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NOTICE IS HEREBY GIVEN that the Regular Meeting of the Aviation Advisory Commission will be held on:

Monday February 4, 2019 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 – January 7, 2019
4. PUBLIC COMMENT PERIOD - Citizens wishing to speak to the Commission 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: Receive and File Report on Process for Termination of Month-to-Month Leases of Aircraft Storage Hangars

Recommendation:

Staff requests that your Commission/Authorities receive and file the below report on the current process for termination of month-to-month leases of aircraft storage hangars.

B. Subject: Approval of the Five-Year Capital Improvement Plan (CIP) for Camarillo and Oxnard Airports; Authorization for the Director of Airports, or His Designee, to Apply for Grants to Fund Projects Scheduled for Federal Fiscal Years 2019 and 2020 Outlined in the CIP upon Notification from the Federal Aviation Administration and the California Department of Transportation Aeronautics Program That Funds Are Available

Recommendations:

Staff requests that your Commission/Authorities recommend that the Board of Supervisors (Board):

1. Approve the five-year capital improvement plan (CIP) for Camarillo and Oxnard Airports (Attachment); and
2. Authorize the Director of Airports, or his designee, to apply for grants to fund the projects scheduled for federal fiscal years (FFY) 2019 and 2020 outlined in the CIP upon notification from the Federal Aviation Administration (FAA) and the California Department of Transportation Aeronautics Program (Caltrans) that funds are available. ***These projects are subject to approval in the County budget process, as explained below.***

7. DIRECTOR'S REPORT

8. REPORTS

Monthly Activity Report – December 2018
Monthly Noise Complaints – December 2018
Airport Tenant Project Status – January 2019
Project Status – January 2019
Rotation Schedule
Meeting Calendar

9. CORRESPONDENCE

Letter dated January 8, 2019 from Madeline Herrle to Gerald Alves, APL re: Row "H" Hangar Project – Surety Bond

Letter dated January 24, 2019 from Jorge Rubio to Bill Burr, Burr Family Trust re: 65 Durley Ave, Camarillo, California – Camarillo Airport, Proposed Sale and Lease Assignment(s)

10. MISCELLANEOUS HANDOUTS

11. INFORMATION – None

12. COMMISSION COMMENTS - Comments by Commission members on matters deemed appropriate.

13. ADJOURNMENT

The next regular Commission meeting will be on Monday, March 4, 2019 at 7:00 p.m. in the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, California.

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.

AVIATION ADVISORY COMMISSION

MINUTES

January 7, 2019

1. CALL TO ORDER and PLEDGE OF ALLEGIANCE

Chair, Maggie Bird, called the meeting to order at 7:00 p.m. and requested that Bruce Hamous lead the pledge of allegiance.

2. ROLL CALL

PRESENT

Maggie Bird
Harvey Paskowitz
Adriana Van der Graaf
Steve Weiss
Bobby Williams
Jerry Miller
Bruce Hamous
James Flickinger
Nanette Metz
Gary Jacobs (L)

ABSENT

Excused (E)
Late (L)

AIRPORT STAFF

Jorge Rubio
Madeline Herrle
John Feldhans
Ana Castro

3. APPROVAL OF MINUTES – October 1, 2018

Jerry Miller moved to approve the October minutes and Bruce Hamous seconded the motion. Steve Weiss abstained. All others voted in favor and the motion passed unanimously.

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4. **PUBLIC COMMENT** - Citizens wishing to speak to the Commission 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.

A tenant explained that he is in the middle of an eviction process involving the Department of Airports and he expressed his displeasure about the entire process.

Eleven members of the public shared their concerns about the tenant that is going through the eviction process.

David Timms, President of the Hangar Owners Association and Gene Barlowe, Vice-President of the Hangar Owners Association stated that they were both members of the Ad Hoc Committee which reviewed the hangar leases. They shared that as the representatives of the Hangar Owners Association, they advocated for an appeals process by which tenants could come forward and address issues. They assert they were informed during the Ad Hoc Committee meetings that tenants could appeal their issues to the Commission, Airport Authorities, and Board of Supervisors.

5. **UNFINISHED BUSINESS**

None.

6. **NEW BUSINESS**

A. Subject: Selection of Chair and Vice-Chair for Calendar Year 2019

Recommendation:

Nominate and select the 2019 Chairman and Vice-Chairman.

Adriana Van der Graaf moved to nominate Gary Jacobs for Chair. Steve Weiss seconded the motion. All others voted in favor and the motion passed unanimously.

Bruce Hamous moved to nominate Steve Weiss for Vice-Chair. Maggie Bird seconded the motion. All others voted in favor and the motion passed unanimously.

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2019 Seats: Mr. Gary Jacobs, Chair
Mr. Steve Weiss, Vice-Chair

B. Subject: Approval of, and Authorization for the Director of Airports or His Designee to Execute, a Lease Amendment Agreement with SBA 2012 TC Assets, LLC, for the tower location of cellular equipment at the Oxnard Airport for a Renewal Period of Five Years, commencing January 1, 2021, with three optional Five-Year Extensions, with an Initial Monthly Rent of \$3,000

Recommendation:

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

Approve, and authorize the Director of Airports or his designee to execute, a lease amendment agreement with SBA 2012 TC Assets, LLC, (Attachment) to extend its lease at 2889 W. 5th Street, Oxnard Airport, Oxnard, for a period of five years, with three optional five-year extensions, with an initial monthly rent of \$3,000, commencing January 1, 2021, along with advance rental payment of \$15,000 paid upon lease amendment execution.

Lease Manager Madeline Herrle provided staff's report on this item and explained the terms of the lease amendment agreement. Ms. Herrle responded to general questions from the Commission.

Steve Weiss moved to approve staff's recommendation and Jerry Miller seconded the motion. All others voted in favor and the motion passed unanimously.

7. DIRECTOR'S REPORT

Acting Director Jorge Rubio shared that the CEO of Southwest Airlines, Herb Kelleher, recently passed away and it is a great loss to the aviation community.

Mr. Rubio provided a staff update for the Department of Airports. He shared that the County Executive Office is conducting a nationwide recruitment to fill the director position and a candidate should be selected in the next one to two months. He also shared that the department has a new maintenance supervisor, Byron Hamilton, and operations supervisor, Nick Martino, is no longer with the department.

Mr. Rubio also provided an update on the hangar leases. The department has provided VCHOTA with a proposal and a follow-up meeting is scheduled on January 22, 2019.

8. REPORTS

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Monthly Activity Report – September, October, November 2018
Monthly Noise Complaints – September, October, November 2018
Airport Tenant Project Status – December 2018
Project Status – December 2018
Financial Statements Period Ended – September 30, 2018
Financial Statements First Quarter – FY 2018/2019
Rotation Schedule
Meeting Calendar

Reports were received and filed.

9. CORRESPONDENCE

Letter dated October 2, 2018 from Erin Powers to Jim Harris, Coffman Associates, Inc. re: Notice to Proceed; Oxnard and Camarillo Airports - Professional Services Contract; AEA No. 19-02

Letter dated October 11, 2018 from Jorge Rubio to Caryn Sherman, SBA Communications Corporation re: Plan Review of AT&T equipment at SBA Communications' Telecommunications Facility at 2889 West 5th St., Oxnard, CA 93030

Letter dated October 15, 2018 from Erin Powers to Mead & Hunt, Inc. re: Notice to Proceed; Camarillo Airport – Consulting Service Contract for the Design and Construction Support Services for Taxiway E and F Pavement Marking Improvements; AEA No. 19-04

Letter dated October 15, 2018 from Erin Powers to Mead & Hunt, Inc. re: Notice to Proceed; Oxnard Airport – Consulting Service Contract for the Preliminary Design Services for Runway 7-25 and Taxiway Connectors; AEA No. 18-14

Letter dated October 31, 2018 from Erin Powers to Brenda Perez, Federal Aviation Administration re: Oxnard Airport ALP Update/Narrative Report – Forecast Submittal

Letter dated November 2, 2018 from Madeline Herrle to Thomas Klingler, Enterprise Rent a Car Company of Los Angeles, LLC re: Oxnard Airport location – 2889 W. Fifth St.

Letter dated November 5, 2018 from Erin Powers to Sam Landry re: Conceptual Approval for Proposed Interior Hangar Improvements to Hangar P-160E at Camarillo Airport; DR 18-05

Request for Proposal dated November 20, 2018 from Erin Powers to Landscape Contractors re: Project No. CMA-207; Storage Yard Irrigation and Landscape

Letter dated November 26, 2018 from Jorge Rubio to Mark Oberman, Channel Islands Aviation, Inc. re: Improvements and Alterations for Buildings 213 and 233 Lease at Camarillo Airport

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Letter dated December 7, 2018 from Madeline Herrle to Ken Obi, Orbic Helicopters, Inc. re: Notice of Property Reversion Notice and Modification to Rental Fees

Letter dated December 14, 2018 from Jorge Rubio to Charlie McLaughlin, Aspen Helicopters re: Expansion plans – vacant parcel

Letter dated December 14, 2018 from Madeline Herrle to Ken Obi, Orbic Helicopters re: Exercise of Option – Camarillo Airport

Letter dated December 17, 2018 from Madeline Herrle to Brian Simmons, Harold Lee, Golden West Air Terminals, Inc. re: Oxnard Airport asphalt improvements (airside/landside)

Letter dated December 18, 2018 from Madeline Herrle to Jason Somes, Commemorative Air Force re: Trailers/RVs on CAF premises

Correspondence was received and filed.

10. MISCELLANEOUS HANDOUTS

None.

11. INFORMATION

Miscellaneous articles of interest.

Information was received and filed.

12. COMMISSION COMMENTS

During the meeting, a lengthy discussion took place about the procedures the Department of Airport follows to terminate a lease. There was a sense of the Commission that more information on this topic was warranted. ***Bruce Hamous moved to request that staff report back next month on the procedures for terminating a lease and Steve Weiss seconded the motion. All others voted in favor and the motion passed unanimously.***

Commissioner Steve Weiss shared his concerns about the lack of transparency by the Department of Airports towards the Commission regarding airport matters.

Commissioner Adriana Van der Graaf commented that there appears to be a decrease in communication and transparency by the Department of Airports which hinders the Commission's ability to support the aviation community. Ms. Van der Graaf also requested further guidance on the restraints of the Commission regarding the Brown Act.

Commissioner Gary Jacobs suggested the Commission have a closed session review with County Counsel on the Brown Act and the Fair Political Practices Act.

13. ADJOURNMENT

There being no further business, the January 7, 2019 meeting of the Aviation Advisory Commission was adjourned at 8:25 p.m.

JORGE E. RUBIO, A.A.E.
Administrative Secretary

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February 4, 2019

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

Subject: Receive and File Report on Process for Termination of Month-to-Month Leases of Aircraft Storage Hangars

Recommendation:

Staff requests that your Commission/Authorities receive and file the below report on the current process for termination of month-to-month leases of aircraft storage hangars.

Discussion:

At your January 2019 meetings, public comment was made by airport tenants regarding the process for terminating month-to-month storage hangar leases at the Camarillo and Oxnard Airports. Your Commission/Authorities requested that staff report back on this process.

Currently, all leases for storage hangars at the airports are month-to-month. The leases themselves and state law allow for two circumstances under which these leases may be terminated: (1) where the tenant has breached the lease (a "for-cause" termination); and (2) where either party, for any reason or no reason, simply wishes to terminate the lease (a "no-cause" termination). In either case, a tenant enjoys significant procedural protections, including written notice with strict service requirements and the right to a judicial hearing (and in some cases, a jury trial).

A for-cause termination requires that there be a breach of the lease. The most common type of breach is failure to pay rent, but breaches of other terms may also justify termination of a lease. Under Code of Civil Procedure section 1161, termination of a lease for a breach requires that the County provide three days' notice of an intent to terminate the lease for breach before taking the next step to evict a tenant. Where the breach consists of a failure to pay rent, the County provides a "3-day notice to pay or quit." Other breaches are generally dealt with in a similar manner. If the tenant does not pay or otherwise correct the breach, the County may proceed with an unlawful-detainer (eviction) action (discussed further below). Obviously, not all breaches result in a termination or an unlawful-detainer lawsuit. Airports staff regularly exercise their

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discretion to work with tenants and provide time to correct a breach before taking further action.

A no-cause termination does not require that there be any breach, but it does require significantly more notice. Under the lease's own terms, either the tenant or the County may terminate the lease at any time, for any reason or no reason, with a 30-day notice. Even if the lease did not contain this provision, state law requires 30 days' notice for the County to terminate a month-to-month lease. (Civ. Code, § 789.) If the County provides 30 days' notice of a termination, no further notice is required before the County may move to the next step, which is an unlawful-detainer action.

Once a tenant has been notified that the lease is being terminated, the tenant must vacate the hangar and remove all personal property by the end of the notice period (three days, in the case of a for-cause termination, or 30 days in the case of a no-cause termination). If the tenant does not do so, the tenant is said to be guilty of unlawful detainer, and the County may file an unlawful detainer (UD) lawsuit.

A UD lawsuit is a summary judicial proceeding, under which a landlord may relatively quickly obtain a court order for removal of a tenant. The UD process is coordinated with County Counsel and an outside attorney who handles the actual UD lawsuit. As with any lawsuit, a complaint is filed and served on the tenant, who may choose to defend the suit. The timelines in a UD action are relatively short. For example, while a defendant in most civil lawsuits has 30 days in which to respond to a complaint, a UD defendant has only five days. (Code Civ. Proc., § 1167.3.) A UD case can be resolved either through summary judgment or through a trial, either to the judge or to a jury, but in any event the process is designed to be speedy and streamlined. After a judgement is granted, if in favor of the County, an eviction notice is provided to the tenant. If the tenant fails to remove all personal property after this notice is provided, the County, in coordination with the Sheriff's Office, will store the tenant's property in storage for approximately 21 days. If the tenant does not remove the property within that timeframe, then the County disposes of the tenant's personal property, as provided by law. If the judgment is in favor of the tenant, the tenant will be allowed to remain in possession of the hangar.

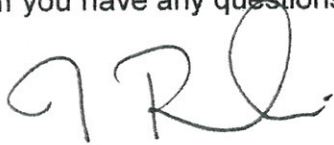
While some tenants have claimed that they are entitled to "due process" before their leases may be terminated, "due process" typically refers to the requirement found in the Fourteenth Amendment to the United States Constitution that applies whenever a government seeks to deprive a person of life, liberty, or property. The Fourteenth Amendment generally does not govern contracts between the County and a private entity, so that Amendment's due-process clause does not govern here, where the lease is a contract. Nevertheless, a hangar tenant enjoys procedural protections that exceed those required by the Fourteenth Amendment, which are usually described as requiring notice of the proposed action and an opportunity for the affected party to contest that

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action. Thus, by requiring notice and a court hearing, state law provides tenants significant procedural protections.

Some tenants have sought to have the Airport Advisory Commission and Airport Authorities take actions relating to an individual's month-to-month lease, but these bodies' legal authority does not extend so far. The authority to lease County airport property is, by law, conferred on the Board of Supervisors. (Gov. Code, §§ 50478, 25536.) Every year, the Board of Supervisors delegates to the Director of Airports the authority to execute, terminate, and commence UD actions on leases of up to five years' duration, including the month-to-month leases discussed here. (Resolution No. 18-90, § III.) The Board of Supervisors has not delegated this same authority to either the Commission or the Authorities—and indeed *could not* delegate this authority to either the Camarillo or the Oxnard Airport Authorities, which may exercise only *joint* powers, meaning powers that both the County and the city hold in common. (Gov. Code, § 6502.) Neither the City of Oxnard nor the City of Camarillo has the power to execute a lease (or take any other action on a lease) of County property. Thus, where the Director of the Department of Airports has executed a month-to-month lease, the Director holds the authority to terminate that lease, and that authority is not subject to reversal or modification by either the Commission or the Authorities.

If you have any questions regarding this item, please call me at 388-4201.



JORGE E. RUBIO, A.A.E.
Acting Director of Airports

Attachments:

1. Current County Owned Hangar Lease Agreement
2. Current Privately Owned Hangar Lease Agreement

COUNTY OWNED AIRCRAFT STORAGE HANGAR LEASE AGREEMENT

THIS AGREEMENT made and entered into the day, month, and year last below written by and between "**Lessee**" and **COUNTY OF VENTURA**, a body corporate and politic, hereinafter referred to as "**Lessor**".

1. **Lessor**, in consideration of the mutual covenants herein and full performance of the acts herein to be performed by **Lessee**, gives unto **Lessee** the privilege to store an aircraft in an aircraft hangar, that can be relocated, and which is determined to be the property of the **County of Ventura**.
2. The term of this Agreement shall commence on the day, month, and year last below written and shall extend for a period of one (1) calendar month with automatic renewal upon the same terms and conditions as may be modified from time to time or terminated as herein provided.
3. Either party hereto may cancel the Lease for any reason by giving thirty (30) days prior written notice by certified mail to the other party.
4. **Lessor** may terminate this Lease at any time and without prior written notice in the event of violations of laws, rules, regulations, or the lawful instruction of Airport servants or the event of the disregard or breach of any of the terms or conditions herein.
5. **Lessee** hereby releases and discharges **Lessor** from all claims and demands by **Lessee** for loss of or damage to **Lessee's** property and agrees to indemnify **Lessor** against and save **Lessor** harmless from all costs and expense, including attorney's fees, and all liability, claims and demands of others for loss of or damage to property or injury to or death of persons, which may result directly or indirectly from any operation under this Lease. **Lessee** agrees to pay **Lessor** in full and promptly upon demand for any and all loss of or damage to **Lessor's** property cause by or resulting from any operation of **Lessee** hereunder or in connection herewith.
6. **Lessee** hereby grants to **Lessor** a lien against aircraft and all personal property which **Lessee** may, from time to time, store upon the premises. This lien shall exist and continue for all unpaid amounts which **Lessee** may owe **Lessor**, from time to time, and the assertion of the lien shall not relieve **Lessee** from the obligation to pay the monthly fees as herein provided. In the event **Lessee** does not fully and immediately discharge all unpaid amounts, **Lessor** may take possession of aircraft and personal property stored, without notice or other action, and exercise its lien against the same and, in additions thereto, have and recover all costs and expense including attorney's fees in connection with the repossession for personal property and assertion of the lien.
7. **Lessor** will not be responsible for theft, loss, injury, damage, or destruction of the property thereon or therein, or accident, or injury to **Lessee**, it being

ATTACHMENT 1

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specifically understood that the amount of charges fixed for this Lease is for the privilege of aircraft storage only.

8. Assigned hangar space shall be used only for storage of aircraft, equipment, and supplies for minimum owner maintenance of said aircraft. Motor vehicles may be parked only in public parking lots or Lessee's assigned aircraft storage area. Conditions may arise where it may be necessary for the **Lessor** to withdraw temporarily or permanently, without prior notice, the privilege of parking motor vehicles in the assigned storage area.
9. **Lessee** may not conduct any commercial activity on the premises and the aircraft located in said storage area shall not be used for commercial activity. Such use constitutes grounds for termination of this Lease, unless **Lessee** secures prior written consent of the **Lessor**.
10. If **Lessee** desires to engage or use the services of another person in connection with any aircraft work or repair, other than at repair facilities established at the Airport, **Lessee** shall give written notice of such intention prior to commencement of any work. Said notice shall state the name, address, and qualifications of such person, and **Lessor** shall have the right to refuse to permit or to stop any work. This shall not limit the aircraft owner to pilot's right to do work on his own aircraft as permitted by the Federal Aviation Regulations in areas on the Airport approved by the Director of Airports.
11. **Lessee** shall not by his own or his agent's actions cause any increase in the Lessor's insurance rates or damage to the Lessor's property. The use of power tools which in any way increases the hazard of fire is strictly prohibited. Any use of the storage areas **shall conform to all Airport rules and regulations, and local building and fire codes**.
12. The use of combustible chemicals, cleaning solvents, stripping, washing, painting, welding, or repairs to the fuel system in or adjacent to the storage area is **strictly prohibited**. **Lessee** may perform the foregoing only in a location assigned by the **Lessor**.
13. **Lessee** shall not exercise the right granted herein in any manner, which would interfere with the departure and arrival of aircraft.
14. **Lessee** shall permit Lessor's authorized agents free access to the aircraft storage hangar area at all reasonable times for the purpose of inspection or for making necessary improvements.
15. **Lessee** shall not make or cause to be made any alteration to the storage area without first securing the written consent of Lessor's authorized agent and then only upon the terms set by said agent.
16. Waiver of any provision herein or of the regulations governing the use of aircraft storage hangar shall not be deemed a continuing waiver of any other provision or regulation.

17. The privilege conveyed herein may be subject to real property taxation and/or assessment. In such event, Lessee shall pay before delinquency, all taxes or assessments which at any time may be levied by the State, County, City, or any other tax assessment levying body upon the leased premises and any improvements or fixtures located thereon. Lessee shall also pay all taxes, assessments, fees, and charges on all merchandise fixtures and equipment owned or used thereon.
18. **THIS LEASE IS PERSONAL TO THE LESSEE, AND SHALL NOT BE TRANSFERRED, IN WHOLE OR IN PART, OR ASSIGNED.**
19. Lessee shall notify Lessor in writing within ten (10) days of any change in aircraft ownership or substitution of aircraft.
20. The aircraft storage hangar shall be occupied by an aircraft registered to the Lessee as reflected on the signed lease agreement. Federal Aviation Administration records will determine registration of aircraft.
21. Lessee agrees to pay as consideration the posted monthly lease fee in advance within fifteen (15) days after the first (1st) day of each and every month of the term. Partial months shall be prorated. Failure to pay monthly in advance shall automatically revoke this lease and the use of the space, thereafter, shall be charged for at the standards daily fee. Fees charged and lease deposits required shall automatically conform to fee changes approved by the Board of Supervisors. Additionally, Lessee agrees to provide Lessor, concurrently with the execution of this Agreement, with a lease deposit in the amount of one (1) months license fee in order to secure Lessee's conformance with the terms of this Agreement.
22. Notices required herein except as specified in Paragraph 3 may be given by enclosing the same in a sealed envelope addressed to the party for whom intended and by deposition such envelope, with postage prepaid, by any United States Post Office facility. Such notice shall be addressed to Director of Airports, Department of Airports, County of Ventura, 555 Airport Way, Suite B, Camarillo, CA 93010.

23. Lessee is the owner of the following aircraft:

Plane # _____ Make: _____

Registered owner: _____

Address: _____

Phone #: _____

Business Phone: _____

Type of Pilot's License _____

Pilot's License #: _____

Hangar #: _____

Insurance Co. _____

Airport: _____

Policy No. _____

Phone # _____

IN WITNESS WHEREOF, the Lessee as executed this Lease and the Lessor has cause this Lease to be executed on its behalf by the Administrator, Department of Airports, County of Ventura, on this _____ day of _____, 20_____.

LESSEE

COUNTY OF VENTURA
LESSOR

BY _____

County Agent

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PRIVATELY OWNED AIRCRAFT STORAGE HANGAR LEASE AGREEMENT

THIS AGREEMENT made and entered into the day, month, and year last below written by and between "Lessee" and COUNTY OF VENTURA, a body corporate and politic, hereinafter referred to as "LESSOR".

WITNESSETH:

1. Lessor, in consideration of the mutual covenants herein and full performance of the acts herein to be performed by aircraft in a relocatable aircraft storage hangar determined to be the property of said Lessee as evidence by the manufacturer's sales contract, a copy of which will be filed with the Lessor. The precise placement of storage area shall be subject to the discretion and modification of the Lessor.
2. The term of this agreement shall commence on the day, month, and year last below written and shall extend for a period of one (1) calendar month with automatic renewal upon the same terms and conditions as may be modified from time to time or terminated as herein provided.
3. Either party hereto may cancel the Lease for any reason by giving thirty (30) days prior written notice by certified mail to the other party.
4. Lessor may terminate this Lease at any time and without prior written notice in the event of violations of laws, rules, regulations, or the lawful instruction of Airport servants or agents, or in the event of the disregard or breach of any of the terms or conditions herein.
5. Lessee hereby releases and discharges Lessor from all claims and demands by Lessee for loss of or damage to Lessee's property and agrees to indemnify Lessor against and save Lessor harmless from all costs and expense, including attorney's fees, and all liability, claims and demands of others for loss of or damage to property or injury to or death of persons, which may result directly or indirectly from any operation under this Lease. Lessee agrees to pay Lessor in full and promptly upon demand for any and all loss of or damage to Lessor's property cause by or resulting from any operation of Lessee hereunder or in connection herewith.
6. Lessee hereby grants to Lessor a lien against hangar, aircraft, and all personal property which Lessee may, from time to time, store upon the premises. This lien shall exist and continue for all unpaid amounts which Lessee may owe Lessor, from time to time, and the assertion of the lien shall not relieve Lessee from the obligations to pay the monthly fees as herein provided. In the event Lessee does not fully and immediately discharge all unpaid amounts, Lessor is hereby granted and shall have the right to take and recover possession of Lessee's aircraft storage hangar and satisfy its lien in accordance with Section 1208.61 through 1208.70 inclusive of the Code of Civil Procedures of the State of California and Lessor may also take

ATTACHMENT 2

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and recover possession of aircraft and personal property stored, without notice or other action, and exercise its lien against the same and, in addition thereto, have and recover all costs and expenses including attorney's fees in connection with the repossession of said hangar or personal property and assertion of the lien.

7. Lessor will not be responsible for theft, loss, injury, damage, or destruction of the hangar property thereon or therein, or accident, or injury to Lessee, it being specifically understood that the amount of charges fixed for this Lease is for the privilege of storage only.
8. Assigned hangar space shall be used only for storage of aircraft, equipment, and supplies for minimum owner maintenance of said aircraft. Motor vehicles may be parked only in public parking lots or Lessee's assigned aircraft storage area. Conditions may arise where it may be necessary for the Lessor to withdraw temporarily or permanently, without prior notice, the privilege of parking motor vehicles in the assigned storage area.
9. Lessee acknowledges that he has read and received "Policy Statement, Aircraft Storage Hangars" and agrees to abide by all the rules and regulations contained therein or as may be amended from time to time.
10. Lessee may not conduct any commercial activity on the premises and the aircraft located in said storage area shall not be used for commercial activity. Such use constitutes grounds for termination of this Lease, unless Lessee secures prior written consent of the Lessor.
11. If Lessee desires to engage or use the services of another person in connection with any aircraft work or repair, other than at repair facilities established at the Airport, Lessee shall give written notice of such intention prior to commencement of any work. Said notice shall state the name, address, and qualification of such person, and Lessor shall have the right to refuse to permit or to stop any work. This shall not limit the aircraft owner to pilot's right to do work on his own aircraft as permitted by the Federal Aviation Regulations in areas on the airport approved by the Airports Administrator.
12. Lessee shall not by his own or his agent's actions cause any increase in the Lessor's insurance rates or damage to the Lessor's property. The use of power tools which in any way increases the hazard of fire is strictly prohibited. Any use of the storage areas shall conform to all airport rules and regulations, and local building and fire codes.
13. The use of combustible chemicals, cleaning solvents, stripping, washing, painting, welding, or repairs to the fuel system in or adjacent to the storage area is strictly prohibited. Lessee may perform the foregoing only in a location assigned by the Lessor.
14. Lessee shall not exercise the right granted herein in any manner which would interfere with the departure and arrival of aircraft.

15. Lessee shall permit Lessor's authorized agents free access to the aircraft storage hangar area at all reasonable times for the purpose of inspection or for making necessary improvements. This will include all annual inspection of Lessee's fire extinguisher.
16. Lessee shall not make or cause to be made any alteration to the storage area without first securing the written consent of Lessor's authorized agent and then only upon the terms set by said agent.
17. Waiver of any provision herein or of the regulations governing the use aircraft storage hangar shall not be deemed a continuing waiver of any other provision or regulation.
18. The privilege conveyed herein may be subject to real property taxation and/or assessment. In such event, Lessee shall pay before delinquency all taxes or assessments which at any time may be levied by the State, County, City, or any other tax assessment levying body upon the leased premises and any improvements or fixtures located thereon. Lessee shall also pay all taxes, assessments, fees, and charges on all merchandise fixtures and equipment owned or used thereon.
19. THIS LEASE IS PERSONAL TO THE LESSEE, AND SHALL NOT BE TRANSFERRED, IN WHOLE OR IN PART, OR ASSIGNED.
20. Lessee shall notify Lessor in writing within ten (10) days of any change in aircraft ownership or substitution of aircraft. Should Lessee dispose of his aircraft, by sale or circumstances, his hangar shall not remain vacant for more than ninety (90) calendar days.
21. The aircraft storage hangar shall be occupied by an aircraft registered to the Lessee as reflected on the signed lease agreement. Registration of aircraft will be determined by Federal Aviation Administration records.
22. If Lessee elects to sell the hangar in place he shall, before consummating the sale to a private buyer, be assured by the Airports Administrator or his agent that the prospective buyer is the registered owner of the aircraft to be stored in the subject hangar immediately after acquisition. Furthermore, seller shall, as a condition of the sale, appear before the Airports Administrator or his agent with the prospective buyer for the purpose of terminating the prior lease agreement and executing a new agreement. Failure to do so will place the buyer in the untenable position of occupying space on County property without authorization to do so, and will result in legal action as appropriate.
23. Lessee shall equip the hangar with a fire extinguisher appropriately mounted for easy access. The size and type to be determined by the County Fire Department. The size and type to be no less that 5 lb. all-purpose type filled with ABC dry chemical.
24. Lessee agrees to pay as consideration the posted monthly lessee fee in advance within fifteen (15) days after the first (1st) day of each and every month of the term. Partial months shall be prorated. Failure to pay monthly in

advance shall automatically revoke this lease and the use of the space, thereafter, shall be charged for at the standard daily fee. Fees charged and lease deposits required shall automatically conform with fee changes approved by the Board of Supervisors. Additionally, Lessee agrees to provide Lessor, concurrently with the execution of this agreement, with a lease deposit in the amount of one month's lease fee plus late fee in order to secure Lessee's conformance with the terms of this agreement.

25. Notices required herein except as specified in Paragraph 3 may be given by enclosing the same in a sealed envelope addressed to the party for whom intended and by depositing such envelope, with postage prepaid, by any United States Post Office facility. Such notice shall be addressed to Airports Administrator, Department of Airports, County of Ventura, 555 Airport Way, Suite B, Camarillo, CA 93010.

26. Lessee is the owner of the following aircraft:

Plane # _____ Make: _____

Registered owner: _____

Address: _____

Phone #: _____

Business Phone: _____

Type of Pilot's License _____

Pilot's License #: _____

Hangar #: _____

Insurance Co. _____

Airport: _____

Policy No. _____

Phone # _____

IN WITNESS WHEREOF, the Lessee as executed this Lease and the Lessor has cause this Lease to be executed on its behalf by the Administrator, Department of Airports, County of Ventura, on this _____ day of _____, 20_____.

LESSEE

COUNTY OF VENTURA
LESSOR

BY _____

County Agent

February 4, 2019

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

Subject: Approval of the Five-Year Capital Improvement Plan (CIP) for Camarillo and Oxnard Airports; Authorization for the Director of Airports, or His Designee, to Apply for Grants to Fund Projects Scheduled for Federal Fiscal Years 2019 and 2020 Outlined in the CIP upon Notification from the Federal Aviation Administration and the California Department of Transportation Aeronautics Program That Funds Are Available

Recommendations:

Staff requests that your Commission/Authorities recommend that the Board of Supervisors (Board):

1. Approve the five-year capital improvement plan (CIP) for Camarillo and Oxnard Airports (Attachment); and
2. Authorize the Director of Airports, or his designee, to apply for grants to fund the projects scheduled for federal fiscal years (FFY) 2019 and 2020 outlined in the CIP upon notification from the Federal Aviation Administration (FAA) and the California Department of Transportation Aeronautics Program (Caltrans) that funds are available. ***These projects are subject to approval in the County budget process, as explained below.***

Fiscal/Mandates Impact:

Mandatory: No

Source of funding: *Airport Enterprise Fund (AEF)/FAA/Caltrans*

Funding match required: *10% of costs less any Caltrans funding (cash)*

Impact on other departments: *No general funds required*

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<u>Summary of Revenue and Project Costs</u>	<u>FY 2018-19</u>	<u>FY 2019-20</u>
Revenue (Federal - FAA):	\$ 0	\$ 433,875*
(State - Caltrans):	0	21,694*
Direct Costs:	<u>\$ 0</u>	<u>\$ 482,083</u>
Net Cost - Airport Enterprise Fund	<u>\$ 0</u>	<u>\$ 26,515</u>

**Please note that it is anticipated the revenue from FAA and Caltrans will be paid out over several future fiscal years.*

Current Fiscal Year Budget Projection:

FY 2018-19 Budget Projection for Airports Capital Projects – Division 5040 – Unit 5041				
	Adopted Budget	Adjusted Budget	Projected Actual	Estimated Savings/(Deficit)
Appropriations	\$3,109,800	\$13,369,271	\$13,369,271	\$(10,259,471)
Revenue	1,801,600	1,801,600	1,801,600	0
Net Cost	\$1,308,200	\$11,567,671	\$11,567,671	\$(10,259,471)

Sufficient revenue and appropriations are available in the FY 2018-19 capital budget to cover the net costs.

The CIP projects included in this letter are in line with the County of Ventura Strategic Plan Focus Area 3, Strategic Goals 2 and 3.

Discussion:

In order to coordinate the funding of capital improvements throughout the nation's aviation system, the FAA and Caltrans require that airport sponsors maintain a five-year Airport Capital Improvement Plan. The County of Ventura (County) also requires that a CIP be maintained and revised annually. The Department of Airports (DOA) reviews, revises, and submits the CIP for your Commission/Authorities' review and recommendation on an annual basis. The current CIP for both Camarillo and Oxnard Airports, updated to meet FAA, Caltrans' matching grant program, and County requirements, is attached.

The projects on the CIP are listed in the order of highest priority. There is no guarantee that any project will receive grants or local funding approval in the year requested, because the FAA and Caltrans prioritize the projects on a state and national basis, depending on congressional allocations of aviation funds.

Airport pavement management plans maintained by the Airport have identified several pavement maintenance projects (i.e. slurry) are due or overdue. However, the FAA has indicated that funding for smaller projects may not be available as the FAA and the

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Airport work to plan and save towards full reconstruction or major rehabilitation of runways and taxiways at both Camarillo and Oxnard airports over the next several years.

Most recently, after a CIP planning session with the FAA in November, the FAA indicated funding may be available to rehabilitate Taxiway H at Camarillo Airport in 2019. As such, the Airport's CIP reflects a project for 2019, but continues to maintain the CIP to include multiple "No Project" years to better position the Airport to receive federal funding for its high dollar pavement projects in years the FAA has indicated funds may be available. The rollover funds will be available for future year CIP projects. With this in mind, the attached CIP provides planning years beyond the five-year requirement to provide the FAA with additional information to help it understand future capital improvement needs at both airports.

Under the current grant process, the FAA and Caltrans contact the DOA to solicit grant applications only when funds become available. Often, DOA's turnaround time is critical in obtaining available funds. The Board's approval of the CIP and authorizing the Director of Airports, or his designee, to apply for the FAA and Caltrans grants when they become available in federal fiscal years¹ 2019 and 2020 benefit the DOA significantly by: (1) reducing the DOA's administrative process, and (2) expediting the DOA's turnaround time to apply for, and obtain, federal and state funds.

The CIP includes only those airport projects eligible for federal and state grants. These projects are subject to approval in the County budget process. They are also subject to CEQA (California Environmental Quality Act) review, which will be performed on a per-project basis, upon grant and budget approval. Other airport capital projects determined to be ineligible for funding by other government agencies will be financed by the Airport Enterprise Fund and included in the annual DOA budget submittal for the Board's review and approval.

The CIP has been distributed to the cities of Oxnard and Camarillo for review and comment.

If you have any questions regarding this item, please call Erin Powers at 388-4205, or me at 388-4201.



JORGE E. RUBIO, A.A.E.
Acting Director of Airports

Attachment – Five-Year Capital Improvement Plan for Camarillo and Oxnard Airports

¹ The federal fiscal year runs each year from October 1 through September 30, which is later than the County's fiscal year.

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AIRPORT CAPITAL IMPROVEMENT PLAN

1. Airport:										3. NPIAS No. 06-0179			FAA Entitlements	
OXNARD AIRPORT														
5. Project Description (by funding yr. in priority order)	On ALP? Y/N	Environmental Type	NPR Code (APCT)	NPR Rating	Pavement Condition Index (PCI)***	Federal Funds	State Funds	Local Funds	Total \$	Description	Amount			
Federal Fiscal Year 2019**														
1. No Project: Roll over entitlements	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	Available	\$ 300,000			
TOTAL						\$ -	\$ -	\$ -	\$ -	Remaining	\$ 300,000			
Federal Fiscal Year 2020														
1. Rehabilitate Runway 7-25****	Y	Catex	A.RE,RW,IM	72	55-70	\$ 7,200,000	\$ 360,000	\$ 440,000	\$ 8,000,000	Available	\$ 450,000			
TOTAL						\$ 7,200,000	\$ 360,000	\$ 440,000	\$ 8,000,000	Used	\$ 450,000			
TOTAL						\$ 7,200,000	\$ 360,000	\$ 440,000	\$ 8,000,000	Remaining	\$ -			
Federal Fiscal Year 2021														
1. Reconstruct Connector Taxiways A, B, C, D, E****	N	Catex	A.RE,TW,IM	68	40-70	\$ 5,000,400	\$ 250,020	\$ 305,580	\$ 5,556,000	Available	\$ 150,000			
TOTAL						\$ 5,000,400	\$ 250,020	\$ 305,580	\$ 5,556,000	Used	\$ 150,000			
TOTAL						\$ 5,000,400	\$ 250,020	\$ 305,580	\$ 5,556,000	Remaining	\$ -			
Federal Fiscal Year 2022**														
1. No Project: Roll over entitlements	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	Available	\$ 150,000			
TOTAL						\$ -	\$ -	\$ -	\$ -	Used	\$ -			
TOTAL						\$ -	\$ -	\$ -	\$ -	Remaining	\$ 150,000			
Federal Fiscal Year 2023														
1. Rehabilitate East Apron, Executive Hangar Area and Portion of Transient Apron****	Y	Catex	A.RE,AP,IM	62	40-85	\$ 793,800	\$ 39,690	\$ 48,510	\$ 882,000	Available	\$ 300,000			
TOTAL						\$ 793,800	\$ 39,690	\$ 48,510	\$ 882,000	Used	\$ 300,000			
TOTAL						\$ 793,800	\$ 39,690	\$ 48,510	\$ 882,000	Remaining	\$ -			
Federal Fiscal Year 2024														
1. Reconstruct Taxiway F	Y	Catex	A.RE,TW,IM	68	55-70	\$ 4,120,200	\$ 206,010	\$ 251,790	\$ 4,578,000	Available	\$ 150,000			
2. RPZ Property Purchases	Y	ESA	A,ST,LA,SZ	45	N/A	\$ 7,690,500	\$ 384,525	\$ 469,975	\$ 8,545,000	Used	\$ 150,000			
3. Reconstruct Terminal Apron PCC/AC	Y	Catex	A.RE,AP,IM	62	25-70	\$ 2,523,600	\$ 126,180	\$ 154,220	\$ 2,804,000	Used	\$ -			
TOTAL						\$ 14,334,300	\$ 716,715	\$ 875,985	\$ 15,927,000	Remaining	\$ -			
Federal Fiscal Year 2025														
1. Rehabilitate Central & West Hangar Areas & ARFF Apron	Y	Catex	A.RE,AP,IM	62	70-100	\$ 550,448	\$ 27,522	\$ 33,638	\$ 611,609	Available	\$ 150,000			
2. Rehabilitate Perimeter & Terminal Loop Rds, ATCT & Operations & Central Hangar Parking	Y	Catex	A,OT,GC,AC	23	40-85	\$ 721,436	\$ 36,072	\$ 44,088	\$ 801,596	Used	\$ -			
TOTAL						\$ 1,271,885	\$ 63,594	\$ 77,726	\$ 1,413,205	Remaining	\$ -			

1/24/2019

** Anticipate a 'No Project Year' based on discussions with FAA regarding funding availability and several high dollar future projects. If funding becomes available, DOA wishes to request funding for projects which are due or overdue for maintenance per the PMMP but were unable to be funded.
 *** PCI values are based on a visual condition survey performed on February 11, 2015 for the PMMP.
 **** DOA has submitted supplemental funding applications for these projects in order to potentially accelerate the schedule.

AWP ACIP DATA SHEET

Airport Name		OXNARD AIRPORT		Fiscal Year 2019		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
N/A	N/A	1. No Project: Roll over entitlements	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
1. No Project: Roll over entitlements						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
N/A						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
County of Ventura holds title to Land. Exhibit A, Property Map			Conditionally Approved, March 2010			
Open AIP Funded Projects			Expected Close-out Date			
Airport Layout Plan (ALP) Update 3-06-0179-035-2017			December 2019			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Jorge Rubio, Acting Director of Airports			Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(805) 388-4205			
Signature			Date		Contact Phone (Print or Type)	

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Federal Fiscal Year 2019

\$150,000



1. No Project: Rollover Entitlements.

Oxnard Airport

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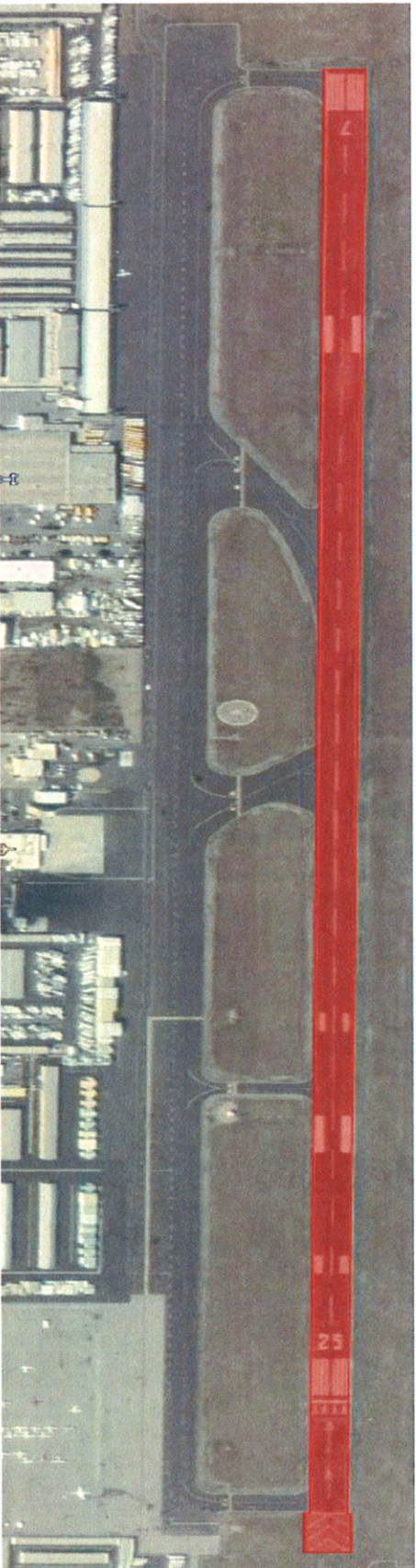
AWP ACIP DATA SHEET

Airport Name		OXNARD AIRPORT		Fiscal Year 2020			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total	
Yes	D	1. Rehabilitate Runway 7-25	\$7,200,000	\$360,000	\$440,000	\$8,000,000	
		Total	\$7,200,000	\$360,000	\$440,000	\$8,000,000	
* D - Development; P - Planning; E - Environmental							
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS							
Detail Project Description (Square/Lineal Footage or Length/Width)							
<p>1. Rehabilitate Runway 7-25</p> <p>Runway 7-25 was reconstructed in 1992. Other than seal coats, no rehabilitation has been performed since the 1992 reconstruction. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the runway was found to be in Fair condition (PCI of 55-70). The FAA has programmed the project as a rehabilitation. A preliminary design is currently underway to determine if a reconstruction or rehabilitation will be recommended based on the geotechnical analysis and pavement design, as well as whether a Modification of Standards (MOS) will be required for re-use of the existing base material. Airport plans to continue to work with FAA to reach consensus on path forward.</p>							
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)							
1. Design will be completed prior to the upcoming grant cycle. Bids are anticipated to be received by May 2020. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.							
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)							
1. CatEx was submitted in November 2018 and is pending approval.							
Land Title Status & Date of Exhibit "A" Status				Date			
County of Ventura holds title to Land. Exhibit A, Property Map				Conditionally Approved, March 2010			
Open AIP Funded Projects				Expected Close-out Date			
Airport Layout Plan (ALP) Update 3-06-0179-035-2017				December 2019			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.							
Jorge Rubio, Acting Director of Airports				Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)				Contact Name and Title (Print or Type)			
				(805) 388-4205			
Signature				Date			
				Contact Phone (Print or Type)			

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Federal Fiscal Year 2020

\$8,000,000



1. Rehabilitate RWY 7-25

Oxnard Airport

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AWP ACIP DATA SHEET

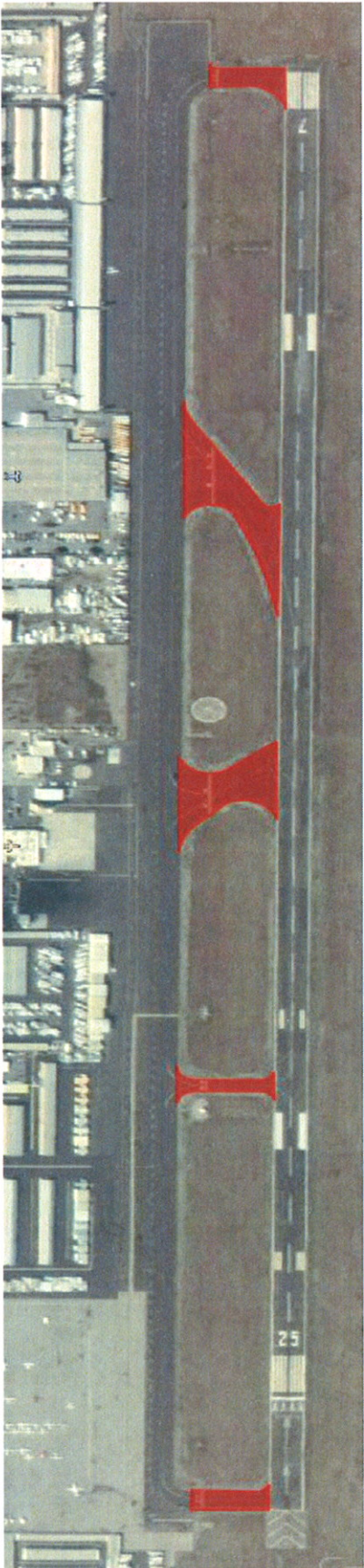
Airport Name		OXNARD AIRPORT		Fiscal Year 2021			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total	
Yes	D	1. Reconstruct Connector Taxiways A, B, C, D, E	\$5,000,400	\$250,020	\$305,580	\$5,556,000	
		Total	\$5,000,400	\$250,020	\$305,580	\$5,556,000	
* D - Development; P - Planning; E - Environmental							
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS							
Detail Project Description (Square/Lineal Footage or Length/Width)							
<p>1. Reconstruct Connector Taxiways A, B, C, D, E</p> <p>The connector taxiways were reconstructed in 1992. Other than seal coats, no rehabilitations have been performed since the 1992 reconstruction. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the taxiways were found to be in Poor to Fair condition (PCI of 40-70). Based on the conditions observed in the APMS, as well as a subsequent PCN evaluation, a reconstruction is recommended. A preliminary design is currently underway to determine the extent of the project. From the perspective of minimizing project cost and operational impact, it is recommended that this project be combined with the Runway 7-25 project programmed for FY 2020. Based on the ACIP meeting in November 2018, the Airport understands that the FAA will make an effort to move this project to FY 2020 if project milestones are met.</p>							
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)							
<p>1. Design will be completed prior to the upcoming grant cycle. Bids are anticipated to be received by May 2020. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.</p>							
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)							
<p>1. CatEx was submitted in November 2018 and is pending approval.</p>							
Land Title Status & Date of Exhibit "A" Status				Date			
<p>County of Ventura holds title to Land. Exhibit A, Property Map</p>				<p>Conditionally Approved, March 2010</p>			
Open AIP Funded Projects				Expected Close-out Date			
<p>Airport Layout Plan (ALP) Update 3-06-0179-035-2017</p>				<p>December 2019</p>			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.							
Jorge Rubio, Acting Director of Airports				Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)				Contact Name and Title (Print or Type)			
				(805) 388-4205			
Signature		Date		Contact Phone (Print or Type)			

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Federal Fiscal Year 2021

\$5,556,000



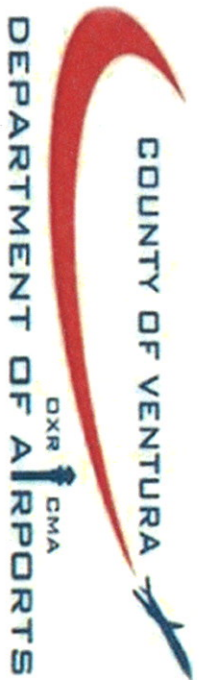
1. Reconstruct Connector TWYs A, B, C, D, E

Oxnard Airport

AWP ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2022			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
N/A	N/A	1. No Project: Roll over entitlements	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
1. No Project: Roll over entitlements						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
N/A						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
County of Ventura holds title to Land. Exhibit A, Property Map			Conditionally Approved, March 2010			
Open AIP Funded Projects			Expected Close-out Date			
Airport Layout Plan (ALP) Update 3-06-0179-035-2017			December 2019			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Jorge Rubio, Acting Director of Airports			Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(805) 388-4205			
Signature			Date		Contact Phone (Print or Type)	

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Federal Fiscal Year 2022

\$150,000



1. No Project: Rollover Entitlements.

Oxnard Airport

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AWP ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2023			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Yes	D	1. Rehabilitate East Apron, Executive Hangar Area and Portion of Transient Apron	\$793,800	\$39,690	\$48,510	\$882,000
		Total	\$793,800	\$39,690	\$48,510	\$882,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
<p>1. Rehabilitate East Apron, Executive Hangar Area and Portion of Transient Apron</p> <p>The aprons listed above were reconstructed in various years from 1997 to 2010. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the Transient Apron was found to be in Poor condition (PCI of 40-55), and the East & Executive Aprons were found to be in Satisfactory condition (PCI of 70-85). Based on the conditions observed in the APMS, a seal coat is recommended for most of the area, with a rehabilitation of a portion of the Transient apron (recommended in FY 2016 per APMS). Work would include crack seal, seal coat application, limited pavement removal, trimming of existing AB to meet grades, placing new AB material & AC pavement, and re-application of existing markings.</p>						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1. Design will be completed prior to the upcoming grant cycle. Bids are anticipated to be received by May 2023. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
1. CatEx approval anticipated by early 2023.						
Land Title Status & Date of Exhibit "A" Status			Date			
County of Ventura holds title to Land. Exhibit A, Property Map			Conditionally Approved, March 2010			
Open AIP Funded Projects			Expected Close-out Date			
Airport Layout Plan (ALP) Update 3-06-0179-035-2017			December 2019			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Jorge Rubio, Acting Director of Airports			Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(805) 388-4205			
Signature			Date		Contact Phone (Print or Type)	

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Federal Fiscal Year 2023

\$882,000



1. Rehabilitate East Apron, Executive Hanger Area and Portion of Transient Apron

Oxnard Airport

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AIRPORT CAPITAL IMPROVEMENT PLAN

1. Airport:										3. NPIAS No.		FAA Entitlements	
CAMARILLO AIRPORT										06-0339		Description	Amount
5. Project Description (by funding yr. in priority order)	On ALP? Y/N	Environmental Type	NPR Code (APCT)	NPR Rating	Pavement Condition Index (PCI)***	Federal Funds	State Funds	Local Funds	Total \$	Available	Used	Used	
Federal Fiscal Year 2019													
1. Rehabilitate Taxiway H	Y	Catex	A,RE,TW,IM	68	70-85	\$ 433,875	\$ 21,694	\$ 26,515	\$ 482,083	Available	Used	\$ 300,000	
2. NEPA for 2023 CMA RWY/TWY Project*	N/A	N/A	A,EN,PL,MA	68	N/A	\$ 202,500	\$ 10,125	\$ 12,375	\$ 225,000	Used	Used	\$ -	
TOTAL						\$ 636,375	\$ 31,819	\$ 38,890	\$ 707,083	Remaining	Used	\$ -	
Federal Fiscal Year 2020**													
1. No Project: Roll over entitlements	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	Available	Used	\$ 150,000	
TOTAL						\$ -	\$ -	\$ -	\$ -	Remaining	Used	\$ -	
Federal Fiscal Year 2021**													
1. No Project: Roll over entitlements	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	Available	Used	\$ 300,000	
TOTAL						\$ -	\$ -	\$ -	\$ -	Remaining	Used	\$ -	
Federal Fiscal Year 2022**													
1. No Project: Roll over entitlements	N/A	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	Available	Used	\$ 450,000	
TOTAL						\$ -	\$ -	\$ -	\$ -	Remaining	Used	\$ -	
Federal Fiscal Year 2023													
1. Runway 8-26 Reconstruction	N	EA/MND	A,RE,RW,IM	72	70-85	\$ 28,743,300	\$ 1,437,165	\$ 1,756,535	\$ 31,937,000	Available	Used	\$ 600,000	
2. Taxiway Connector Reconstruction	N	EA/MND	A,RE,TW,IM	68	70-85	\$ 2,700,000	\$ 135,000	\$ 165,000	\$ 3,000,000	Used	Used	\$ -	
TOTAL						\$ 31,443,300	\$ 1,572,165	\$ 1,921,535	\$ 34,937,000	Remaining	Used	\$ -	
Federal Fiscal Year 2024													
1. Rehabilitate Central Apron	Y	Catex	A,RE,AP,IM	62	70-85	\$ 217,800	\$ 10,890	\$ 13,310	\$ 242,000	Available	Used	\$ 150,000	
2. Master Plan Update	N/A	N/A	A,PL,PL,MA	68	N/A	\$ 540,000	\$ 27,000	\$ 33,000	\$ 600,000	Used	Used	\$ -	
3. PCC Rehabilitation Taxiways F, G1, Key Hangar Area and Main Apron	Y	Catex	A,RE,TW,IM	68	10-70	\$ 2,323,800	\$ 116,190	\$ 142,010	\$ 2,582,000	Used	Used	\$ -	
TOTAL						\$ 3,081,600	\$ 154,080	\$ 188,320	\$ 3,424,000	Remaining	Used	\$ -	
Federal Fiscal Year 2025													
1. Rehabilitate Taxiways G, G2 & G3	Y	Catex	A,RE,TW,IM	68	85-100	\$ 311,267	\$ 15,563	\$ 19,022	\$ 345,852	Available	Used	\$ 150,000	
2. Rehabilitate East & West Aprons	Y	Catex	A,RE,AP,IM	62	85-100	\$ 216,000	\$ 10,800	\$ 13,200	\$ 240,000	Used	Used	\$ -	
3. Rehabilitate West, Central & Key Hangar Areas	Y	Catex	A,RE,AP,IM	62	85-100	\$ 395,664	\$ 19,783	\$ 24,179	\$ 439,627	Used	Used	\$ -	
4. Rehabilitate Aviation Drive & Durlley Ave. Airport Access Roads	Y	Catex	A,OT,GC,AC	23	85-100	\$ 184,006	\$ 9,200	\$ 11,245	\$ 204,451	Used	Used	\$ -	
TOTAL						\$ 1,106,937	\$ 55,347	\$ 67,646	\$ 1,229,930	Remaining	Used	\$ -	

1/24/2019

* Sponsor proposes to front costs to expedite process and meet grant deadlines for 2023 construction. Reimbursement as a project formulation cost will be sought from construction grant.

** Anticipate a 'No Project Year' based on discussions with FAA regarding funding availability and several high dollar future projects. If funding becomes available, DOA wishes to request funding for projects which are due or overdue for maintenance per the PMMP but were unable to be funded.

*** PCI values are based on a visual condition survey performed on February 11, 2015 for the PMMP.

6615

AWP ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2019			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Yes	D	1. Rehabilitate Taxiway H	\$433,875	\$21,694	\$26,515	\$482,083
N/A	E	2. NEPA for 2023 CMA RWY/TWY Project	\$202,500	\$10,125	\$12,375	\$225,000
		Total	\$636,375	\$31,819	\$38,890	\$707,083

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

1. Rehabilitate Taxiway H

Taxiway H is a 50-foot wide asphalt concrete parallel taxiway (Approx. 5,200 feet long). No rehabilitation has been performed since the original construction in 2011. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the pavement exhibited low severity weathering and isolated low severity longitudinal and transverse cracking. This project includes the rehabilitation of Taxiway H, which consists of surface preparation, crack repair, a seal coat (Approx. 46,000 SY), and marking application. Pavement Condition Index (2016): Satisfactory (PCI 70-85); Rehabilitation recommended for 2018 per APMS.

2. NEPA for 2023 CMA RWY/TWY Project

Environmental review level discussed with FAA, EA likely needed for RWY/TWY project. Preliminary studies underway in 2019 will help determine review level.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

1. Design will be completed prior to the upcoming grant cycle. Bids are anticipated to be received by May 2019. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

2. Consultant selection for Project 2 is complete. Contract will be contingent upon approval of scope of work and proposal by FAA. Airport to front the costs and seek reimbursement as a project formulation cost from construction grant.

NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)

1. CatEx approved 11/6/18.

2. N/A

Land Title Status & Date of Exhibit "A" Status

Date

County of Ventura holds title to Land.
Exhibit A, Property Map

Conditionally Approved, June 2011

Open AIP Funded Projects

Expected Close-out Date

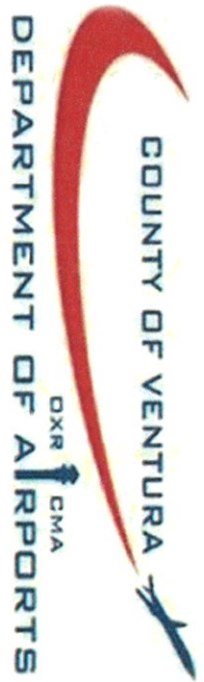
Northeast Hangar Development, Phase 1
3-06-0339-036-2017

May 2020

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

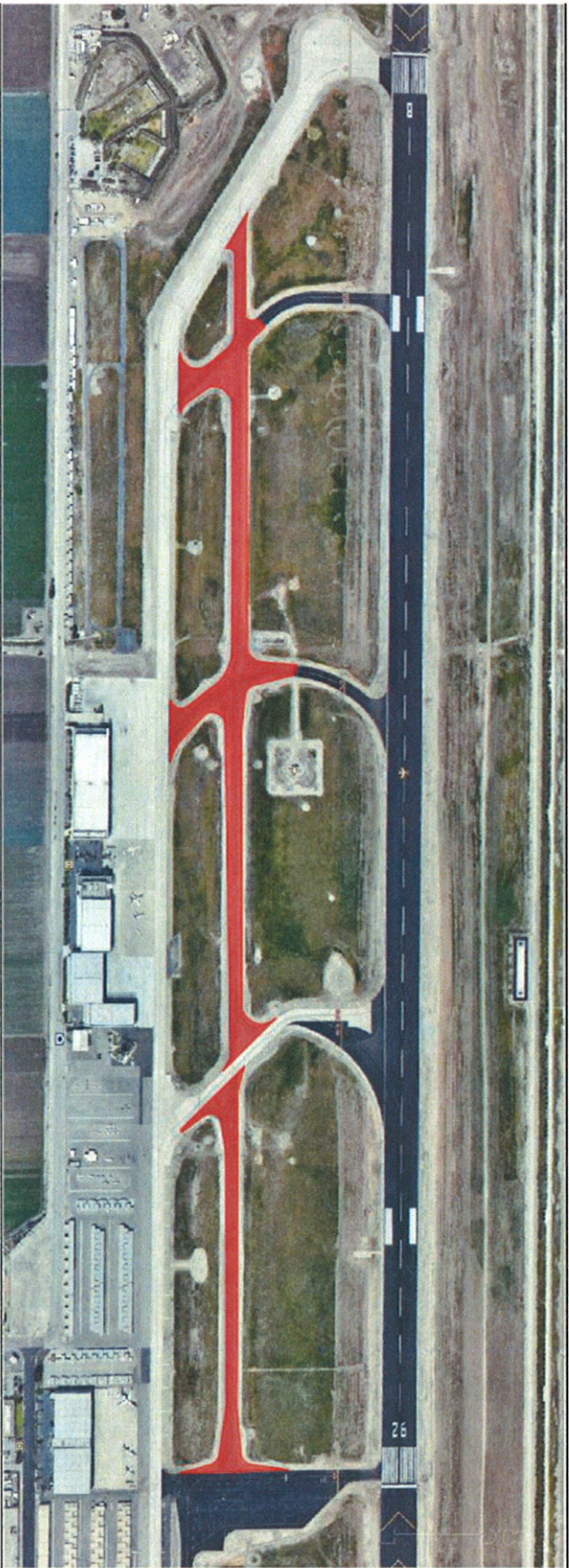
Jorge Rubio, Acting Director of Airports	Erin Powers, Projects Administrator
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature	Contact Phone (Print or Type)
Date	

6616



Federal Fiscal Year 2019

\$707,083



1. Rehabilitate Taxiway H
2. NEPA for 2023 CMA RWY/TWY Project (not shown)

Camarillo Airport

6617

AWP ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2020			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
N/A	N/A	1. No Project: Roll over entitlements	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
1. No Project: Roll over entitlements						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
N/A						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
County of Ventura holds title to Land. Exhibit A, Property Map			Conditionally Approved, June 2011			
Open AIP Funded Projects			Expected Close-out Date			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Jorge Rubio, Acting Director of Airports			Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(805) 388-4205			
Signature			Date		Contact Phone (Print or Type)	

6618

Federal Fiscal Year 2020

\$150,000



1. No Project: Roll Over Entitlements

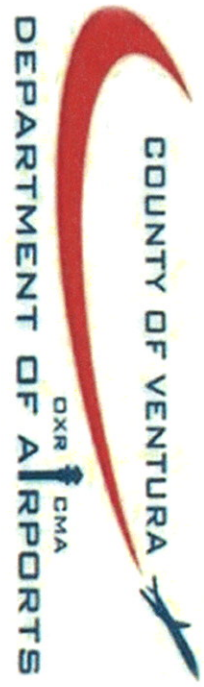
Camarillo Airport

6619

AWP ACIP DATA SHEET

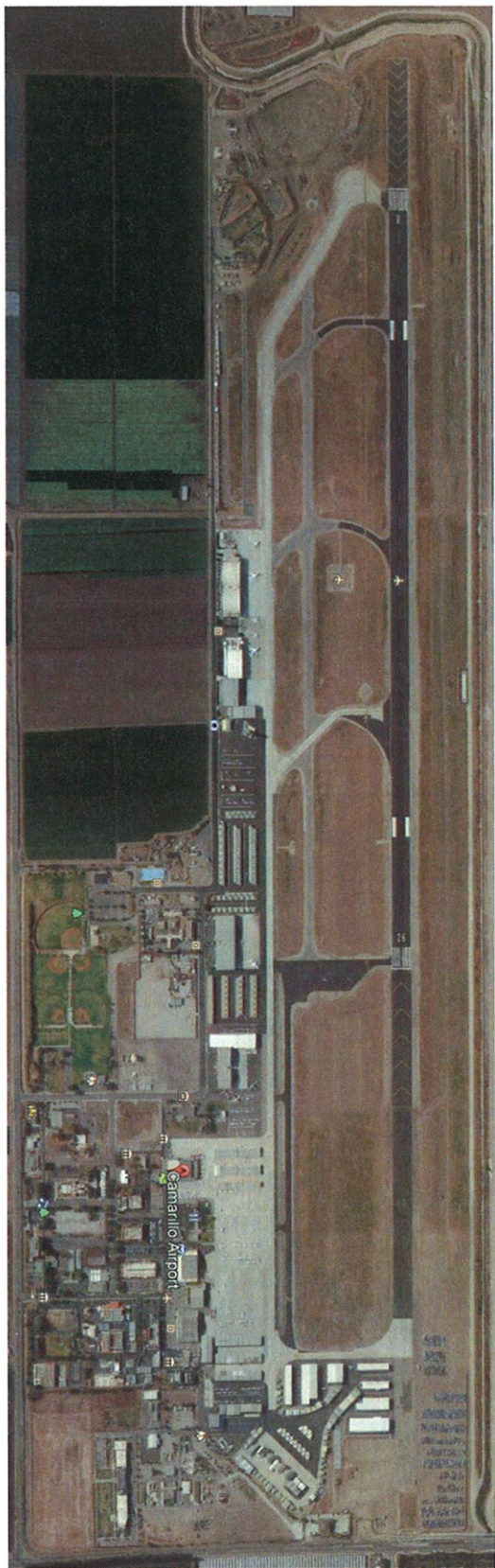
Airport Name		CAMARILLO AIRPORT	Fiscal Year 2021			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
N/A	N/A	1. No Project: Roll over entitlements	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Square/Lineal Footage or Length/Width)						
1. No Project: Roll over entitlements						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
N/A						
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)						
N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
County of Ventura holds title to Land. Exhibit A, Property Map			Conditionally Approved, June 2011			
Open AIP Funded Projects			Expected Close-out Date			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.						
Jorge Rubio, Acting Director of Airports			Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(805) 388-4205			
Signature			Date		Contact Phone (Print or Type)	

6620



Federal Fiscal Year 2021

\$150,000



1. No Project: Roll Over Entitlements

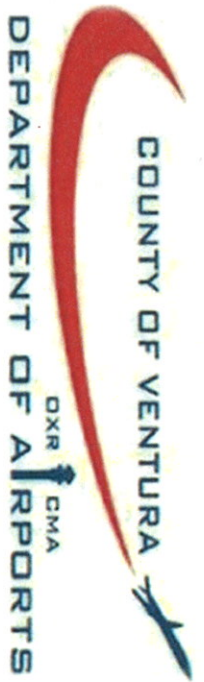
Camarillo Airport

6621

AWP ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT		Fiscal Year 2022			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total	
N/A	N/A	1. No Project: Roll over entitlements	\$0	\$0	\$0	\$0	
		Total	\$0	\$0	\$0	\$0	
* D - Development; P - Planning; E - Environmental							
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS							
Detail Project Description (Square/Lineal Footage or Length/Width)							
1. No Project: Roll over entitlements							
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)							
N/A							
NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)							
N/A							
Land Title Status & Date of Exhibit "A" Status				Date			
County of Ventura holds title to Land. Exhibit A, Property Map				Conditionally Approved, June 2011			
Open AIP Funded Projects				Expected Close-out Date			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.							
Jorge Rubio, Acting Director of Airports				Erin Powers, Projects Administrator			
Name and Title of Authorized Representative (Print or Type)				Contact Name and Title (Print or Type)			
				(805) 388-4205			
Signature				Date			
				Contact Phone (Print or Type)			

6622



Federal Fiscal Year 2022

\$150,000



1. No Project: Roll Over Entitlements

Camarillo Airport

6623

AWP ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2023			
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
No	D	1. Runway 8-26 Reconstruction	\$28,743,300	\$1,437,165	\$1,756,535	\$31,937,000
No	D	2. Taxiway Connector Reconstruction	\$2,700,000	\$135,000	\$165,000	\$3,000,000
		Total	\$31,443,300	\$1,572,165	\$1,921,535	\$34,937,000

* D - Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

1. Runway 8-26 Reconstruction

Runway 8-26 was constructed in several sections, dating back to 1942. Other than seal coats, no rehabilitation has been performed since the runway was overlaid in 1998. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the runway was found to be in Satisfactory condition (PCI of 70-85). However, this was shortly after a slurry seal had been applied in 2014. Based on a geotechnical analysis, non-destructive testing, and PCN evaluation performed in 2017, it was determined the runway is structurally insufficient, and a reconstruction is recommended. The reconstruction consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, runway grooving, pavement marking, drainage improvements for MS4 compliance, and electrical improvements.

2. Taxiway Connector Reconstruction

The taxiway connectors were constructed in various phases, dating back to 1951. Other than seal coats and isolated repairs, no rehabilitation has been performed on the taxiways since the 1990s. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the taxiways were found to be in Satisfactory condition (PCI of 70-85). Like the runway, this was shortly after a slurry seal had been applied in 2014. The PCN evaluation performed in 2017 has indicated that a majority of the taxiways are structurally insufficient, and a reconstruction is recommended. The reconstruction consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, pavement marking, drainage improvements for MS4 compliance, and electrical improvements.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

1 & 2. Design will be completed prior to the upcoming grant cycle. Bids are anticipated to be received by May 2023. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

NEPA Environmental Status (Date of FONSI or submit CATEX Form for Approval)

1 & 2. Anticipate an EA

Land Title Status & Date of Exhibit "A" Status

Date

County of Ventura holds title to Land.
Exhibit A, Property Map

Conditionally Approved, June 2011

Open AIP Funded Projects

Expected Close-out Date

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Jorge Rubio, Acting Director of Airports

Erin Powers, Projects Administrator

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)

(805) 388-4205

Signature

Date

Contact Phone (Print or Type)

6624

Federal Fiscal Year 2023

\$34,937,000



1. Runway 8-26 Reconstruction
2. Taxiway Connector Reconstruction

Camarillo Airport

6625

MONTHLY ACTIVITY REPORT

Month ending December 31, 2018

Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	122	3	69	65	4
Total	295	292	3	124	120	4
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	
Total	198	N/A		39	N/A	

Other:

	CAMARILLO	OXNARD
Citations Issued	0	3
Current year number of aircraft operations – for month	12,529	5,798
Last year number of aircraft operations – for month	10,120	4,609
Cards issued to transient overnight aircraft	29	3
Noise/nuisance complaints	1	1
Other aircraft ** (est.)	120	15
Hangar waiting list	149	18

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

Ja

**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
12/2 12:00pm Clear, Calm	Low Flying	T	Multiple	2100 Block Almanor Street, 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 contacted if able

**** 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

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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
12/12 1:00pm Clear, Calm	Noise	O	Bell	800 Block Trinidad 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 contacted if able

**** 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

862

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

January 2019

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claims	Design Engr. Contractor	Scheduled or Actual Dates			% Compl Design / Const.	Remarks
					Bid Date	Contract Award	Const Start		
5	CMA Storage Yard Improvements	\$210,000 \$140,393		DOA Various	Various	Various	1/13/17	3/30/19	Landscaping work scheduled to begin 1/29/19.
5	CMA West Area Hangar Improvements	175,001 198,861		Lucci & Assoc. Oilfield Electric	5/8/18	6/19/18	9/25/18	1/31/19	Work nearly complete. Minor work remains in one final hangar. Estimate completion end of January 2019.
3	OXR Fence Stabilization	100,000		County PWA	TBD	TBD	TBD	TBD	Alternatives study initiated.

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

January 2019

Page 1 of 1

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claims	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 Enterprises	8/15/17	10/17/17	TBD	TBD	100%	Project plan check comments received from County Building and Safety 11/27/18. Resubmission of plans expected week of 1/28/19. Construction start dependent upon building permit issuance.
3	OXR Airport Layout Plan Update	\$246,176		Coffman Assoc.	N/A	10/17/17	N/A	6/30/19	100% 65%	Work underway. Estimated to be about a 15-18 month process.

Note: Shaded boxes indicate changes from previous month
CMA - Camarillo Airport
OXR - Oxnard Airport
TBD - To be determined
CCO - Contract Change Orders

802

**AIRPORT TENANT
PROJECT STATUS
January 23, 2019**

CAMARILLO

- Airport Properties Limited (APL) Hangar Development. Hangar Row H building permit issued, construction underway. Completion expected mid-2019. Plans submitted to Building and Safety for Row I.

OXNARD

- Goldenwest landside parking lot and airside ramp seal project due to begin shortly (pending weather).

OTHER

- None

8d

AVIATION ADVISORY COMMISSION

2019

ROTATION LIST

MEETING	MEMBER
JANUARY	STEVE WEISS
FEBRUARY	JAMES FLICKINGER
MARCH	HARVEY PASKOWITZ
APRIL	GARY JACOBS
MAY	ADRIANA VAN DER GRAAF
JUNE	BOBBY WILLIAMS
JULY	MAGGIE BIRD
AUGUST	BRUCE HAMOUS
SEPTEMBER	NANETTE METZ
OCTOBER	ROBERT TRIMBORN
NOVEMBER	STEVE WEISS
DECEMBER	JAMES FLICKINGER

IF YOU CANNOT ATTEND ON YOUR APPOINTED MEETING DATE, PLEASE ARRANGE WITH ANOTHER MEMBER TO SUBSTITUTE FOR YOU.

THANK YOU!

je

**DEPARTMENT OF AIRPORTS
2019 MEETING SCHEDULES**

AAC/CAA/OAA

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

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.

8f



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

January 8, 2019

Mr. Gerald Alves
APL
PO Box 239
Alamo, CA 94507

RE: Row "H" hangar project – Surety Bond

Dear Mr. Alves:

Thank you for meeting with us Monday morning. As part of our discussion, I noted that the surety bond for the Hangar Row "H" construction was still required. You had previously asked whether a security deposit could substitute but after review of what would be required to fulfill that you elected to obtain the bond instead.

Thank you for your cooperation and please let me know if I misinterpreted your comments regarding the bond.

Sincerely,


Madeline Herrle, CSM, RPA®
Lease Manager
Madeline.Herrle@Ventura.org
805.388.4243

9a

January 24, 2019

Mr. Bill Burr
Burr Family Trust
2400 Eastman Avenue
Oxnard, CA 93030

RE: 65 Durley Ave, Camarillo, California – Camarillo Airport, Proposed Sale and Lease Assignment(s)

Dear Bill:

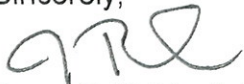
We received from your attorney for review the proposed Purchase Agreements with Studio Wings and Brett Lee, which also contain reference to the assignment of your existing lease agreement with the County of Ventura Department of Airports.

You may recall we had previously discussed the problems related to further carving up the leasehold (see attached letter from Don Occhiline to you from January 18, 2013), however the County would still consider the continuation of a master leasehold. We assume that is defacto what has gone on for some time as you refer to existing subleases with Brett Lee and Studio Wings, neither of which we have copies of or have approved (although we have made request for them) which is required under Section 28 of your lease.

So while we have no objection to the sale transaction, the leasehold cannot be pledged or "encumbered" nor assigned, unless assigned in whole with one master tenant for those facilities. Otherwise the lease extension options and management of the shared ramp area (this transaction would leave 65C with no ramp at all) could not be exercised by a single entity. Additionally, as we have indicated earlier, the use by Brett Lee of a hangar area smaller than 5,000 SF for the purposes of mechanic repair is not allowed per the Airport Minimum Standards, and although your attorney makes reference to a side agreement between Studio Wings and Brett Lee to provide a nonexclusive lease area to help Mr. Lee achieve the 5,000 SF required, there was no agreement included in the documents we received, nor would a "nonexclusive lease" satisfy the conditions of the requirement.

If you proceed with subleases, please provide County Airports with a copy for our review and approval. Each sublease should clearly address the shared ramp and access issue to avoid any future confusion by any successors. Thank you.

Sincerely,



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

C: Curt Uritz, Uritz Law Office, APC
Tom Temple, County of Ventura County Counsel

961



January 18, 2013

Kim & Bill Burr Family Trust
DBA: Flying Under the Sun
2400 Eastman Avenue
Oxnard, CA 93030

Dear Bill,

On Tuesday, January 15, 2013, the Airports met with Cornerstone Architects, the company that is designing your new hangars. We have no problem with your project, but we did discuss some constructability issues that Cornerstone said they would address.

During the meeting we were given a drawing that depicted the proposed division of the leasehold which showed four (4) separate leaseholds. The Airports is not supportive of this plan, we would prefer one lease for the whole property. Four separate leaseholds would make it difficult to manage if you should ever decide to assign these properties to other entities.

There is only one entry gate from the airfield that would support all four hangars, so a master tenant with subleases would be more desirable and would lend itself to a better cohabitation of multiple tenants within the leasehold. Because you already have two leases we would consider modifying one of the leases to include the additional property, keeping it closer to your present arrangement if this is more preferable to you, or consolidating everything into one lease.

Given the above information, it is important that you proceed with the legal descriptions of the one or two leaseholds so that we can get a lease in place that includes the additional property. You must have a lease in place before you will be able to break ground on your project.

Should you have any questions regarding these matters, I can be reached at 805-388-4201.

Sincerely,

Donald L. Occhiline
Deputy Director of Airports

cc: Todd McNamee, Director of Airports
Erin Powers, Projects Manager
Jorge Rubio, Airports Manager
Lease file

962



January 8, 2019

The Honorable Donald Trump
President
The White House
Washington, DC 20500

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, DC 20515

The Honorable Mitch McConnell
Majority Leader
U.S. Senate
Washington, DC 20510

Dear President Trump, Speaker Pelosi, and Leader McConnell:

On behalf of Airports Council International—North America (ACI-NA) – the trade association representing local, regional, and state governing bodies that own and operate commercial airports throughout the United States – I am writing to implore you to resolve the current federal government shutdown as quickly as possible due to the negative impacts the impasse is having on critical safety and security programs and airport operations. Federal staffing and other resource shortfalls brought on by this shutdown threaten existing and new air service to communities across the country, harming air travelers, businesses, and regional economies all over America. A true national crisis would develop if we cripple the U.S. aviation system in this manner.

Due to the shutdown, the programs, protocols, and personnel at the federal agencies directly responsible for supporting the U.S. aviation industry – namely the Transportation Security Administration (TSA), Customs and Border Protection (CBP), and the Federal Aviation Administration (FAA) – are all limited to essential operations. As this shutdown drags on, ACI-NA and our members are increasingly concerned about the ability of these key federal agencies to continue providing the safety and security services that are so critical at U.S. airports, as well as at international airports with CBP preclearance facilities. The significant reduction in federal operations under the shutdown is already causing numerous problems at our nation's airports, such as longer wait times at TSA checkpoints and CBP air ports-of-entry, suspended reviews of airport infrastructure improvement projects that could delay them beyond the spring/summer construction season, and canceled Global Entry interviews for hundreds of prospective enrollees. This list of impacts will only grow longer as the shutdown continues.

The shutdown has worsened the existing challenges at some airports with lengthy TSA checkpoint wait times due to the combined effects of insufficient TSA staffing, growing passenger traffic, and increased scrutiny of passengers and their carry-on baggage. TSA staffing shortages brought on by this shutdown are likely to further increase checkpoint wait times and may even lead to the complete closure of some checkpoints. In addition to staffing-related issues, airports are extremely concerned about the security vulnerability associated with large groups of passengers waiting in public areas at TSA passenger screening checkpoints, as well as a significant increase in the number of passengers and bags missing their intended flights. In the long-term, the TSA will

suffer as a result of the inability to recruit and retain employees, further exacerbating the agency's existing staffing challenges.

CBP faces similar staffing challenges, as both passengers and cargo are likely to face increased processing times during the shutdown due to staffing shortages at air ports-of-entry. Current insufficient CBP staffing of 3,600 officers system-wide results in long passenger wait times and missed flight connections, thereby discouraging international travelers, who spend an average of \$4,000 per visit, from traveling to the United States. A prolonged federal shutdown will only worsen these staffing challenges and further suppress travel demand to the United States, inflicting additional harm on the national economy. Due to the shutdown, CBP has now suspended enrollment interviews for its Global Entry program – a key trusted traveler program that enhances aviation security – and delayed the issuance of customs seals to airport and airline employees needing to work in CBP-controlled areas of airports. As the shutdown drags on, CBP, like TSA, faces the prospect of being an unattractive place to work.

The effects of the shutdown at the FAA are also concerning. FAA's non-exempt employees involved with regulatory compliance, licensing, and certification; research and development; preventive maintenance; new system/capability deployment; and safety oversight are no longer on the job, and their mission-critical work is expected to be interrupted for the duration of the shutdown. As a result, no one will be there to develop and approve enhanced flight procedures, install and maintain navigational aids and air traffic control support systems, coordinate the review of applications for new or expanded airport facilities, or hire and train new air traffic controllers. Furthermore, FAA's exempt employees must focus on day-to-day operations, eliminating their ability to participate in important activities like coordinating with airport staff on upcoming construction projects or supporting community outreach. All of this will result in unnecessary cost increases and delays in completing critical airport-improvement projects nationwide. Airport-infrastructure needs – which ACI-NA estimates to total more than \$20 billion per year – are already underfunded due to stagnant federal investment in the Airport Improvement Program and a Passenger Facility Charge user fee that has not been increased in nearly 20 years.

Finally, as has been noted by both the National Air Traffic Controllers Association and the Professional Aviation Safety Specialists, the shutdown exacerbates already dire staffing issues within the air traffic control workforce. A protracted shutdown creates perverse incentives for highly trained air traffic controllers to retire and deters new controllers from entering the workforce. These developments have the potential to cause long-lasting damage to the U.S. economy.

As this shutdown drags on into its third week, ACI-NA strongly urges you to fully reopen the federal government, and we stand ready to work with you to restore the U.S. aviation system to its full operating capacity so it can effectively meet our country's growing passenger and cargo needs.

Sincerely,



Kevin M. Burke
President and CEO
Airports Council International—North America