SP, GIV, Dassault Falcon 2000, G200, Challenger 300, Cessna Citation X, Astra SPX, Lear 60, Beechjet 400A, Citation CJ3, Citation CJ2, and Phenom 100 models.

Silver Air's charter operations have earned the ARGUS Platinum and IS-BAO ratings for their demonstration of the industry's highest safety practices. Silver Air manages privately owned aircraft around the U.S. from Southern California to the Bay Area and Dallas.

Learn more about Silver Air's private aircraft management here: [vimeo.com/112879717](https://vimeo.com/112879717).

More information at [www.SilverAir.com](http://www.SilverAir.com). For more information on Silver Air's fleet, or to request a quote, visit <http://www.silverair.com/fleet.html>.

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### About Silver Air

Silver Air is a pure private jet management service provider that delivers a transparent, owner-advocate approach to management creating valuable partnerships with private jet owners. Founded in 2008, the company is based in Southern California with corporate offices in Santa Barbara. Silver Air manages a comprehensive fleet of luxury aircraft from light to long-range heavy jets and a global network operating around the clock, 24-hours-a-day. Silver Air is ARGUS Platinum and IS-BAO rated and is a member of the National Business Aviation Association.

# Pilots take wing over Camarillo to salute Vietnam veterans

Anne Kallas, Special to The Star Published 1:11 p.m. PT Aug. 16, 2017 | Updated 11:16 a.m. PT Aug. 17, 2017

The Executive Sweet B-25 Mitchell Bomber undergoes engine testing outside the Commemorative Air Force Museum in preparation for the Wings Over Camarillo Air Show on Aug. 19 and 20. JUAN CARLO/STAR STAFF



Buy Photo

(Photo: JUAN CARLO/THE STAR)

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There's more to honoring veterans than just thanking them for their service, said Wings Over Camarillo air boss Bill Thomas.

That's why this year the annual air show, which celebrates the history of aviation through aircraft and demonstrations, will honor Vietnam veterans.

"The object is to be able to say something more than, 'Thank you for your service.' This is an opportunity to say, 'Welcome home.' ... The idea is actual recognition. The words, 'Thank you for your service,' get a little lame without recognition," Thomas said.

The 37th Wings Over Camarillo air show this weekend at the Camarillo Airport will not only feature skydivers and displays in the air, but there will also be science, technology, engineering and math exhibits from California Lutheran University, as well as an antique car show and a World War II re-enactment camp, among the many displays and activities.

Clark Wilson, a Vietnam veteran from Camarillo who will be among those jumping from a bomber during opening ceremonies, said he is pleased to see his fellow men and women from the military being honored for their contributions.

"The Vietnam soldiers were not treated very well during the Vietnam War, and a lot of veterans carry that with them even after all of these years," Clark said. "The DoD is finally getting around to a recognition program, and the city of Camarillo is recognizing Wings Over Camarillo. It's long overdue. Not for me personally; I was personally not mistreated at all. I didn't have to deal with going through airports with protesters like a lot of the young enlisted did then."

11j1

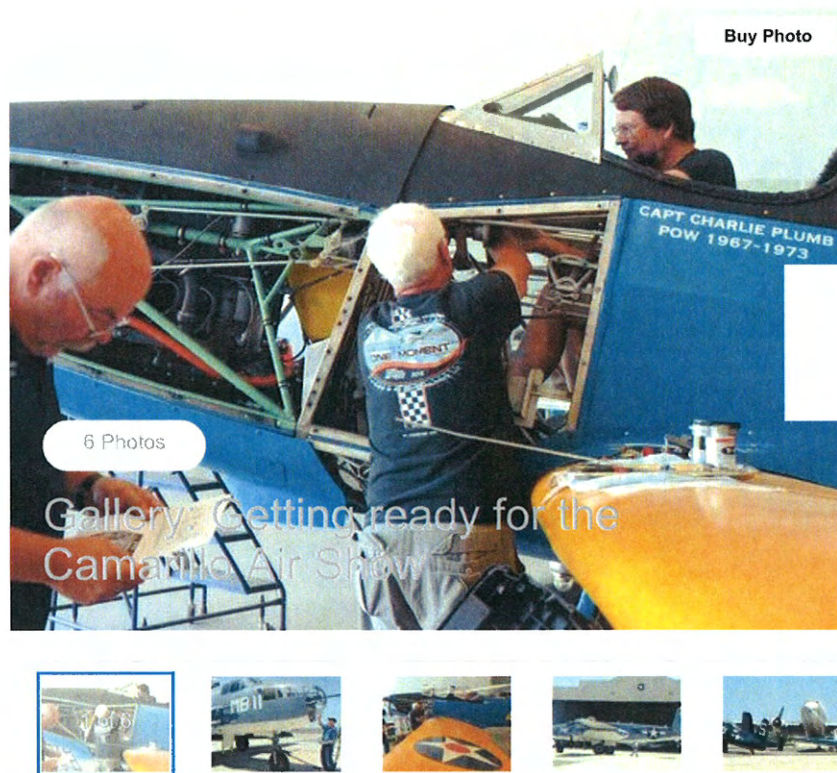
Wilson, who retired from the Navy as a commander, "flew an A-4 Skyhawk on bombing missions over Vietnam and Laos. We were deployed off of the USS Hancock."

He said he is a nearly novice skydiver at 75 and will be making his jump at the airshow in tandem with an experienced parachutist.

"My children wanted to do something special for my birthday in December. After all, 75 is a milestone year. My oldest son, Stephen, said, 'Why don't you go skydiving?'" Clark said. "They signed me up with Skydive Coastal California, and I took a tandem jump for the first time in January."

He said once he got the hang of it, being up in the air was comfortable once again.

"I was nervous the first time I jumped out. Once I got out to the airplane, it was kind of like being back in the old days — being on a mission. Once on the airplane, I am in mission mode and the butterflies go away," Clark said. "I flew 217 missions. I've flown small airplanes since I was 16 years old."



Thomas said the most important aspect of organizing the annual event is safety.

"I handle all of the airplanes that participate, even the static birds that don't fly. I'm sort of like the conductor," Thomas said. The pilots "have to do the flying. But I put the schedule together and work with them to try to keep people from bothering them when they need to be focused."

Planning for the Wings Over Camarillo air show starts almost a year in advance and includes meetings to coordinate various emergency scenarios with first responders, he said.

## If you go

**What:** Wings Over Camarillo air show

**When:** Noon to 4:30 p.m. Saturday and Sunday; gates open at 9 a.m.

**Where:** Camarillo Airport, 555 Airport Way, Camarillo.

11j2



**Highlights:** Vicky Benzing, pilot, skydiver, aerobatic competitor and Reno Championship Air racer; Sammy Mason, 23, the youngest aerobatic performer at Wings Over Camarillo who flies from the Santa Paula Airport; WWII Airborne Demonstration team; numerous aircraft overhead and on the ground

**About:** Wings Over Camarillo is presented by the nonprofit Camarillo Wings Association, which supports aviation-related programs for youth including, educational scholarships and endowments associated with higher education.

**Information:** 805-419-3530 or <http://wingsovercamarillo.com>.

# Officials release cause of death for man in July ultralight crash near Mugu Rock

Christian Martinez, christian.martinez@vcstar.com, 805-437-0245

Published 2:20 p.m. PT Aug. 16, 2017 | Updated 3:04 p.m. PT Aug. 16, 2017

Witnesses explain how an ultralight went down in the ocean at Mugu Rock and how they pulled the two victims to safety. Video footage by Megan Diskin. Steve Byerly



(Photo: CONTRIBUTED  
PHOTO/VENTURA COUNTY AIR  
UNIT)

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Officials from the Ventura County Medical Examiner's office released information about why a man died after an ultralight aircraft crash in July.

William Watson, 56, of Agoura Hills, survived the July 9 crash landing on the water near Mugu Rock but drowned as he made his way to shore that afternoon, officials said Wednesday.

Zeb Dunn, a deputy medical examiner, said Watson did not suffer injuries in the crash.

The aircraft carried two pilots — Watson and a man in his mid-50s, officials said.

According to a preliminary report from the National Transportation Safety Board released last month, the surviving pilot told investigators that he felt a skip in the engine during the flight, at which point the two men attempted to return to Camarillo Airport, where they had taken off.

The aircraft was unable to do so, and they had to make a water landing, the man said.

The survivor told investigators the aircraft touched down in the water, and he and Watson began to swim toward the shoreline about 200 feet away.

Watson and the survivor spoke during their swim, the man said, with Watson allegedly saying he was fine.

However, the survivor told investigators that later on, Watson had indicated "he was 'getting tired.'"

The other pilot looked back toward the ocean after he reached the shoreline, he said, at which time he saw Watson "was unresponsive and face down in the water."

11K1

The man was helped to shore by two campers who had seen the water landing from the cliffs above the shoreline.

The campers also pulled Watson from the water and attempted CPR before emergency medical personnel arrived.

Watson and the other pilot, who suffered minor injuries, were taken to St. John's Regional Medical Center in Oxnard, authorities said.

The Ventura County Sheriff's Office reported Watson's death around 7:40 p.m.

The surviving pilot and Watson were both members of the Sky Nights Flight Club out of the Camarillo Airport.





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## Brace for Brexit: UK air traffic faces slump without deal, airports warn

16:03, UK, Tuesday 22 August 2017



A report warns of a 41% fall in demand at Britain's biggest airports



By Mark Kleinman, City Editor

Growing uncertainty about an 'open skies' deal between the UK and European Union countries ahead of Brexit risks triggering a catastrophic slump in British air travel, according to the country's biggest airports.



:: EasyJet's new airline is clever but expensive response to Brexit

:: US airlines warn that no EU deal on flights could mean planes are grounded



Gatwick is also among the airports warning of Brexit uncertainty

While WPI does not attempt to quantify the potential revenue impact of such falls, a source at one of the operators said it was likely to be hundreds of millions of pounds across the five airports.

That would translate into much bigger sums in the regional economies surrounding the airports.

The report, titled 'Brexit and the aviation industry: the opportunity for certainty', is thought to be the first time that the owners of Britain's four largest airports, as well as the smaller London City, have joined forces to warn of the risks of uncertainty about post-Brexit arrangements.

"With airlines, passengers and airports having to plan months if not years in advance, this has potentially detrimental consequences for UK competitiveness, trade, growth and living standards, which all become more significant the longer that UK and EU negotiators fail to deliver a new trading relationship or transitional deal," the WPI report says.

WPI stresses that an early agreement with the EU is necessary because the closer the industry gets to the end of the Article 50 withdrawal process without a deal, "the greater the negative economic consequences will be".

"Any slowdown in aviation traffic will undoubtedly have detrimental consequences for UK competitiveness, trade, employment, growth and living standards and airport infrastructure and foreign direct investment," said one airport industry source who has seen the report.

Heathrow's involvement in jointly sponsoring the document is intriguing because of its consistent argument that it needs to build a third runway because of soaring demand for flights from the UK's only hub airport.

The airports' collective alarm bell follows a string of similar warnings by airlines in the 14 months since the EU referendum.

Last month, Michael O'Leary, the Ryanair chief executive, met Chris Grayling, the Transport Secretary, to reinforce an earlier statement that **airlines would be "cancelling people's holidays"** in the summer of 2019 without a new UK-EU aviation deal.



Transport Secretary Chris Grayling is said to have had positive talks with EU counterparts





Friday, August 25, 2017



# Startups Ventura County Offers Co-work Space to Emerging Startups

## Share Article



Startups Ventura County (SVC) sets up a 3,000 sq. ft. office space at Camarillo Airport to house winners of its annual startup competition

**CAMARILLO, CA (PRWEB) AUGUST 25, 2017**

Camarillo Chamber of Commerce, the hosting organization of Startups Ventura County (SVC), formerly known as Startup Weekend Ventura County (SWVC), announces today that it has signed a renewable one-year lease with the Ventura County Department of Airports for one of its office facilities at Camarillo Airport. This space, measured in excess of 3,000 sq. ft., consists of a large open area with 20+ cubicles and two conference rooms, and is being donated by the Department of Airports in partnership with the Chamber. The Chamber will cover insurance and utility costs. It will be used by a number of startups as their launch pads. Winners of Startups, Ventura County's annual competition, will be offered one-year's free use subject to incorporation. Unused space will be offered to the other competing teams at a very modest rent on a month by month basis.

"We are happy to contribute to the entrepreneurial efforts in Ventura County" said Todd McNamee, Director of Ventura County Department of Airports. "Cultivating Technology startups is one of the most effective ways to grow our local economy and create high paying jobs. People working in the aviation industry know this only too well. Just look at the advancements we've made in aviation technology over the last 100 years".

"One of the challenges of a startup is to find a place to work as a team when the company has no money" echoed Gary Cushing, CEO of Camarillo Chamber of Commerce. "This Co-work space is designed not only to help our SVC winners get going without the financial burden of a lease agreement and rental payments, it also makes it convenient for these startups to continue to receive help from our mentors and CEOs."

Startup Weekend Ventura County is an event founded by Dignity Health St. Johns Hospitals, the Camarillo Chamber of Commerce and the County of Ventura. It is supported by public and private organizations from across the county. Its mission is to promote, cultivate, support and assist in the launch of

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technology startups in Ventura County, specifically in the fields of information technology, health care and agriculture.

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# Oxnard School District plans for 25-acre expansion, two new schools

Alexa D'Angelo, 805-437-0236, [Alexa.D'Angelo@vcstar.com](mailto:Alexa.D'Angelo@vcstar.com) Published 4:00 p.m. PT Aug. 31, 2017 | Updated 1:28 a.m. PT Sept. 1, 2017



(Photo: STAR FILE PHOTO)

The Oxnard School District's board of trustees voted to move forward with the purchase of a 25-acre plot of land — the future site of two schools.

The land, off the intersection of Doris Avenue and Patterson Road (<https://goo.gl/maps/MAYoMvCFhRH2>), would house the K-8 district's newest elementary and middle schools. The middle school, according to the district, would serve 1,200 students with 48 classrooms. The elementary school would serve 700 students in 28 classrooms. The schools will be fully outfitted with "21st-century classroom and support facility features" including two-story buildings and interactive media centers.

"This marks a significant milestone for the district as we move forward in our plan to provide 21st-century schools, expand educational program options, and accommodate middle and elementary enrollment needs," Superintendent Cesar Morales said in a statement.

Morales said he hopes, if all goes as planned, the schools will be ready for students in the next three to four years.

But Oxnard Mayor Tim Flynn is leery of the new site for the schools, located in his opinion, too close to the Oxnard Airport.

"It's not smart anywhere in the country to locate students next to an airport," Flynn said. "It's indicative of the desperation to build more schools for the students. There is a growing school population, and I'm just as intent as mayor and as a teacher of being a part of the schools' success, but it just shows you the desperation."

Flynn, who is a teacher at Condor High School in Oxnard, said the land is on the site of the Oxnard Airport's emergency turnaround area on the northern side of the airport. Putting a school there, in Flynn's opinion, would pose a significant safety hazard.

Morales said there is already a school on the other side of the airport and that there are plans to build out a residential community adjacent to the airport, as well.

"In the city of Oxnard, there are few places left where there are large pieces of land," Morales said. Of the available land, this was one of the best options, he said.

Morales said the district will go through all the proper avenues to ensure the schools are safe and that the California Department of Education determined the "Doris/Patterson" site was the best one to move forward on.

In the coming months, the district expects to partner with the city to complete all necessary applications to the Ventura Local Agency Formation Commission to annex the property into the city.

The district may be eligible for approximately \$16 million in state matching funds for the project over time, utilizing eligible pupil grants and land acquisition grants. State grants require a local match, to be provided in part by bond funds approved by Oxnard voters, according to a press release.

Read or Share this story: <http://www.vcstar.com/story/news/education/2017/08/31/oxnard-school-district-plans-25-acre-expansion-two-new-schools/599948001/>







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## Warehouse space soaring near San Luis Obispo airport

By [Robert Shutt](#) / Friday, September 1st, 2017 / [No Comments](#)



New warehouses are being built on land around the San Luis Obispo County Regional Airport, which is opening a new terminal on Nov. 2.

The San Luis Obispo County Regional Airport is in the middle of a building boom, but new warehouse and office space may not be enough to keep up with soaring demand.

The Economic Vitality Corp. of SLO County estimates that the airport has a \$177 million yearly impact on the community, which will increase with the addition of a new terminal opening to departing passengers on Nov. 2 with four gates that can accommodate aircraft that seat 75 or more passengers each.

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comfortable and efficient air travel goes hand-in-hand with good business, said Melissa James, director of economic development for EVC-SLO.

It would be easy to attribute the construction of new warehouses and office space to the approaching completion of the new terminal, but many of the newer buildings around the airport were finished before the ground had even been broken for the terminal, said Bill Carpenter, a broker associate for Richardson Properties in SLO.

"Most of that land was purchased and developed prior to the terminal," said Carpenter. "That's not to say that companies aren't overjoyed by the new terminal but it probably didn't have a great deal to do with the new warehouses."

As the price for warehouse space approaches \$1.25 per square foot in SLO, many companies are looking to expand while they can afford it. However, there is very little open space to be had, save for those new warehouses by the airport.

There are multiple lots in the area that can be built to suit but most companies are wary of such a venture.

"It's hard for people to try and run their business while, at the same time, taking on a development project," Carpenter said. "It's much easier to move into a space that is already built, even if it is not perfectly suited."

While the demand for warehouse space continues to rise, developers struggle to keep up. Companies like MindBody and Rosetta were lucky enough to secure large facilities but there are still many companies that are looking for that kind of expansion but simply cannot find or afford it.

One main obstacle to bringing up the amount of available warehouse space in San Luis Obispo is the lack of a major development company in the city, said Charley Senn, a Realtor and EVC-SLO board member.

"In most real estate markets, the addition of, say, 40,000 square feet would not make much of a difference," Senn said. "But it would be very meaningful in the SLO market."

As property values rise around the SLO airport, what precious space is left for commercial development is slowly becoming unaffordable for most local businesses. With no major developer community in the city, it is hard for any business looking to expand to find financial backing.

"In SLO, you do not have a large amount of land available and there's no developer community where someone can write a \$20 million check to get things going," said Senn. "If there is going to be financing involved, it is going to take a meaningful amount of time."

By the time the new terminal at the SLO airport is done, the area around it will become a much more cohesive neighborhood and the energy of the whole area will be in for a change, Senn said.

More airlines will be attracted to the airport, which will bring more flights and options for travelers into and out of SLO. This increased mobility means that almost every industry, from tourism to agriculture, will be affected, sources said.

The commercial warehouse and office demand problem is not going away anytime soon.

• Contact Robert Shutt at [rshutt@pacbiztimes.com](mailto:rshutt@pacbiztimes.com).





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## Bigger planes have Santa Barbara airport passengers flying high

By [Katie Swalm](#) / Friday, September 1st, 2017 / [No Comments](#)



An Alaska Airlines flight from Seattle on a Boeing 737 lands at the Santa Barbara Airport on Aug. 28.

On a maiden voyage Aug. 27, Alaska Airlines flew a Boeing 737 into the Santa Barbara Airport on a nonstop flight from Seattle — the largest plane the airport has seen in years.

Neither the nonstop route nor the airline itself are new with the Santa Barbara to Seattle route dating back a decade or so. But this is the first time since Alaska Airlines started flying out of the airport in 2003 that it has used a Boeing aircraft, according to Alaska Airlines representative Lisa Porteous.

The new larger plane is a sign of economic growth in the national airline economy and increasing passenger demand regionally.

There is high demand for the Seattle flight and it often fills up two weeks prior to departure, said Santa Barbara Airport Business Development Manager Deanna Zachrisson.

Currently a one-way ticket costs \$198, though fares could become as low as \$114 each way in September. The Boeing 737 has 137 seats, almost double what smaller regional jets typically used at the airport hold.

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able to run both flights.

“There was an underserved market,” Zachrisson said. “Before this new plane, there was only one flight from here to Seattle on a plane with 76 seats, so the load factor — the percentage of seats filled by passengers — was incredibly high.”

After the 2008 recession, the airline market went through a consolidation, so there were fewer overall carriers and a shortage of pilots. Smaller airports struggled to be serviced during that time because of the competition with larger airports for carriers’ shrunken revenues and resources.

Most airports are supported by three pillars: commercial flights, private jets (executives and celebrities), and real estate. According to Zachrisson, even when commercial flights are low, the other two sectors tend to be relatively stable. And SBA owns a higher-than-average amount of retail and real estate, which brings in revenue even during low economic times.

But airports have little to no control over which carriers have flights with them. This has affected Santa Barbara Airport’s available service.

For example, Frontier previously had a flight from Santa Barbara to Denver on an Airbus 319, which is similar in size to the Boeing 737. It was discontinued in January 2015, even though every flight was full. Flying into a small airport wasn’t profitable for Frontier, even though the fees to land at the airport are relatively small (only 8 to 10 percent of an airline’s total costs).

After the recession, American Airlines was the first to return to SBA with service on a larger jet, with a flight to Dallas on an Airbus 319. And Santa Barbara Airport, the largest airport between LA County and the Bay Area, was prepared — it has a 6,052-square-foot runway that can easily accommodate a Boeing 737 or equivalent. It also has lots of hangar space and a maintenance facility that used to host much larger planes.

Alaska Airlines recently merged with Virgin America, which is based in San Francisco. It now has the most flights off the West Coast, another sign that the market is growing more competitive.

Zachrisson hopes that with the merger, the airport will be able to better service the California market, especially to the Bay Area. There are several large airports in the vicinity, including San Jose, which lost Santa Barbara service via United before the 2008 recession.

Airport passenger growth is up 10 percent this year, she said, and last year was up 6 percent. The key to continuing this growth, Zachrisson said, is to help customers realize that while fares out of Santa Barbara Airport aren’t rock-bottom cheap, the costs are coming down, and that flying out of SBA is much more convenient than going to LAX.

She said the airport would like to add more destinations and routes in the coming months.

• Contact Katie Swalm at [kswalm@pacbiztimes.com](mailto:kswalm@pacbiztimes.com).

# Plane makes hard landing in Santa Clara River bottom; no injuries reported

Megan Diskin, [megan.diskin@vcstar.com](mailto:megan.diskin@vcstar.com), 805-437-0258

Published 3:00 p.m. PT Sept. 4, 2017 | Updated 5:16 p.m. PT Sept. 4, 2017



(Photo: CONTRIBUTED PHOTO/SEBASTIAN RAMIREZ)

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No injuries were reported after a small plane made a hard landing Monday in the Santa Clara River bottom near the Santa Paula airport, officials said.

Crews with the Santa Paula and Ventura County fire department responded to the incident at 2:11 p.m. and was initially reported in the 800 block of East

Santa Maria Street.

"We had a plane down in the river bottom," said firefighter Andy VanSciver, a spokesman for the Santa Paula Fire Department. "We're going to call it a hard landing."

The engine of the small plane with two people on board started to sputter soon after take-off from the Santa Paula airport. It landed in heavy brush in the Santa Clara River bottom between the airport and the Mountain View Golf Course, VanSciver said.



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Happy to report, Both passengers were able to walk away from airplane crash at Santa Paula

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3:16 PM - Sep 4, 2017

2 29 76

A Ventura County sheriff's helicopter landed near the crash site, where the plane was found upside down, and directed firefighters where to go. A road from the golf course led right up to the crash site, officials said.

Ventura County sheriff's Capt. Denise Sliva said initial reports were that the plane hit a rut and flipped over when it landed. However, VanSciver said the people on board were not injured and walked out of the area, VanSciver said. Sliva said preliminary information about the people on board indicated they were a male and female.

11/21



The Federal Aviation Administration and National Safety Transportation Board were notified of the incident and were called to the scene to investigate.

"We're just waiting for NTSB to respond," Sliva said of the deputies on scene.

Crews also checked for any flammable liquids or other hazardous substances that may have spilled in the river bottom. After a search of the site, it was determined that a hazardous materials team did not need to respond.



Flipped over plane that crash landed shortly after takeoff from Santa Paula airport on Labor Day, Sept. 4, 2017. (Photo: CONTRIBUTED PHOTO/SEBASTIAN RAMIREZ)



# Plane 'stopped climbing' before hard landing in Santa Paula, report states

Megan Diskin, [megan.diskin@vcstar.com](mailto:megan.diskin@vcstar.com), 805-437-0258 Published 5:50 p.m. PT Sept. 15, 2017



(Photo: CONTRIBUTED  
PHOTO/SEBASTIAN RAMIREZ)

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An aircraft that had a hard landing in Santa Paula earlier this month encountered problems when the "airplane stopped climbing" at about 250 feet, according to report by the National Transportation Safety Board.

The Boeing A75N1 biplane was "substantially damaged" when it landed in the Santa Clara River bottom just before 2 p.m. Sept. 4 when the aircraft flipped over during touchdown when it came into contact with thick brush, states the report, which was released Tuesday.

Crews with the Santa Paula Fire Department were among the rescuers to respond to the crash. They reported that the male pilot and female passenger were uninjured in the accident.

The registered pilot of the plane said the accident occurred on his third consecutive flight from the Santa Paula Airport that day. No flight plan was filed for the local flight, which was expected to return to the same airport, according to the report.

There were no issues reported in the plane's "uneventful" takeoff.

"However, the airplane's climb performance was reduced after the airplane transitioned to its initial climb," the report states. The pilot was able to turn the aircraft and land in the dry river bottom near the Mountain View Golf Course.

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A witness to the incident saw the plane make a "left turn about 1/8 of a nautical mile from the departure end of runway 22." The witness saw the propeller spinning throughout the plane's descent but could not hear the engine, according to the report.

A Ventura County sheriff's helicopter was sent to the scene soon after the accident was reported to help direct fire crews to the area.

The pilot and the passenger were walked out of the area by rescuers.

NTSB officials did not travel to the scene of the accident to investigate but the wreckage was kept for further investigation.

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# CAMARILLO Acorn

Friday, September 22, 2017

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## Grant to help fund airplane hangars

Airport plans to build 41 hangars  
*/ September 21, 2017*

By Hector Gonzalez  
[hector@theacorn.com](mailto:hector@theacorn.com)

Anticipated federal funding to build 41 badly needed new hangars at Camarillo Airport arrived last week from Washington, D.C.



**READ THE PRINT EDITION**

The \$3.7-million Federal Aviation Administration (FAA) grant will help complete phase one of the \$10.7-million northeast aircraft apron and hangar development project at the airport, U.S. Rep. Julia Brownley (D-Thousand Oaks) announced.

Included in the county Department of Airport's six-year capital improvement plan for Camarillo Airport, the new development project will help ease a waiting list of pilots looking for hangar space for their planes, said Todd McNamee, the county's director of airports.

"Currently, there is a fiveyear wait for county storage hangars, and this project will help accommodate a good portion of that demand," he said.

Brownley, a member of Congress' transportation and infrastructure subcommittee on aviation, said the new funding will help boost Camarillo Airport's position as a regional economic hub.

The airport, along with Oxnard Airport, adds an estimated \$300 million to the county's economy and supports some 2,500 local jobs.

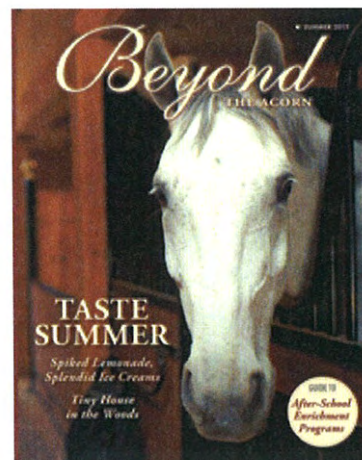
The Camarillo project will develop 4 acres of land on the northeast end of the countyowned airport and will include seven new box hangars and 34 T-shaped hangars, along with new aircraft taxi lanes between the hangars and south of the hangars.

FAA funding will also pay for new drainage systems under the pavement and for water and power connections from Las Posas Road, McNamee said.

Phase one plans also call for adding two wheelchair-accessible restrooms.

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"We hope to break ground on the construction of phase one in the next 90 days, with completion late next year," McNamee said in an email.

County officials applied for the federal funding earlier this year, and supervisors voted to accept the grant in July in anticipation of the FAA's approval.

Along with the federal grant, the county will receive a \$100,000 grant from Caltrans for the project, and the Department of Airports is using \$6.7 million from its airport enterprise fund to cover the remainder, McNamee said.

"We anticipate taking the construction contract before the Board (of Supervisors) in October," he said.

The project is the first of a series of planned improvements at Camarillo Airport over the next six years that will also see the construction of a new business park, electrical upgrades for hangars and repaving of the main runway.



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