

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.

7. DIRECTOR'S REPORT

8. REPORTS

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

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

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

10. MISCELLANEOUS HANDOUTS – None

11. INFORMATION

Miscellaneous articles of interest

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

13. ADJOURNMENT

The next regular Commission meeting will be on Monday, February 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

October 1, 2018

1. CALL TO ORDER and PLEDGE OF ALLEGIANCE

Chair, Maggie Bird, called the meeting to order at 7:00 p.m. and requested that Adriana Van der Graaf lead the pledge of allegiance.

2. ROLL CALL

PRESENT

Maggie Bird
Harvey Paskowitz
Adriana Van der Graaf
Bobby Williams
Jerry Miller
Bruce Hamous
James Flickinger
Nanette Metz

ABSENT

Gary Jacobs (A)
Steve Weiss (E)

Excused (E)
Late (L)

AIRPORT STAFF

Jorge Rubio
Jamal Ghazaleh
Madeline Herrle
Nicholas Martino
John Feldhans
Ana Castro

3. APPROVAL OF MINUTES – August 6, 2018

Adriana Van der Graaf moved to approve the August minutes and Bruce Hamous seconded the motion. Maggie Bird and Nanette Metz abstained. All others voted in favor and the motion passed unanimously.

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.

None.

5. **UNFINISHED BUSINESS**

None.

6. **NEW BUSINESS**

- A. **Subject: Approval of, and Authorization for the Director of Airports or his Designee to Execute the Option Agreement for Real Estate Lease, for approximately 15,500 SF at the Camarillo Airport Business Park with Silverstrand Grid, LLC**

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 the Option Agreement for Real Estate Lease (Attachment) with Silverstrand Grid, LLC, for a potential battery storage facility on 15,500 SF of land within the Camarillo Airport Business Park.

Lease Manager Madeline Herrle provided staff's report on this item and responded to general questions from the Commission.

Adriana Van der Graaf moved to approve staff's recommendation and Bruce Hamous seconded the motion. All others voted in favor and the motion passed unanimously.

7. **DIRECTOR'S REPORT**

Deputy Director Jorge Rubio shared that the lease agreement with RKR Incorporated which the Commission heard at their August meeting went before the Board of Supervisors on September 25, 2018 and was approved.

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Mr. Rubio provided an update on the Camarillo Air Show which took place on August 18-19, 2018. He stated that the attendance numbers for the new Saturday event are still being looked at however the event was enjoyable.

Mr. Rubio also provided an update on the hangar leases. The Department of Airports will be meeting with VCHOTA in the near future and this item will then move through the public process.

8. REPORTS

Monthly Activity Report – July, August 2018
Monthly Noise Complaints – July, August 2018
Airport Tenant Project Status – September 2018
Project Status – September 2018
Financial Statements Period Ended – June 30, 2018
Financial Statements First, Second, Third & Fourth Quarter – FY 2017/2018
Rotation Schedule
Meeting Calendar

Reports were received and filed.

9. CORRESPONDENCE

Letter dated August 14, 2018 from Erin Powers to Jeff Leonard, Mead and Hunt, Inc. re: Notice to Proceed, AEA No. 18-13, Professional Services Contract for Oxnard and Camarillo Airports Disadvantaged Business Enterprise (DBE) Program Development

Letter dated August 14, 2018 from Erin Powers to Jeff Leonard, Mead and Hunt, Inc. re: Notice to Proceed, AEA No. 19-03, Professional Services Contract for Oxnard and Camarillo Airports

Letter dated August 15, 2018 from Erin Powers to Steve Downs, Michael Baker International re: Notice to Proceed, AEA No. 19-01, Professional Services Contract for Oxnard and Camarillo Airports

Notice dated August 24, 2018 from Camarillo Airport Operations Supervisor to Camarillo County Hangar Tenants re: Electrical Upgrade Project Hangars C-183 to C-232

Notice dated September 20, 2018 from Oxnard Airport Operations Supervisor to Oxnard Airport Tenants re: Runway and Taxiway Closure October 28 through November 2

Correspondence was received and filed.

10. MISCELLANEOUS HANDOUTS

None.

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11. INFORMATION

Miscellaneous articles of interest.

Information was received and filed.

12. COMMISSION COMMENTS

Commissioner Jerry Miller inquired as to whether the Department of Airports is still interested in pursuing commercial air service. Deputy Director Jorge Rubio responded in the affirmative.

Commissioner Adriana Van der Graaf commented that she is looking forward to future development at Oxnard Airport.

13. ADJOURNMENT

Jerry Miller moved to adjourn the meeting and Harvey Paskowitz seconded the motion. All others voted in favor and the motion passed unanimously

There being no further business, the October 1, 2018 meeting of the Aviation Advisory Commission was adjourned at 7:22 p.m.

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

January 7, 2019

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

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

Recommendation:

Nominate and select the 2019 Chairman and Vice-Chairman.

Discussion:

Article 6 of the Commission bylaws states in part, "the Commission shall select from its membership a chairman and a vice-chairman. Each shall serve for one calendar year beginning on the first meeting in January."

It is recommended that your Commission take action at this meeting to select those officers who will oversee and direct Commission functions during the year 2019.

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



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

January 7, 2019

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

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

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Fiscal/Mandates Impact:

Mandatory: *No*

Source of funding: *SBA 2012 TC Assets, LLC*

Funding match required: *None*

Impact on other departments: *None – No impact on General Fund*

Summary of Revenues and Costs

	<u>FY 2018-19</u>	<u>FY 2019-20</u>
Revenue:	\$ 15,000*	\$ 0
Costs:		
Direct	<u>0</u>	<u>0</u>
Total Costs	<u>\$ 0</u>	<u>\$ 0</u>
Net Costs – Airport Enterprise Fund	<u>\$ (15,000)</u>	<u>\$ (0)</u>

**Note: Estimated 2018-19 revenue reflects advance rent for consideration for option term.*

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Discussion:

SBA 2012 TC Assets, LLC (Tenant) has leased the wood tower/beacon structure and conditioned equipment room at the Oxnard airport since January 2001 for installation of cellular antennae, with present subtenants Sprint and AT & T. The final option period of the initial lease with the County of Ventura Department of Airports is due to expire on December 31, 2020.

A five-year term lease amendment has been negotiated with SBA 2012 TC Assets, LLC, which also provides for three options periods to extend the lease, of five years each. If tenant exercises all its options under the lease amendment, the overall extension term is twenty years.

The proposed lease amendment provides for more than a 100% increase in the current lease rental amount, and will increase by 20% at the commencement of each option term. The obligation of tenant to maintain the beacon shall continue as provided in the initial lease. The proposed amendment also provides additional advance rental of \$15,000 to be paid upon lease execution in consideration of the additional term.

The proposed lease amendment terms are summarized below.

SBA 2012 TC Assets, LLC Lease Amendment Agreement:

Premises: A tower structure with airport beacon, together with an approximate 200 square foot conditioned equipment room, located upon approximately 1562 square feet of land at the southeast corner of the Oxnard Airport property where it intersects W. Fifth Street, Oxnard, California.

Term: Five (5) years, commencing January 1, 2021 and ending December 31, 2024.

Extension: Three optional five-year lease extensions, at a fixed rent increase of 20%.

Rent: \$3,000.00 monthly, plus additional rent of \$15,000 to be paid upon execution of the lease renewal agreement.

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



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

Prepared by: Joanne Beaulieu
After recording return to: Rita Drinkwater
SBA Network Services, LLC
8051 Congress Avenue
Boca Raton, FL 33487-1307
Ph: 1-800-487-7483 ext. 7872

Parcel ID: 183010052

AMENDMENT TO LEASE AND USE AGREEMENT

THIS AMENDMENT TO LEASE AND USE AGREEMENT ("Amendment") is executed this _____ day of _____, 2019, by and between **COUNTY OF VENTURA, CALIFORNIA**, having an address at 555 Airport Way Suite B, Camarillo, California 93010-8529 ("Lessor") and **SBA 2012 TC ASSETS, LLC, a Delaware limited liability company**, having a principal office located at 8051 Congress Avenue, Boca Raton, Florida 33487-1307 ("Lessee").

WHEREAS, Lessor and Nextel of California, Inc., a Delaware corporation, d/b/a Nextel Communications, entered into that certain Lease and Use Agreement, dated October 10, 2000, as evidenced by that certain Memorandum of Lease Agreement, recorded August 23, 2001, as Document No. 2001-0166999-00, and ultimately assigned to Lessee f/k/a TowerCo Assets LLC, a Delaware limited liability company, successor by merger to Tower Entity 7 LLC, a Delaware limited liability company, pursuant to that certain Assignment and Assumption of Ground Lease, recorded February 18, 2009, as Document No. 20090218-00021184-0, both recordings of the County Clerk and Recorder of Ventura County, California, as amended and assigned from time to time (collectively, "Agreement") for Lessee's use of a portion of the real property ("Premises") located at 2889 W. 5th Street, Oxnard, CA 93030 ("Land"), being more particularly described in the attached **Exhibit "A"**; and

WHEREAS, Lessor and Lessee desire and intend to amend and supplement the Agreement as provided herein.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of

which is hereby acknowledged, the parties hereto covenant, agree and bind themselves to the following modifications to the Agreement:

1. **Section 2. TERM**, of the Agreement is hereby amended to add the following:

In addition to the Renewal Terms as referenced in the Agreement, the Agreement is hereby amended to include four (4) additional successive terms of five (5) years (each an "Additional Renewal Term"). The Agreement shall be deemed automatically extended for each Additional Renewal Term unless Lessee notifies Lessor of its intention not to renew the Agreement at least thirty (30) days prior to the commencement of the first and each succeeding Additional Renewal Term. The first Additional Renewal Term shall commence on January 1, 2021 ("Additional Renewal Term Commencement Date"), upon the expiration of the Renewal Term expiring on December 31, 2020.

2. **Section 7. RENT**, of the Agreement is hereby amended to add the following:

On the Additional Renewal Term Commencement Date, the Rent shall be increased to the amount of Three Thousand and No/100 Dollars (\$3,000.00), per month. Commencing on January 1, 2026 and each fifth (5th) anniversary of such date thereafter, the Rent shall increase by twenty percent (20%). All escalations currently provided in the Agreement arising prior to the Additional Renewal Term Commencement Date shall be unaffected by this section.

3. **Section 28. ASSIGNMENT AND SUBLETTING**, of the Agreement is hereby deleted in its entirety and replaced as follows:

Lessee may not assign, or otherwise transfer all or any part of its interest in this Agreement or in the Premises without the prior written consent of Lessor; provided, however, that Lessee may assign its interest to its parent company, any subsidiary or affiliate of it or its parent company or to any successor-in-interest or entity acquiring fifty-one percent (51%) or more of its stock or assets, subject to any financing entity's interest, if any. Notwithstanding the foregoing, Lessee may sublet all or a portion of the Premises to one or more entities for communications uses, only.

4. **Section 48. NOTICES AND PAYMENTS**, of the Agreement is hereby amended as follows:

If to Lessee:

SBA 2012 TC Assets, LLC
Attn: Site Administration
8051 Congress Avenue
Boca Raton, FL 33487-1307
Re: CA45569-A/Oxnard Airport

5. Upon full execution of this Amendment, Lessee shall pay to the Lessor a one-time additional rent payment of Fifteen Thousand and No/100 Dollars (\$15,000.00).

6. Capitalized terms not defined in this Amendment will have the meaning ascribed to such terms in the Agreement.
7. This Amendment will be governed by and construed and enforced in accordance with the laws of the state in which the Land is located without regard to principles of conflicts of law.
8. Except as specifically set forth in this Amendment, the Agreement is otherwise unmodified and remains in full force and effect and is hereby ratified and reaffirmed. In the event of any inconsistencies between the Agreement and this Amendment, the terms of this Amendment shall take precedence.
9. Lessor acknowledges that the attached Exhibit "A" may be preliminary or incomplete and, accordingly, the parties may replace and substitute such Exhibit with an accurate survey and legal descriptions of the Premises and easements and re-record this Amendment upon mutual agreement of said changes. Following such re-recording, the descriptions of the Premises and easements described therein shall serve as the descriptions for same for all purposes under the Amendment.
10. Lessor represents and warrants to Lessee that the Lessor is the sole owner in fee simple title to the Premises and easements and the Lessor's interest under the Agreement and that consent or approval of no other person except Lessor and the County Board of Supervisors is necessary to enter into this Amendment.
11. This Amendment may be executed in one or more counterparts, and by the different parties hereto in separate counterparts, each of which when executed shall be deemed to be an original but all of which taken together shall constitute one and the same Amendment.
12. Lessee shall have the right to record this Amendment.

[The remainder of this page is intentionally left blank. Signatures to follow.]

IN WITNESS WHEREOF, the parties have executed this Amendment as of the day and year first above written.

WITNESSES:

LESSOR:

COUNTY OF VENTURA, CALIFORNIA,

Print Name: _____

By: _____

Print Name: _____

Print Name: _____

Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____

On the ____ day of _____, 2019, before me, _____, a Notary Public, personally appeared _____, as _____ of County of Ventura, California, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(NOTARY SEAL)

Notary Public

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WITNESSES:

Print Name: _____

Print Name: _____

LESSEE:

**SBA 2012 TC ASSETS, LLC, a Delaware
limited liability company**

By: _____
Alyssa Houlihan
Vice President - Site Leasing

**STATE OF FLORIDA
COUNTY OF PALM BEACH**

The foregoing instrument was acknowledged before me on the _____ day of _____, 2019, by Alyssa Houlihan, Vice President - Site Leasing of SBA 2012 TC Assets, LLC, a Delaware limited liability company, on behalf of the company and who is personally known to me.

Notary Public

Print Name: _____

My Commission Expires: _____

(NOTARY SEAL)

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EXHIBIT "A"

Legal description to be incorporated upon receipt of final survey.

SITUATED IN THE COUNTY OF VENTURA, IN THE STATE OF CALIFORNIA:

LOT 109, OF THE PATTERSON RANCH, in the City of Oxnard, County of Ventura, State of California, as per Map recorded in Book 8, Page 1 of Maps, in the Office of the County Recorder of Said County.

EXCEPT the Northerly 300 feet thereof.

ALSO EXCEPT that portion thereof lying within Patterson Road, 40 feet wide, and Fifth Street, 40 feet wide, as described in the deed to the County of Ventura, recorded I Book 139, page 169 of Deeds.

ALSO EXCEPT all pipe, tile, conduits and drains, laid, installed or placed in, through or across said land or any portion thereof.

ALSO EXCEPT an undivided one-half interest in and to any and all oils, gas and minerals in, on and under said land, as reserved by Emil Stoll, et ux., recorded in Book 957, page 238, Official Records.

ALSO EXCEPT all oil and minerals reserved in deed recorded December 18, 1978 which states excepting and reserving unto the grantor herein the remaining one-half interest in all oil and minerals lying below a depth of 500 feet from the surface of said land without the right to enter upon the surface thereof.

And otherwise known as the Oxnard Airport, W. Fifth Street, Oxnard, CA

MONTHLY ACTIVITY REPORT

Month ending September 30, 2018

Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	125	0	69	69	0
Total	295	295	0	124	124	0
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	6
Current year number of aircraft operations – for month	12,279	4,707
Last year number of aircraft operations – for month	14,065	6,600
Cards issued to transient overnight aircraft	37	4
Noise/nuisance complaints	0	5
Other aircraft ** (est.)	120	15
Hangar waiting list	144	33

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

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MONTHLY ACTIVITY REPORT

Month ending October 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	125	0	69	69	0
Total	295	295	0	124	124	0
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	1
Current year number of aircraft operations – for month	10,966	6,678
Last year number of aircraft operations – for month	13,732	5,990
Cards issued to transient overnight aircraft	18	0
Noise/nuisance complaints	0	3
Other aircraft ** (est.)	120	15
Hangar waiting list	144	33

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

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MONTHLY ACTIVITY REPORT

Month ending November 30, 2018

Hangars and Tie-downs:

	CAMARILLO			OXNARD		
	Inventory	Occupied	Available	Inventory	Occupied	Available
Private Hangars	170	170	0	55	55	0
County Hangars	125	125	0	69	69	0
Total	295	295	0	124	124	0
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	0
Current year number of aircraft operations – for month	10,200	4,937
Last year number of aircraft operations – for month	13,667	6,252
Cards issued to transient overnight aircraft	2	0
Noise/nuisance complaints	3	0
Other aircraft ** (est.)	120	15
Hangar waiting list	144	33

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

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**MONTHLY NOISE COMPLAINT SUMMARY
CAMARILLO AIRPORT**

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

* Unable to identify aircraft

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

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

**** Complaint not related to noise

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

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

**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
9/8 11:01am Foggy	Low Flying	O	Cessna	2600 Block Lions Gate Drive, Oxnard, CA	1	1	**	N/R
9/17 12:09pm Clear	Noise	T&G	Cessna	1000 Block Emerald Isle Way, Oxnard, CA	1	1	***	N/R
9/19 2:20pm Clear	Noise	T&G	UKN	Seabreeze Way, Oxnard, CA	1	1	***	N/R
9/19 4:30pm Clear	Noise	T&G	Piper & Mooney	5500 Block West 5 th Street, Oxnard, CA	2	1	***	N/R
9/19 5:00pm Clear	Noise	T&G	Piper & Mooney	5500 Block West 5 th Street, Oxnard, CA	2	1	***	N/R

* Unable to identify aircraft

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

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

**** Complaint not related to noise

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

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

**MONTHLY NOISE COMPLAINT SUMMARY
CAMARILLO AIRPORT**

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

* Unable to identify aircraft

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

*** A normal approach or pattern was observed by Operations and/or ATC approved – Pilot 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

**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
10/5 12:30pm Clear	Noise	T&G	UKN	900 Block Mandalay Beach Road, Oxnard, CA	1	1	***	N/R
10/8 1:30pm Cloudy	Noise	T&G	Dolphin	100 Block H Street, Oxnard, CA	1	1	***	N/R
10/26 2:30pm Clear	Noise	T&G	Cessna	5500 Block West 5 th 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 not contacted

**** Complaint not related to noise

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

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**MONTHLY NOISE COMPLAINT SUMMARY
CAMARILLO AIRPORT**

Date/Time & weather of complaint(s)	Type of complaint	Mode of flight	Type of aircraft	Location of complaint	Number of calls regarding this aircraft (this month)	Number of calls from this person (this month)	Pilot contacted	Complainant contacted
11/21 12:20pm Clear	Low Flying	O	UNK	400 Block Houston Drive, Thousand Oaks, CA	1	2	*	N/R
11/22 8:39am Clear	Noise	O	UNK	2100 Block Almanor Street, Oxnard, CA	1	1	*	N/R
11/23 12:00pm	Noise	O	Cessna	400 Block Houston Drive, Thousand Oaks, CA	1	2	****	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

**MONTHLY NOISE COMPLAINT SUMMARY
OXNARD AIRPORT**

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

* Unable to identify aircraft

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

*** A normal approach or pattern was observed by Operations and/or ATC approved – Pilot 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

866

**AIRPORT TENANT
PROJECT STATUS
December 21, 2018**

CAMARILLO

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

OXNARD

- Goldenwest landside parking lot and airside ramp seal project due to begin shortly.

OTHER

- None

80

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

December 2018

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	CMA Storage Yard Improvements	\$210,000 \$121,485.61		DOA Various	Various	Various	1/13/17	2/1/19	100 95	Landscaping plan – received final approval and permit. Proposal accepted and work to be scheduled once contract in place.
5	CMA Viewport Entrance Improvements	\$20,000 \$20,000		Various Various	N/A	N/A	12/1/17	6/30/18	100 99	Work in collaboration with the Airport, the 99's & the Waypoint Café. Nearly complete; only entrance sign installation remains.
5	CUE South Houck St. Slurry Seal & DOA Parking Slurry	15,000 11,115		DOA Pavement Coatings, Inc.	6/20/18	6/22/18	8/4/18	8/5/18	100 100	Project complete; final payment made.
5	CMA West Area Hangar Improvements	175,001 198,861		Lucci & Assoc. Oilfield Electric	5/8/18	6/19/18	9/25/18	12/3/18	100 98	Work nearly complete. Minor work remains in one final hangar. Estimate completion end of January 2019.

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

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

December 2018

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 in early January. Anticipate construction start March/April time frame; but 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

8d2

County of Ventura
 Department of Airports
 Fund: E300
 Statement of Net Assets
 As of September 30, 2018
 (Unaudited)

ASSETS

Cash	\$	16,398,000
Cash - prepay & overpay from tenants		228,800
Cash - security deposit		582,300
Cash - petty cash/change fund		500
Receivables:		
Accounts receivable net of allowance for Uncollectable accounts of \$20,000		101,600
Interest receivable		84,000
Grants receivable		-
Capital assets:		
Easements		848,800
Land		9,362,500
Land improvements		48,395,300
Building & Improvements		18,143,100
Equipment		1,163,600
Vehicle		989,700
Construction in Progress		1,791,500
Accumulated depreciation		(41,705,100)
Deferred outflows related to pensions		1,449,400
Total assets	\$	<u>57,834,000</u>

LIABILITIES

Accounts payable	\$	4,300
Accrued liabilities		56,200
Short-term compensated absences		120,300
Due to other funds - GSA, ITS, PWA		-
Unearned revenue (prepayments)		168,000
Security deposit		582,300
Unreserved overpayments		60,800
Long-term compensated balances		63,400
Net pension liability		2,702,200
Deferred inflows related to pensions		294,600
Total liabilities	\$	<u>4,108,300</u>

NET ASSETS

Invested in capital assets net of related debt	\$	38,989,400
Unrestricted Net Assets		14,736,300
Total net assets		<u>53,725,700</u>
Total liabilities and net assets	\$	<u>57,834,000</u>

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County of Ventura
Department of Airports
Fund: E300
Statement of Cash Flows
July 1, 2018 thru September 30, 2018
(Unaudited)

Operating Activities:

Permits	\$ 1,180
Fines and penalties	1,720
Rents and concessions	538,898
Percentage lease rent	73,011
Tiedown rents	33,135
Hangar rents	207,817
Land rent - hangars	129,634
Transient tiedown rents	1,236
Landing fees	22,584
Parking fees	5,077
Gas & oil fuel flow percentage	72,897
% rent-all other gross rec	460,847
Miscellaneous	2,947
Salaries & Benefits	(754,870)
Service & Supplies	(267,886)
Interest Received	-
Interest Paid	-
Prepay/Security Deposit	(30,612)
CUE tax assessment	-

Cash Provided by Operating Activities \$ 497,616

Investing Activities:

State and federal grants	-
Fixed asset sales/(purchases)	-
Capital Expenditures	50

Cash Used in Investing Activities 50

Financing Activities:

Transfers out to other funds **	-
Principal Payment on Short & Long Term Debt	-

Cash Provided by Financing Activities -

Increase (Decrease) in Cash & Equivalents \$ 497,666

Cash & Equivalents-Beginning of Year \$ 16,712,248

Cash & Equivalents-End of Period \$ 17,209,913

8/1

County of Ventura
Airport Enterprise-Camarillo Oxnard
Statement of Revenues and Expenses
July 1, 2018 thru September 30, 2018
(Rounded to the nearest hundred)
(Unaudited)

	Camarillo	Oxnard	Total
Revenues:			
Permits	\$ 500	\$ 700	\$ 1,200
Fines and penalties	1,600	1,100	2,700
Rents and concessions	513,400	54,900	568,300
Percentage lease rent	35,500	37,100	72,600
Tiedown rents	32,200	1,100	33,300
Hangar rents	145,500	76,300	221,800
Land rent - hangars	95,700	25,800	121,500
Transient tiedown rents	1,200	-	1,200
Landing fees	17,900	4,700	22,600
Parking fees	-	5,100	5,100
Gas & oil fuel flow percentage	58,200	14,700	72,900
% rent-all other gross rec	358,500	123,600	482,100
Miscellaneous	2,100	1,100	3,200
Total operating revenues	\$ 1,262,300	\$ 346,200	\$ 1,608,500
Expenditures:			
Current:			
Salaries and wages	\$ 302,100	\$ 95,200	\$ 397,300
Benefits	219,900	89,100	309,000
Admin salaries allocated to Oxnard Airport	(58,000)	58,000	-
Agricultural	-	-	-
Uniforms and clothing	1,000	400	1,400
Communications	13,400	2,100	15,500
Household expense	3,700	8,300	12,000
Insurance	-	-	-
Indirect county costs	-	-	-
Maintenance-equipment	6,000	2,200	8,200
Maintenance-building and improvements	29,800	3,800	33,600
Medical	-	-	-
Memberships and dues	300	500	800
Miscellaneous expense	3,400	4,400	7,800
Office expense	5,800	800	6,600
Professional and specialized services	47,700	13,000	60,700
Rents and leases - equipment	13,400	500	13,900
Small tools and equipment	8,600	200	8,800
Transportation charges	11,700	8,900	20,600
Conference and seminars	3,700	400	4,100
Utilities	36,300	26,100	62,400
Education, books and training	3,200	1,800	5,000
Taxes and licenses	-	-	-
Bad debts	-	-	-
Depreciation	276,500	266,100	542,600
Total operating expenditures	\$ 928,500	\$ 581,800	\$ 1,510,300
Operating income (loss)	\$ 333,800	\$ (235,600)	\$ 98,200

County of Ventura
Airport Enterprise-Camarillo Oxnard
Statement of Revenues and Expenses
July 1, 2018 thru September 30, 2018
(Rounded to the nearest hundred)
(Unaudited)

	Camarillo	Oxnard	Total
Non-operating revenues (expenses):			
State and federal grants	\$ -	\$ -	\$ -
Prior Year Revenue	-	-	-
Contribution to Outside Agency	-	-	-
Gain/Loss Disposal Fixed Asset	-	-	-
Interest income	84,000	-	84,000
Insurance proceeds	-	-	-
Other Loan Interest Payment	-	-	-
Total non-operating revenues (expenses)	84,000	-	84,000
Income (loss) before transfers	417,800	(235,600)	182,200
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
Increase (decrease) in net assets	\$ 417,800	\$ (235,600)	\$ 182,200
Increase (decrease) in net assets before depreciation	\$ 694,300	\$ 30,500	\$ 724,800

8f3

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2018 thru September 30, 2018
(Rounded to the nearest hundred)
(Unaudited)

Revenues:	Adjusted Budget as of Sep 2018	YTD Actuals & Accruals thru Sep 2018	% Variance
Permits	\$ 74,400	\$ 500	1%
Fines and penalties	9,100	1,600	18%
Rents and concessions	1,800,000	513,400	29%
Percentage lease rent	131,500	35,500	27%
Tiedown rents	76,900	32,200	42%
Hangar rents	585,500	145,500	25%
Land rent - hangars	390,100	95,700	25%
Transient tiedown rents	5,100	1,200	24%
Landing fees	40,100	17,900	45%
Parking fees	-	-	0%
Gas & oil fuel flow percentage	201,100	58,200	29%
% rent-all other gross rec	1,741,600	358,500	21%
Miscellaneous	26,600	2,100	8%
Total operating revenues	\$ 5,082,000	\$ 1,262,300	25%

Expenditures:

Current:

Salaries and wages	\$ 1,573,000	\$ 302,100	19%
Benefits	1,013,900	219,900	22%
Admin Salary allocated to Oxnard Airport	(292,800)	(58,000)	20%
Agricultural	17,200	-	0%
Uniforms and clothing	15,000	1,000	7%
Communications	90,000	13,400	15%
Household expense	30,100	3,700	12%
Insurance	33,500	-	0%
Indirect county costs	40,900	-	0%
Maintenance-equipment	74,800	6,000	8%
Maintenance-building and improvements	440,000	29,800	7%
Medical	2,700	-	0%
Memberships and dues	23,300	300	1%
Miscellaneous	30,000	3,400	11%
Office expense	51,600	5,800	11%
Professional and specialized services	357,200	47,700	13%
Rents and leases - equipment	25,300	13,400	53%
Small tools and equipment	25,700	8,600	33%
Transportation charges	100,300	11,700	12%
Conference and seminars	65,800	3,700	6%
Utilities	192,400	36,300	19%
Education, books and training	15,200	3,200	21%
Taxes and licenses	68,500	-	0%
Bad debts	20,000	-	0%
Depreciation	1,095,800	276,500	25%
Total operating expenditures	\$ 5,109,400	\$ 928,500	18%
Operating income (loss)	\$ (27,400)	\$ 333,800	-1218%

County of Ventura
 Airport Enterprise-Camarillo
 Budget to Actual
 July 1, 2018 thru September 30, 2018
 (Rounded to the nearest hundred)
 (Unaudited)

	Adjusted Budget as of Sep 2018	YTD Actuals & Accruals thru Sep 2018	% Variance
Non-operating revenues (expenses):			
State and federal grants	\$ -	\$ -	
Prior Year Revenue	-	-	
Contribution to Outside Agency	(5,000)	-	
Gain/Loss Disposal Fixed Asset	-	-	
Interest income	168,200	84,000	50%
Interest expense	-	-	
Other loan payments	-	-	
Total non-operating revenues (expenses)	<u>163,200</u>	<u>84,000</u>	<u>51%</u>
Income (loss) before transfers	135,800	417,800	308%
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
Increase (decrease) in net assets	<u>\$ 135,800</u>	<u>\$ 417,800</u>	<u>308%</u>
Increase (decrease) in net assets before depreciation	<u>\$ 1,231,600</u>	<u>\$ 694,300</u>	<u>56%</u>

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County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2018 thru September 30, 2018
(Rounded to the nearest hundred)
(Unaudited)

	Adjusted Budget as of Sep 2018	YTD Actuals & Accruals thru Sep 2018	% Variance
Revenues:			
Permits	\$ 9,000	\$ 700	8%
Fines and penalties	5,100	1,100	22%
Rents and concessions	100,000	54,900	55%
Percentage lease rent	164,200	37,100	23%
Tiedown rents	1,100	1,100	100%
Hangar rents	312,400	76,300	24%
Land rent - hangars	102,800	25,800	25%
Transient tiedown rents	900	-	
Landing fees	16,500	4,700	28%
Parking fees	22,500	5,100	23%
Gas & oil fuel flow percentage	46,000	14,700	32%
% rent-all other gross rec	488,900	123,600	25%
Miscellaneous	200	1,100	550%
Total operating revenues	<u>\$ 1,269,600</u>	<u>\$ 346,200</u>	<u>27%</u>
Expenditures:			
Current:			
Salaries and wages	\$ 441,400	\$ 95,200	22%
Benefits	293,000	89,100	30%
Admin salaries allocated from Camarillo Airport	282,800	58,000	21%
Agricultural	3,100	-	0%
Uniforms and clothing	20,700	400	2%
Communications	10,900	2,100	19%
Household expense	13,800	8,300	60%
Insurance	8,500	-	0%
Indirect county costs	21,700	-	0%
Maintenance-equipment	44,800	2,200	5%
Maintenance-building and improvements	111,000	3,800	3%
Medical	500	-	0%
Memberships and dues	4,300	500	12%
Miscellaneous expense	20,800	4,400	21%
Office expense	8,300	800	10%
Professional and specialized services	100,100	13,000	13%
Rents and leases - equipment	9,600	500	5%
Small tools and equipment	8,200	200	2%
Transportation charges	34,200	8,900	26%
Conference and seminars	52,200	400	1%
Utilities	94,700	26,100	28%
Education, books and training	1,300	1,800	0%
Bad debts	15,000	-	0%
Depreciation	1,085,800	266,100	25%
Total operating expenditures	<u>\$ 2,686,700</u>	<u>\$ 581,800</u>	<u>22%</u>
Operating income (loss)	<u>\$ (1,417,100)</u>	<u>\$ (235,600)</u>	<u>17%</u>

Non-operating revenues (expenses):

County of Ventura
 Airport Enterprise-Oxnard
 Budget to Actual
 July 1, 2018 thru September 30, 2018
 (Rounded to the nearest hundred)
 (Unaudited)

	Adjusted Budget as of Sep 2018	YTD Actuals & Accruals thru Sep 2018	% Variance
State and federal grants	\$ -	\$ -	
Prior Year Revenue	-	-	
Contribution to Outside Agency	-	-	
Gain/Loss Disposal Fixed Asset	-	-	
Insurance Proceeds	-	-	
Other Loan Interest Payment	-	-	
Total non-operating revenues (expenses)	<u>-</u>	<u>-</u>	
Income (loss) before transfers	(1,417,100)	(235,600)	17%
Other financing sources (uses):			
Transfers in	-	-	-
Transfers Out	-	-	-
Increase (decrease) in net assets	<u>\$ (1,417,100)</u>	<u>\$ (235,600)</u>	<u>17%</u>
Increase (decrease) in net assets before depreciation	<u>\$ (331,300)</u>	<u>\$ 30,500</u>	<u>9%</u>

8f7

AVIATION ADVISORY COMMISSION

2019

ROTATION LIST

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

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

THANK YOU!

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**DEPARTMENT OF AIRPORTS
2019 MEETING SCHEDULES**

AAC/CAA/OAA

AVIATION ADVISORY COMMISSION	CAMARILLO & OXNARD AUTHORITIES
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.

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October 2, 2018

Coffman Associates, Inc.
Mr. Jim Harris
4835 E. Cactus Road, Ste. 235
Scottsdale, AZ 85254

**Subject: Notice to Proceed
Oxnard and Camarillo Airports – Professional Services Contract
AEA No. 19-02**

Dear Mr. Harris:

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

The undersigned has been assigned as Project Manager. You are advised to contact me on all matters pertaining to this project.

All billings should be sent to:

Department of Airports
555 Airport Way, Suite B
Camarillo, California 93010
Attn: Erin Powers

All invoices to be paid against this contract must reference the AEA Number shown above. All Services under the Contract are based on the Not to Exceed amount of \$15,000.00 for work completed under EXHIBIT A. Invoices for work must include personnel time records along with backup for any reimbursable charges being claimed.

Sincerely,



Erin Powers
Project Administrator

Encl.

9a



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

October 11, 2018

Ms. Caryn Sherman, Administrative Assistant
SBA Communications Corporation
8975 South Pecos Road, Suite 8C
Henderson, NV 89074

RE: Plan Review of AT & T equipment at SBA Communications'
Telecommunications Facility at 2889 West 5th St., Oxnard, CA 93030

Dear Ms. Sherman:

Thank you for the opportunity to review the subject plans. We appreciate your consideration in allowing our review and input in the planning stages.

We approve the project in concept as submitted in the plan set provided to the Department of Airports (DOA) via your letter dated August 22, 2018. As we understand it, the project description includes removal and replacement of 6 antennas on previously entitled antenna mounts on lattice along with modifying the existing filter equipment similarly mounted. This project is approved subject to the following conditions:

1. A set of drawings that are approved by the Ventura County Building and Safety Department is submitted to the DOA prior to construction;
2. A set of "as built" drawings is provided to the DOA upon project completion, and lastly,
3. A copy of the permits, both prior to construction and after being signed off are provided to the DOA.

During construction the security of the airport must not be compromised. Anyone driving on the airport must attend driver's training given by the Airport Operations Department.

As stated above, the **Ventura County Building and Safety Department** is the permitting authority for the requested installation, not the City of Oxnard, so we are returning the Land Use Application form you included with your letter.

Prior to construction, you will be required to file a form 7460 with the Federal Aviation Administration (Notice of Construction or Alteration) pursuant to the requirements of

961

Federal Air Regulations Part 77 for the use of any cranes used during construction that would exceed the height of the existing antenna. When the project gets underway, the contractor must also coordinate any crane operations or any other activities that may present a hazard to aviation with the Airport's Operations Supervisor (805) 382-3022 and the Air Traffic Control Tower manager (805) 385-1570.

If you have any questions or wish to discuss this matter, I can be contacted at (805) 388-4201.

Sincerely,

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

Cc: Todd McNamee, Director of Airports
Erin Powers, Project Manager
John Feldhans, Airport Operations Supervisor

962

October 15, 2018

Mead & Hunt, Inc.
1360 19th Hole Drive, Suite 200
Windsor, CA 95492

**Subject: 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**

Dear Mr. Leonard:

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

The undersigned has been assigned as Project Manager. You are advised to contact me on all matters pertaining to this project.

All billings should be sent to:

Department of Airports
555 Airport Way, Suite B
Camarillo, California 93010
Attn: Erin Powers

All invoices to be paid against this contract must reference the AEA Number shown above. All Services under the Contract are based on the Not to Exceed amount of \$20,000 for work completed under EXHIBIT A. Invoices for work must include personnel time records along with backup for any reimbursable charges being claimed.

Sincerely,



Erin Powers
Project Administrator

Encl.

9C

October 15, 2018

Mead & Hunt, Inc.
1360 19th Hole Drive, Suite 200
Windsor, CA 95492

**Subject: Notice to Proceed
Oxnard Airport – Consulting Service Contract for the Preliminary Design
Services for Runway 7-25 and Taxiway Connectors
AEA No. 18-14**

Dear Mr. Leonard:

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

The undersigned has been assigned as Project Manager. You are advised to contact me on all matters pertaining to this project.

All billings should be sent to:

Department of Airports
555 Airport Way, Suite B
Camarillo, California 93010
Attn: Erin Powers

All invoices to be paid against this contract must reference the AEA Number shown above. All Services under the Contract are based on the Lump Sum amount of \$264,360 for work completed under EXHIBIT A. Invoices for work must include personnel time records along with backup for any reimbursable charges being claimed.

Sincerely,



Erin Powers
Project Administrator

Encl.

9d



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

October 31, 2018

Ms. Brenda Perez, LAX-600.10
Community Planner
Federal Aviation Administration
Western-Pacific Region, Airports Division
Los Angeles Airports District Office
777 S Aviation Boulevard, Suite 150
El Segundo, CA 90245

Re: Oxnard Airport ALP Update/Narrative Report – Forecast Submittal

Dear Ms. Perez:

The County of Ventura Department of Airports (Oxnard Airport) is writing to request review and approval of the aviation forecasts for the Airport Layout Plan (ALP) Update/Narrative Report study that is currently in progress. Enclosed please find documents that provide a summary comparison of the study forecasts to the FAA *Terminal Area Forecast* (TAF) for Oxnard Airport. Further details regarding the study forecasts are outlined in the *Forecasts of Aviation Demand* “draft” working papers which are included with this submittal.

Annual aircraft operations at Oxnard Airport were derived from the FAA’s Operations Network (OPSNET), which reports operational data for airports equipped with an airport traffic control tower (ATCT). Currently, the ATCT at Oxnard Airport does not operate on a 24-hour basis. Thus, its air traffic counts are not all-inclusive of aircraft operations at the airport. For the purposes of this study, it is necessary to estimate and adjust for operations that occur when the tower is closed from 9:00 p.m. to 7:00 a.m. (local). Over a five-year period, from 2013 to 2017, approximately two percent of all operations occurring at Oxnard Airport were after operational hours of the ATCT. As such, the base year and resulting forecast operations were increased by two percent to account for operations occurring at Oxnard Airport after ATCT hours. The results of this calculation yield an estimate of 68,300 annual operations in the base year (2017), which is 1.8 percent higher than the TAF. The TAF indicates modest growth in operations (0.53 percent compound annual growth rate [CAGR]), while the study forecasts slightly more growth (1.10 percent CAGR) due to a projected increase in based aircraft, future airport development, and the potential for enhanced aviation services to be offered at the airport over the next several years. When taking these factors into consideration, the 5-year forecast is 6.0 percent higher than the TAF, and the 10-year forecast is 9.3 percent higher than the TAF.

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Ms. Brenda Perez, LAX-600.10
October 31, 2018
Page Two

For based aircraft, the TAF identifies a total of 165 based aircraft in 2018; however, this planning effort identified 141 based aircraft at OXR through the use of the FAA National Based Aircraft Inventory Program as well as a based aircraft list provided by airport management. As a result, the base year count has a -14.5 percent difference from the TAF. Ultimately, the selected based aircraft forecast decreases to a -13.8 percent difference from the TAF in the five-year forecast period and further decreases to a -11.2 percent difference in the 10-year forecast.

Finally, the study has analyzed the Airport Reference Code (ARC) and Runway Design Code (RDC) based on existing and projected aircraft use at Oxnard Airport. For Runway 7-25, the existing RDC is B-II-5000. Ultimately, the study is calling for the RDC of C-II; however, further analysis must be conducted prior to defining and ultimate runway visual range (RVR). Based upon the existing and ultimate RDC, the airport's existing ARC is B-II, and the ultimate ARC is C-II.

As previously mentioned, the *Forecasts of Aviation Demand* "draft" working papers further detail the forecasts that have been prepared for this study. Thank you in advance for taking time to review these forecasts and I look forward to hearing back from you on this matter in the near future. Please feel free to contact myself or Matt Quick (Coffman Associates) if you have any questions.

Sincerely,



Erin Powers
Projects Administrator

C: Matt Quick – Coffman Associates
Jorge Rubio – Deputy Director of Airports
Todd McNamee – Director of Airports

Enclosures: *Forecasts of Aviation Demand* "draft" working papers
2018 FAA TAF for Oxnard Airport
Airport Forecast vs. TAF Comparison templates

qe2



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November 2, 2018

Mr. Thomas Klingler, Vice President of Finance
Enterprise Rent a Car Company of Los Angeles, LLC
333 City Blvd West, Suite 1115
Orange, CA 92868

RE: Oxnard Airport location – 2889 W. Fifth St.

Dear Mr. Klingler:

We received your notice to terminate the above referenced location, however your furniture, fixtures and trade dress are still at this location, including exterior signage and interior signage. The signage panels will need to be replaced with opaque blanks.

Please have your team coordinate with our operations department at 805.382.3024. Rent will continue to accrue until the space has been vacated and restored.

Thank you for your attention to this.

Sincerely,

A handwritten signature in black ink that reads "Madeline Herrle". The signature is fluid and cursive.

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

November 5, 2018

Mr. Sam Landry
1244 Calle Violeta
Thousand Oaks, CA 91360

**Subject: Conceptual Approval for Proposed Interior Hangar Improvements to Hangar P-160E Located at Camarillo Airport
DR 18-05**

Mr. Landry:

Please accept this letter as conceptual approval for the proposed interior hangar improvements for Hangar P-160E located at Camarillo Airport and submitted to the Department of Airports (DOA) on October 26, 2018. The DOA has provided comments on the preliminary set of plans, which are summarized below.

This letter provides approval in concept only, and does not guarantee that the improvements may be built as proposed. Further review and approval of plans by the DOA and other permitting agencies, may be necessary before the DOA provides final project approval.

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

Department of Airports Comments:

General

1. This letter of conceptual approval is limited to the proposed interior installation of drywall to three sides of Hangar P-160E. Separate Departmental approval will be required for any additional work that necessitates a permit.
2. Please be sure to provide a copy of all permits, both prior to construction and after being signed off to the Department of Airports.

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Mr. Sam Landry
Hangar P-160 Interior Hangar Improvements
November 5, 2018
Page 2 of 2

3. As a reminder, during construction the security of the airport must not be compromised. Anyone driving on the airport must be escorted and supervised to ensure airfield rules and regulations are observed.

If you have any questions or wish to discuss this matter, I can be contacted at (805) 388-4205.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Powers". The signature is fluid and cursive, with a large initial "E" and "P".

Erin Powers
Projects Administrator

ag2

SENT VIA EMAIL

To: Landscape Contractors
From: Department of Airports, Special Projects
Date: November 20, 2018
Re: **REQUEST FOR PROPOSAL - Project No. CMA-207
Storage Yard Irrigation and Landscape**

The County of Ventura, Department of Airports hereby requests a LUMP SUM PROPOSAL from a selected list of Contractors for furnishing all labor, materials and equipment to landscape the Parkway in specified areas of Aviation Drive between Eubanks and the County's Animal Control Facility at Camarillo Airport. The Work Area is 578 feet long by 15 feet wide along the south side of Aviation Drive.

All work will be in complete accordance with City of Camarillo approved drawings numbered 1066-DOA, 1067-DOA and 1068-DOA attached hereto and made a part hereof your PROPOSAL, with the following Special Conditions:
Drawing Number 1068-DOA, City of Camarillo Standards Specifications
All costs associated with the Section entitled SOILS REPORT shall be included in your PROPOSAL.

All costs associated with Section 02840-Planting, including all provisions calling for coordination with the Landscape Architect shall be included in your PROPOSAL.
All costs associated with Section 02860-Maintenance shall be included in your PROPOSAL.
Maintenance period shall be ninety (90 days) after written acceptance of the project by the Landscape Architect.

Public Works Projects over \$25,000 require the contractor to be registered with the Department of Industrial Relations and to furnish a Performance Bond and a Payment Bond.
This Project is a Prevailing Wage Job.

Contractors are encouraged to visit the site prior to submitting your PROPOSAL. All traffic control, barricading and protection of the public and the workers, shall be included in the PROPOSAL.

Proposals will be received until the close of business on TUESDAY, DECEMBER 4th, 2018 by email to erin.powers@ventura.org.

Thank you in advance,

Erin Powers, Projects Administrator
(805) 388-4205

ah

November 26, 2018

Mr. Mark Oberman
Channel Islands Aviation, Inc.
305 Durley Ave.
Camarillo, CA 93010

RE: Improvements and Alterations for Buildings 213 and 233 Lease at Camarillo Airport

Dear Mark:

Thank you for meeting with Madeline and myself on October 17, 2018 to show us the improvements and alterations you made to Hangar 2, and the office building that you lease from the County of Ventura Department of Airports (DOA). We also appreciated the opportunity to discuss options as to how to plan for further investment of approximately \$1.1 million prior to May 31, 2021, pursuant to your lease dated June 1, 2016.

To recap, you have completed the repainting of Hangar 2 and the required ramp paving. Also, the DOA is providing you with an extension of 90 days (until January 17, 2019) to replace a handful of glass panes in Hangar 2 (near Whittinghill premises) and install a new awning over the east entry door.

Additionally, you asked to be excused from replacing the double doors at the west end of the hangar since they do not serve as entrances to the building. The DOA will consider this request with the condition that the cost to replace the doors be applied somewhere else in the building. An idea that was suggested to you was to add permanent window treatments to the south facing windows to make the building more presentable. Please provide us with a quote for the replacement of the doors and your planned project so that we can have a dollar figure and potentially approve other improvements.

Paragraph 2 C. of your lease requires you to make improvements of \$1,138,430 (less the itemized \$95,403 to date) no later than May 31, 2021. Since this is a substantial amount and you have less than three years to complete these required improvements, the DOA requests that you submit your improvement plans in writing for approval no later than February 28, 2019.

gil

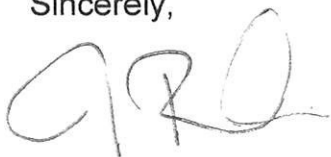
Letter to Channel Islands Aviation, Inc.
Regarding Lease Improvement Requirements
November 26, 2018

Unfortunately, as I mentioned to you while we were in the field, the improvements for the flooring, HVAC, and lighting that were completed between 2010 to 2015 cannot be applied to the new lease requirement since these improvements were completed prior to the new lease term which began on June 1, 2016.

We look forward to working with you regarding any improvements as they pertain to your existing lease areas in order to accommodate your business growth and the aviation industry changes. Should you have any questions, feel free to contact Madeline Herrle at 805-388-4243 or me at 805-388-4201.

Thank you for your continued cooperation.

Sincerely,



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

C: Madeline Herrle, Lease Manager
File

9i2



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December 7, 2018

Mr. Ken Obi
Orbic Helicopters, Inc.
777 Aviation Drive
Camarillo, CA 93010

RE: Notice of Property Reversion Notice and Modification to Rental Fees

Dear Ken:

Your lease for the building and improvements at the Camarillo airport contains the provision for the improvement constructed at the property to revert to County ownership effective February 28, 2019.

Specifically, paragraph 8 of the First Amendment to Lease dated November 9, 1999 states that, "All Tenant leasehold improvements shall become the property of the County upon termination of the Lease or February 28, 2019, whichever occurs first." The lease will not terminate until April 30, 2019, so the **reversion date is February 28, 2019.**

The rent will be calculated based on the Office and Hangar rate for the improvements portion of the premises, and the parcel and ramp comprising 14,894 Square Feet (SF) (19,250 SF less the hangar building footprint of 4,356 SF) at the current fiscal years (2018-19) Aviation Land/Ramp Rate. Based on our review of the building plans and most recent improvement you made, we calculate the office space (which includes the addition "pop out" at the front) as 2,159 SF and the hangar space as 3,615 SF.

Total Hangar	4,356 SF(72' X 60.5')
Less office footprint	<u>(741) SF</u>
Net Hangar	3,615 SF

Office space	1,559 SF (2 levels)
Pop Out	<u>600 SF</u>
Net Office	2,159 SF

Net Ramp	13,953 SF
(19,250 SF – 4,356 SF Hangar/Bldg footprint – front landscape/sidewalk area of 941 SF)	

9/1

Rental calculations:

Hangar	3,615 SF X \$.40/SF/MO	\$1,446.00
Office	2,159 SF X \$.50/SF/MO	\$2,159.50
Ramp	13,953 SF X .0768/SF/MO	\$1,071.59
Land	941 SF X \$.0704/SF/MO	<u>\$ 66.26</u>

Total Monthly Rent commencing March 1, 2019 \$4,743.35

As a reminder, you may exercise your five year option no later than February 28, 2019.

Thank you for your continued cooperation and please contact me if you have any questions.

Sincerely,



Madeline Herrle, CSM, RPA®

Lease Manager

Madeline.Herrle@Ventura.org

805.388.4243

Cc: Jorge Rubio, Acting Director of Airports

9j2

December 14, 2018

Mr. Charlie McLaughlin
Aspen Helicopters
2899 W. Fifth Street
Oxnard, CA 93030

RE: Expansion plans – vacant parcel

Dear Charlie:

Thank you and Carolyn for meeting with us on November 27 to discuss your needs and proposed plans for the area west of your existing "Mid Field" facility.

As we discussed, we are reviewing your proposed layout plans with our consultant to determine conceptual clearances and building parameters for the best use of the entire five acre parcel, and we are researching the history of any possible environmental concerns from the previous owner's use.

To recap, there are a few hurdles to consider with your plan for construction of a new 100' X 200' maintenance hangar, including:

- To pursue the construction of a new hangar, you will likely need NEPA/CEQA clearance
- A ground lease will need to be negotiated since your existing lease expires in 2020, which will require capital investment thresholds to correspond with the length of the lease. The new lease would need to meet Airport Minimum Standards.
- Any future development would have to be compatible with County plans for use of the parcel and long term airport development plans
- Storage and repair of non-aviation vehicles is not an aeronautical use and will likely need to be accommodated elsewhere, or require FAA clearance and be charged a non-aviation (higher) rate.
- County will require Aspen to be 100% responsible for maintenance of underground storage tanks
- Existing ramp repair and restoration
- Identified upgrades/repairs completed for existing mid field facility per GSA report

9/1

Per our conversation on November 27, 2018, we will get back in touch with you once we have information on the prospective layout parameters of the parcel and the timeline for moving forward with an RFP for development.

Sincerely,

A handwritten signature in black ink, appearing to read 'JRS', written over the printed name.

Jorge E. Rubio, AAE
Acting Director of Airports

Cc: Madeline Herrle, Lease Manager

9K2



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December 14, 2018

Mr. Ken Obi
Orbic Helicopters
777 Aviation Drive
Camarillo, CA 93010

RE: Exercise of Option – Camarillo Airport

Dear Mr. Obi:

We received your letter to Jorge Rubio dated December 11, 2018 which references an "offer of a 5 year lease".

We believe this letter is meant to document that you want to exercise your existing five year option to extend the lease which is part of the terms of your existing lease agreement and is not a new offer of a five year lease.

If this is NOT your intention, please let us know.

The terms of the option term would commence on March 1, 2019 and last for five years.

Thank you for your attention and review to clarify the intention of your letter.

Sincerely,

A handwritten signature in cursive script that reads "Madeline Herrle".

Madeline Herrle, CSM, RPA®

Lease Manager

Madeline.Herrle@Ventura.org

805.388.4243

Cc: Mr. Jorge Rubio – Acting Director of Airports



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December 17, 2018

Brian Simmons
Harold Lee
Golden West Air Terminals, Inc.
1601 W. Fifth St.
Oxnard, CA 93030

RE: Oxnard Airport asphalt improvements (airside/landside)

Dear Brian and Harold:

This is in response to your request to utilize the following products as an alternative to the slurry specifications previously provided:

- Landside Parking Lot – Overkote Asphalt Pavement Coating
- Airside Ramp – Overkote Asphalt Pavement Coating with 2% Latex product (Avicor 7448 submitted) for jet fuel resistance.

Our Engineer (Mead & Hunt) reviewed the products, spoke with the contact provided at Burbank Airport and is satisfied with the suggested alternative product, as long as all manufacturer's recommendations for materials (crack sealer too), preparation and application are followed for each surface (rough pavement vs. minor voids). Prior specifications regarding marking (striping) and Stormwater BMPs for the work areas are still in effect.

Please let us know when you plan to schedule the work and thank you for your cooperation and patience while we investigated this product.

Sincerely,

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

Enclosure

9m



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December 18, 2018

Mr. Jason Somes, Wingleader
Commemorative Air Force
455 Aviation Drive
Camarillo, CA 93010

RE: Trailers / RVs on CAF premises

Dear Jason:

I appreciate your efforts in cleaning up the area behind 425 Durley (airfield side) of miscellany and storage.

In addition to conversations our Operations Officers have had with your staff from time to time, this is also a reminder that County Airports does not allow camping or Recreational Vehicles/ Campers or Motorhomes in the Business Park or on leased premises, unless they have an activity permit to do so. Please advise your staff, if they are unaware, that neither they nor guests may park their RVs and motorhomes on the premises.

Thank you for your continued cooperation.

Sincerely,

A handwritten signature in black ink that reads "Madeline Herrle". The signature is written in a cursive, flowing style.

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

9n

High-end hangar complex could replace cars at Camarillo Airport

Kathleen Wilson, Ventura County Star Published 9:00 a.m. PT Oct. 13, 2018



(Photo: PHOTO COURTESY OF JRMA ARCHITECTS)

CONNECT TWEET LINKEDIN COMMENT EMAIL MORE

A multimillion-dollar complex of private jet hangars could be coming to the Camarillo Airport, filling part of the land once occupied by an expanse of unsold cars.

Calabasas developer RKR Inc. has proposed building four upscale hangars on six acres at the northeast end of the public airport near Las Posas Road and Ventura Boulevard. Late last month, the project won a key vote when the Ventura County Board of Supervisors authorized a two-year option agreement for a lease of the county-owned land on which the four hangars would sit.

The option gives RKR time to determine the feasibility of the project, conduct environmental and geotechnical studies, and do other work. If the developer ultimately goes ahead with the project, the land lease would last 40 years and may be extended for an additional 10. Then the hangar facility, which would be called Cloud 9 at Camarillo, would revert to the airport's ownership.

READ MORE:

- [VCMC loses \\$15.5 million in wake of fire and a big move](#)
- [Ventura County will sue opioid makers and distributors to recoup expenses](#)

Stretching over 120,000 square feet, the project would be built of steel, metal and glass, said Ronald Rasak, president of the commercial development company. The hangar project could accommodate at least eight planes plus offices, airport officials said.

RKR has agreed to invest at least \$20 million in the hangars and associated improvements if the project goes ahead. The developer would be obligated to build parking, a private entrance off Los Posas Road and a path for aircraft that would connect to a taxiway and the runway, airport officials said.

The complex would be one of the costliest aviation-related developments ever constructed at the airport in one phase, said Jorge Rubio, deputy director of the county Department of Airports.

MORE: [Caltrans announces projects to upgrade Highways 101 and 33](#)

RKR is paying the county \$2,000 a month for the option and about \$19,000 a month if the lease is executed. RKR has two years to commit to the project and sign the lease, Rubio said.

The site is vacant now but was part of airport land devoted to storage of Hyundai and Kia cars over the past few years. Businesses that prepare the cars for sale turned to the county-owned airports in Camarillo and Oxnard to handle the overflow before the vehicles were trucked to dealers, bringing close to \$5 million in land rent. But the cash stream ended early this year, reportedly because the carmakers decided to keep less inventory on hand.

11/11



Rendering shows a view of the proposed hangar building at the Camarillo Airport (Photo: Contributed image/JRMA Architects)

Rubio said a project like the one Rasak proposed has been designated as an allowed use in the airport's master plan, which was adopted in 2011. Small hangars for pilots are allowed in the plan, but so are large ones that serve the business community, he said. Rubio said 65 corporate jets are located at the airport.

"It is a balance," he said.

Rubio said managers issued a request for proposals for a large hangar development of this type in February after learning that airport tenants and outside entities were interested. After no one responded to the request, RKR approached airport officials with its proposal, Rubio said.

MORE: [Ventura County business leaders focus on economy, manufacturing](#)

Rasak said some aviation businesses at the airport did express concerns, questioning whether the project would take away tenants, compete with them to sell fuel and offer charter plane service.

In a letter posted on the board's agenda, he said the project for high-end customers would not be targeting the same clients as other businesses do and that he would not sell fuel or run a charter operation.

Rasak said he's targeting companies and wealthy individuals who want their own private hangar space at the centrally located airport. Prospects include celebrities, sports teams and current and former corporate CEO's, he said.

Rasak said the airport location is attractive not just to residents of Ventura County, but also for people who live in Malibu, Montecito and Santa Barbara.

People who lease or buy the hangars can enter a private entrance off Las Posas Road, he said. He's also looking into the possibility of building solar-covered parking near the canal at the edge of the airport.

"We believe there will a lot of pent-up demand for something like this," he said.

Supervisors asked airport officials to investigate whether an impact fee could be charged to the jet owners for the impact their planes would have on the environment. A report on the request is still pending.

11a2

THE Acorn

Crash on 101 creates terrible Tuesday

Aircraft pilot, motorists uninjured
/ October 25, 2018

By Ian Bradley
ianbradley@theacorn.com



DOWN FOR THE COUNT—Afireball erupts as the plane comes to a halt in the northbound lane of the 101 Freeway at Liberty Canyon in Agoura Hills Tuesday afternoon. Lanes in both directions were shut down for hours and side streets were jammed. Courtesy of Jen Buzza

Tuesday was an absolute nightmare for motorists up and down the Conejo Valley, but for Rob Sandberg, the 42-year-old pilot who put his airplane down safely in the middle of a busy 101 Freeway in Agoura Hills, it might

have just been the luckiest day of his life.

Sandberg, a Camarillo resident and longtime pilot, landed his small training aircraft on the northbound lane of the 101 Freeway at Liberty Canyon at about 1:45 p.m. Tuesday after encountering engine trouble. A large plume of black smoke rose quickly from the crash site. Sandberg, a professional commercial pilot with almost 30 years behind the cockpit, survived the ordeal with only singed hair. He was in the aircraft by himself.

With German war insignia on both wings, the plane appeared to be a vintage World War II aircraft, but it was a T-6 Texan, a single-engine airplane used to train pilots in the U.S. Air Force between the 1940s and the 1970s.

It is part of the Condor Squadron, a nonprofit organization based out of the Van Nuys Airport that flies over parades and memorial services. Capt. Johnny Starling of the California Highway Patrol said the aircraft departed the airport and encountered mechanical trouble shortly after takeoff.



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WRECKAGE—After fire is knocked down—and as the freeway remains closed—emergency workers assess the damage and discuss plans for wreckage removal. Traffic was brought to a halt for almost three hours. RICHARD GILLARD/Acorn Newspapers

“The plan was to do a circle around the Warner Center and then touch down again at Van Nuys (Airport). About eight or nine minutes into the flight he heard two loud bangs, the engine went dead and he lost power,” Starling said.

“(The pilot) was able to maintain control of the aircraft and landed on the freeway. As he landed there was one car in front of him, and to avoid it he swerved to the left, hit the center divider and it burst into flames.”

Starling praised the pilot for avoiding injury to himself and the motorists hustling by as rush-hour traffic had begun to build.

“When I first walked up to the scene, knowing he just climbed out of a burning aircraft, I was surprised to see him just calmly standing on the side of the road going through his phone,” Starling said.



Courtesy of Malibu Search and Rescue, LASD

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"He said he was fine. It was as if he'd had a flat tire on his car and was waiting for AAA to show up."

Agoura Hills resident Jennifer Buzza, a certified Agoura Hills CERT (Community Emergency Response Team) first responder, was driving southbound on the 101 and was one of the first people to arrive at the scene.

"All I really comprehended was the (plane's) last bounce and then it hitting the middle divider. I pulled over and started running to the plane," Buzza said. "The pilot was out of the plane and a truck driver on the northbound side was getting out of his truck with a fire extinguisher. (When we learned) there was nobody else on the plane we backed off and said, 'Okay, let's keep cars away.'"

Buzza said her training helped her to remain calm and respond to the situation.

"It was unbelievable. First, it's an old war plane, so you're already confused. Next, there's an airplane on the freeway crashing and burning in front of you. It doesn't compute in your head," Buzza said.

"My first response was, 'you need to get out of here.' Then I calmed myself down and went, 'Nope, calm down, get over there, make sure people are

1164

(safe), because somebody could be in there right now.”

The crash shut down north and southbound traffic on the 101 Freeway for almost three hours while emergency responders extinguished the flash fire that consumed most of the plane’s fuselage and attended to other key tasks.

Several lanes on both sides of the freeway reopened at approximately 4:30 p.m.

Investigators from the Federal Aviation Administration arrived at the crash site to gather information and evidence. The wreckage was finally hauled away overnight.

All that remained Wednesday was the scarring on the freeway pavement—and one local pilot happy to be alive.

More From

[Go To The Section](#)

[Deputy from Agoura Hills arrested on charges of raping a minor](#)

1165

Oxnard Union, Rio school districts to buy and share new headquarters

Alexa D'Angelo, Ventura County Star Published 12:18 p.m. PT Oct. 25, 2018 | Updated 3:41 p.m. PT Oct. 25, 2018



(Photo: ALEXA D'ANGELO/STAR STAFF)

CONNECT TWEET LINKEDIN COMMENT EMAIL MORE

The Oxnard Union High School District board of trustees voted Wednesday night to purchase a new building to house district offices and the adult education center.

The building will be shared with the Rio School District, an elementary district that serves north Oxnard and El Rio. Rio will own and operate 30 percent of the office space at 1800 Solar Drive in Oxnard, while Oxnard Union, which serves high school students within the Rio boundaries as well as in Oxnard and Camarillo, will have the other 70 percent. This would be the only such partnership in Ventura County, according to the Ventura County Office of Education.

"We're two great districts helping the same kids," Oxnard Union Superintendent Penelope DeLeon told The Star. "It's an opportunity that won't just benefit our employees, but will benefit all the students in our district in terms of our ability to create a (transitional kindergarten) through college pathway with our districts. It's just incredible and the more that we talk about it the more ideas we have."

MORE: [Oxnard opens classroom doors to program for students with emotional needs](#)

DeLeon said the partnership was born out of coincidence. The Rio School District happened to be looking at the same time Oxnard Union was, and the two agencies share the same real estate consultant. When Oxnard Union found the building at 1800 Solar Drive, the consultant told Rio officials the building could meet the needs of both districts.

"It really opened up a conversation about all that we could do if we were working together," DeLeon said.

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The district, along with the Ventura County Department of Airports and the city of Oxnard, [determined](#) there's "a potential danger to the employees and students of Oxnard Union" due to the current location of the district office and adult education center — scattered in different temporary structures along K Street in Oxnard — in boundaries of the "runway protection zone" for the Oxnard Airport, according to Wednesday's agenda item.

Runway protection zones are a trapezoidal area "off the end of the runway end that serves to enhance the protection of people and property on the ground" in the event an aircraft lands or crashes beyond the runway end, according to the Federal Aviation Administration.

"The way I'm looking at it, I'm not hearing that the FAA or any other agency is saying, 'You have to move'; I didn't hear that," said Gary Davis, the Oxnard Union board president. "I'm saying they have validated what, in their determination, is an unsafe condition. I've spent my entire career no farther than 100 yards from here. My first teaching assignment was in" the old Oxnard High School.

MORE: [South Oxnard's identity on City Council ballot this November](#)

Davis said that before Oxnard High School was relocated to its current home on Gonzales Road, officials considered renovating the old facilities, but the district was told by the state it couldn't be done due to safety concerns.

"The way I'm looking at this particular situation ... is we have an option to address what is declared an unsafe condition," Davis said. "We have sellable property, which this district didn't have of that value in the past, and we have a particular building that would seem to serve our purposes in the future. I don't feel a pressure that any agency is saying, 'District, you must move.' But we have an option."

The total sale price is \$13.75 million; Oxnard Union will pay 70 percent and Rio will pay 30 percent. Oxnard Union's chunk is a little over \$9.6 million. The district will sell its nine excess properties to ultimately pay for it, borrowing from an existing district fund until they have the revenue from the sales. Rio will pay just over \$4 million to own and operate one floor of the building. The Rio School District board approved the purchase at an Oct. 17 meeting.

At no point will Oxnard Union's Measure A or Measure H funds be used toward the purchase of the new district office.

MORE: [Hueneme school board votes to appoint incumbent to open seat](#)

"This move and the moving of the district offices is going to be an incredibly arduous, tedious task," said Jeff Weinstein, assistant superintendent of business services for Oxnard Union. "The move is not going to happen overnight. The earliest we can see is probably going to be sometime during the next school year for some of it, and probably some of us won't be moving until the summer of 2020. It's something that's a challenge we are willing to take on. We wouldn't want the public to think that this is something about getting us new offices or anything like that, it is really moving our offices for safety, but then again to make sure that we have (room for) growth for the next 20 years."

Oxnard Union trustee Steve Hall said he was skeptical when he was first informed of the move and a couple of things that happened that allowed him to support this process.

"I would not be supporting this if one penny or nickel from Measure A or Measure H was going to be used to support the purchase of this office," Hall said. "... One of our

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partnerships with other educational institutions. One of the No. 1 barriers that the educational system has in serving students K-12 and beyond is I call it vertical communication — communication between educational agencies. ... With the Rio district purchasing this building with us, being in the same building together, that is going to allow us to develop so many synergies with that agency. ... I think that's a rare opportunity."

The Oxnard Union board ultimately voted unanimously to move forward with the purchase of the new building and the sale of existing properties.

AIRPORTS

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The Battle Over Air Service Development

BY BENÉT WILSON ON NOV 1, 2018



Special events related to new airline services can provide marketing outreach within the community to promote the new route.

Photo credit: Indianapolis Airport Authority

No matter what size community you live in, having an airport that connects you to the global air transportation system is key. For example, in its search for a second headquarters, Amazon required that potential cities be within 45 miles of an international airport.

Aviation has directly created 9.9 million jobs and created a \$664.5 billion economic impact, according to "Aviation Benefits," a 2017 report published by the Industry High Level Group, an ICAO initiative. Its members include the heads of ICAO, ACI, IATA, the Civil Air Navigation Services Organisation (CANSO) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA).

So what are airports — large and small — doing to balance keeping existing air service with boosting frequencies and adding new flights? Many of them choose to hire air service consultants to help.

Mike Boyd founded Evergreen, Colo.-based aviation consultancy, Boyd Group International, in 1984 after stints in planning and marketing at three airlines. He leveraged his experience into a firm that is well respected not only for its air service consulting, but its annual aviation summit, an event that attracts top airline executives from around the world as speakers. It has become a must-attend event.

The first consideration when it comes to air service is pretty simple — is it possible, Boyd asked. "Many communities just want air service, no matter where it goes. Our biggest challenge with them is getting them to understand that air service access isn't always possible at the local airport," he said.

Take the example of Youngstown–Warren Regional Airport, which has worked for 20 years to get air service, said Boyd. "They do have Allegiant Air for leisure travel, but that's just leisure air service," he said. "The best service for Youngstown comes out of Pittsburgh International Airport, an hour's drive away. But some communities don't want to hear that."

Another example is Topeka Regional Airport, said Boyd. The airport had three daily US Airways Express flights to Kansas City that ended in 2003. It won a Small Community Air Service Development grant in 2012 for \$950,000 to operate United Express flights to Chicago, but the service ended in September 2014 after the funds ran out. Even Allegiant Air couldn't make flights work and they stopped flights in July 2007.

"Why didn't it work? Because it's more convenient to drive to Kansas City International Airport, which is a one-hour drive away," said Boyd. "This is happening at small airports across the country. Your air service isn't always at your local airport."

Even the right case for air service can be wrong, said Boyd. "Airlines aren't stupid. They don't need a consultant to send them a leakage study. If the traffic is there, the airline will know it," he said. "The only case to be made for air service is does an airport meet the corporate objectives of the airline."

Pueblo, Colo., is literally an hour away from Colorado Springs Airport, said Boyd. "It is spending millions of dollars to keep two United Express 50-seat flights to Denver running at a 27 percent load factor," he said. "More people go to Starbucks that fly on these flights, and yet the community says it needs this service. But they already have great service — out of Colorado Springs."

Air Service Development: What it Takes

Every firm interviewed in this story cited their expertise, their staff with airline experience and connections, but is that enough? How do you show off your work, but also not just tell airports what they want to hear when it comes to air service?

Joseph Pickering is the business unit leader for Madison, Wis.-based Mead & Hunt's air service consulting group. Because each airport's situation is unique, the first thing to discuss are the goals of the effort, he said.

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"Is this a one-off project providing technical guidance or a longer-term air service development effort for an airport looking to grow existing service, add new domestic service, re-establish lost service or looking to strategically pursue new international routes," Pickering asked. "We also ask to review any past air service development efforts to see if we can build on those efforts or if we're starting fresh we tell them we need to complete a market study to determine the market's potential, the number of air travelers and where they are going."

Kevin Schorr is a vice president at Alexandria, Va.-based Campbell-Hill Aviation Group LLC. "Most airports do an RFP/RFQ process for air service consultants, but there are some who call and want to learn more. They want to understand what we do differently than other firms," he said.

"When an airport comes to us, we tell them how we're different. Our group of consultants have 150 years of aviation experience. We are of the industry," said Schorr. "We've had 206 air service wins from 28 airlines since 2015. We can tell them how good we are, but it all comes down to answering the question 'can you get us more air service?'"

Another thing that makes Campbell-Hill different is that there's one office, said Schorr. "Ten of our 13 employees work in that office," he said. "We work for different kinds of airports, from small ones to large hubs in the U.S., Canada, Latin America and Europe."

But the biggest difference is that the firm works for airlines as well as airports, said Schorr. "One of our biggest clients is Southwest Airlines. People are surprised when we tell them this," he said.

Sabine Reim is the senior vice president of airline network strategy for Vancouver, British Columbia-based InterVistas, a dedicated boutique aviation consultancy. "We pride ourselves on our broad service offering, provided by subject matter specialists, many of who have completed distinguished industry careers," she said. "We can therefore offer both depth and breadth, which is an important combination for delivering the services airports need to succeed in developing air service."

InterVistas can help with a number of disciplines that complement the more traditional air service development functions of business case development and route forecasting, said Reim. "For example, it includes economic impact analysis, leakage studies, tourism, facilities development, facilitation and regulatory, and non-aeronautical business development," she said. "We can also offer our clients experience and airline contacts gathered from projects completed around the world."

As industry margins have become more squeezed with U.S. carriers not adding much incremental capacity in the near term, and at the trans-oceanic level high growth rates not expected to quite continue to the same degree, competitiveness between airports can be interpreted to have gone up, said Reim.

"However, we are still in a position for air service development where a lot of airlines have got used to being more innovative when it comes to air service and more comfortable with trying out new opportunities," she said. "This in turn creates opportunities for both larger and smaller airports, and that is a good thing."

The airlines typically have more route opportunities than there are aircraft to fly those routes so airports are competing for a limited asset that is easily deployed where it has the potential for the best return on investment, Pickering noted.

"Air service development can be a highly competitive undertaking. Recently the industry has been constrained by a regional airline pilot shortage, which means that air service development at smaller airports has become even more competitive," he said. "With aviation fuel prices increasing we've seen some airlines respond by eliminating 'thin' or underperforming routes, making the hurdle even higher for new markets to be launched."

Sometimes airports have to tell potential clients news they may not want to hear. Which is why it's important to take a step back and really look at air service through a very objective lens, said Reim. "This is often a core reason why a community brings in an air service consultant. Issues arise when a particular air service target becomes emotionally charged, which ends up misguiding a community. This ultimately wastes real opportunities, and so a community loses," she stated.

It is okay to select a more ambitious aim for new air service as such targets are really a long-term effort, and determine how to work toward it, said Reim. "However, it needs to be clear what the more near-term targets are in order to maximize growth opportunities in the meantime," she explained.

Having worked with many airports and airlines, Mead & Hunt has a good sense of what is realistic and credible once the relevant background work has been completed, said Pickering. "That usually takes some analyses to determine realistic opportunities and to set priorities and we sometimes have to tell the airport that we don't see a possible market as being viable," he said.

"For example, if the market study indicates an airport has 10 passengers traveling daily each way between a potential point-to-point route, then that potential route wouldn't be considered a target route," he explained. "We review our analyses and assessment with client airports to make sure there is a clear understanding of what is realistic, where to focus our efforts, what will be required to move this forward and the resources and timeline that might be required."

Some communities still look at airlines as a public utility, said Schorr. "They see it as their right to have air service. But we are realistic when we work with airports, communities and their partners. We put ourselves in the role of the airline network planner, asking will a route work or not, since as a firm with our experience, we know how airlines make these decisions," he said. "We want to develop strategies that actually work for the market so there's no surprises."

While it's always good to outline strategies and priorities, in the end, it's all about bringing in air service. For Schorr, that means there are no favorite air service wins. "We have 206 wins since 2015. But most importantly, those wins represented all sizes of airports in the U.S., Latin America and Europe ranging from ultra-low-cost airlines to network carriers," he said.

One win Schorr highlighted is the recently announced Lufthansa flight between Austin, Texas, and Frankfurt. "This flight is a testament to the strength of this market. British Airways has been here with a flight to London Heathrow Airport since 2014, but it's seen such demand, the airport saw that it would need more international flights," he said. "It's good that Austin has Condor and Norwegian, but local businesses said they wanted a Star Alliance carrier."

Campbell-Hill worked with Lufthansa for a few years to show it why Austin was such a good opportunity, said Campbell. "It's good for the community because of its big economic impact," he added. Other Campbell-Hill wins include Jacksonville-Denver on United Airlines, Santa Barbara-Minneapolis St. Paul on Sun Country, Philadelphia-Mexico City on American Airlines and Columbus-Seattle on Alaska Airlines.

InterVistas' Reim highlighted her firm's Nashville flight to London Heathrow on British Airways. "It was a great example of combining forces from across the community to present the best data and strongest commitment. The service has been operating just under half a year and is doing very well," she said.

The strong performance to date is really important for other communities looking for similar services, said Reim. "If new air services prove a success, it encourages airlines to continue looking for new opportunities," she noted. "Therefore, while airports compete with each other to at least some degree for air service, they even more so depend on each other's successes."

Launching a new route can sometimes take years before coming to fruition, said Pickering. "Some airports view working with a nearby airport a conflict so we determine if there's a perceived conflict before proceeding," he said. "Other factors include the airports level of experience and organization with regard to their air service development efforts."

Pickering highlighted Mead & Hunt wins including Indianapolis-Paris, Monterey, Calif.-Denver, Colorado, St. Louis-San Jose, Daytona Beach, Fla.-Toronto and Wilmington, N.C.-Chicago, to name a few.

So when the time comes to consider hiring an air service consultant, all three have solid advice. "I always say talk to multiple firms, since we all have different approaches when it comes to doing air service development," said Schorr. "I also encourage airports to talk to their peers about their experiences with air service consultants. And talk to airline network planners for their thoughts."

Reim advised working with a consultant who can compliment your airport. "It is important that you combine as a strong team. We always like to say that it is important for the consultant to be seen as part of the airport's air service development team," she said. "Of course, ensuring that the consultant has the right staffing and resources goes without saying. Combining all that will ensure that you get value from the relationship."

First, have realistic expectations about your market's potential and understand that results may not be immediate and usually take time to develop, Pickering warned. "Be prepared to discuss your current and past air service development efforts, the history of your market and the wants/needs/goals of the community," he said. "Second, most airport staff don't come from an airline route planning background steeped in data analysis, strategic planning and route forecasting, but many air service consulting firms do and are experts at developing the credible analyses needed to develop a meaningful proposal to pitch to airline planners."

"As air service development consultants, we employ similar methodologies, talk to airline planners on a frequent basis and can represent and advocate for the airport over time as various airlines consider their air service proposals," said Pickering. "Third, an air service consultant can help the airport set realistic expectations for the community by updating them on industry trends, the often-changing air service environment and help them to understand how their market fits into airline priorities," he stated. "Finally, consider working with air service consulting firms that have staff with previous airline route planning and airport experience, have established relationships and credibility with all of the carriers important to the airport, are financially stable and have been in business for many years with a track record of success."

It's time to tell airports and communities to wake up and smell the global economy, Boyd quipped. "City fathers say we have to have air service and way too many people pander to that thinking. Lakeland, Fla., will spend \$250,000 to get scheduled flights," he said. "But why? They're only one hour away from 600 flights a day at two other airports — Orlando and Tampa. Someone needs to ask them how can they compete with a transfer flight to Atlanta when passengers can just drive to Orlando and fly around the world?"

Cities like Naples, Fla., Topeka and Cheyenne, Wyo., haven't died because they don't have air service, said Boyd. "The air service access conversation needs to change. It's a fantasy that every community needs air service," he said. "You want to connect to the rest of the world, but it's not always going to be via your local airport."

As communities at large become more involved in air service development, it is imperative to bring community stakeholders on board, starting with communicating how success and failure realizes in aviation, said Reim. "This will help rallying - and lining up - communities in support of air service development, which will ultimately be a powerful message for airlines."

THE Acorn

Board vote connects with \$20M Camarillo hangar project

Construction by Calabasas firm RKR
Inc.

/ November 01, 2018

By Hector Gonzalez
hector@theacorn.com



BEYOND FIRST CLASS—Four hangars, each 25,000 square feet in size, are part of RKR's \$20-million plan at Camarillo Airport to build a facility for private jet owners. Courtesy of RKR

County supervisors have given their initial approval to a Calabasas developer's plan to build four state-of-the-art hangars for private jets at Camarillo Airport.

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Once built, the hangars will cater to a narrow but high-demand market, said Ron Rasak, owner of RKR Inc. He expects to have at least 40 percent of the hangar space rented on opening day, mostly to wealthy clients and corporations, he told the Ventura County Board of Supervisors during a Sept. 25 meeting.

“These hangars are really just for individuals or large companies. These are people who don’t want to put their planes with a charter company, who don’t want their planes moved in and out all the time—they want their own hangar,” Rasak said.

RKR Inc. received approval last month from the Board of Supervisors for a two-year lease option as well as a long-term agreement for the company to lease 6.2 acres of airport property on the northeast end of the facility off Las Posas Road.

Until this spring the property was known as the “sea of cars” because it had been rented by a car dealership to store overflow inventory.

Each of the four hangars RKR wants to build on the site would be 25,000 square feet, collectively accommodating up to eight jet aircraft. The developer would also build 5,000 square feet of office space, as well as an entrance road along Las

Posas and a connecting taxiway to the runway.

The total estimated cost of the project is \$20 million.

The two-year lease option on the land will give RKR time to conduct studies "to see if the deal will actually work for them," Jorge Rubio, deputy director of county airports, told supervisors at the meeting.

One of the things RKR is studying is the possibility of adding a bike lane to the property's entrance road on Las Posas. The developer is working with Camarillo city officials on the bike lane proposal, Rubio said.

The lease agreement was approved by four of the five supervisors. Supervisor Peter Foy, who represents aeronautical companies in his private business, recused himself from the vote.

The agreement gives RKR the right to build the facility and operate it for 40 years, with an option to extend the lease for an additional 10 years.

During the period of the lease, RKR would pay the county \$19,000 a month in rent.

After the lease expires, the property, including all improvements made by RKR, would revert back to the county.

Board members also approved a motion by Supervisor Steve Bennett directing staff to study and report back on the feasibility of adding a jet traffic impact fee as part of the project.

Bennett said a study could determine if increased jet traffic results in more greenhouse gas emissions and whether a fee is needed to offset any environmental impacts.

Supervisors would need to approve any new fees.

Rasak said increased jet traffic from the project would cause few environmental impacts at the airport or to the surrounding community.

"At the most, I would say, there would be a maximum of eight planes, maybe six. So you see, for a project of this size, it's an extremely low-impact project," he said.

He said it was a "no lose" proposition for the county and the City of Camarillo.

"I'm putting up a lot of money," Rasak said. "My gut feeling is that in the end we'll have a project that I can be proud of, that you can be proud of and your constituents can be very proud of."

More From Business

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THE Acorn

The pilot who dropped in to say hello

Says freeway landing necessary to
avoid disaster

/ November 08, 2018

By Ian Bradley
ianbradley@theacorn.com



IN CONTROL—Rob Sandberg inside his T-6 Texan, the same model he was flying at the time of the Oct. 23 accident. Courtesy photo

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Statistics show it's safer to fly than to drive—but flying and driving at the same time?

Now that's another question.

Rob Sandberg of Camarillo is the pilot who was forced to land a small aircraft in the middle of the 101 Freeway in Agoura Hills on Oct. 23, creating a traffic jam of epic proportions that local residents are still talking about.

The Acorn recently spoke to Sandberg about the incident and what really happened that fateful afternoon on the freeway in Liberty Canyon.

The 43-year-old commercial pilot had spent the first part of the day at Van Nuys Airport washing an T-6 Texan, one of the vintage planes the nonprofit group Condor Squadron flies at memorial services and parades in and around the area.

Sandberg has volunteered with the group for years. His example had German Luftwaffe insignia on the wings to make it look like a World War II plane.

With his work done, Sandberg was in the cockpit and taxiing the craft back to its hangar, but he said the conditions that afternoon were just too perfect to pass up a quick flight.

Besides, he said, the plan was to be gone for no more than 10 minutes.

"I was going to taxi back and park it, but it was too beautiful out so I decided to go up for a 10-minute hop," he said.

"They're so fun to fly. Every time I get in the cockpit, it's a privilege and an honor. I'm a lucky guy to be able to do that. It's a beautiful day; why not?"

Two loud 'pops'

A few minutes after taking off, Sandberg said, he heard two loud pops come from the engine and he knew in an instant that he wasn't going to make it back to the safety of the runway.

Flying toward in Agoura Hills, he was losing altitude and had to find a place to land the plane, quickly. Sandberg said experienced pilots are always scanning for a place to land even before there's a problem.

"In those types of airplanes, you're a little lower than an airliner or something, so every three to five minutes I'm going to look for a place where I'm going to go," Sandberg said. "It was all seat-of-the-pants flying, stick and rudder. All the gauges were shaking. I couldn't read anything."

Sandberg, a pilot for Alaska Airlines who logged his first hours at the

control when he was only 10, didn't panic. He decided he was going to land the plane on the 101.

"If you pick a street, you're going to run into telephone poles and hit homes," Sandberg said. "There's kids in the street. If you land in a wash, you could probably be injured. There are a lot of other places to put an airplane down, but none of them are as good as an open freeway," he said.

"Let's say I landed up in the mountain and I started a fire? These things rarely fail, but you're always assessing the least amount of risk to the public below you when you're flying an airplane."

Drawing up his knowledge as a pilot and also as a flight instructor, Sandberg knew the four lanes of open blacktop were his best bet. Rush hour had yet to begin in earnest. A break in the traffic below gave him the window he needed.

To avoid hitting the cars ahead of him following touch-down, Sandberg swerved into the center median and the aircraft's fuselage burst into flame.

"You don't practice getting out of the airplane while it's on fire," Sandberg said. "The flames were coming over the canopy and I panicked for a couple of seconds. I had to say to myself out loud, 'Stop. You need to focus.' I

couldn't undo my seatbelt because my hands were shaking."

He got away with only a few singed arm hairs. No motorists were injured.

So what are the repercussions of landing and crashing a plane on a freeway in America's second largest city?

Sandberg is still waiting to find out.

The Federal Aviation Administration took control of the investigation, joined by agents from the National Transportation Safety Board.

After nearly five hours at the scene, Sandberg was finally driven home and the charred airplane hauled away. The aircraft is property of the Condor Squadron, a nonprofit group.

His cellphone was destroyed in the fire, but Sandberg's iWatch allowed him to call two important phone numbers he had memorized— his wife and his mother— to tell them he was okay.

While the incident is still under investigation, he said agents on the scene agreed that the cause of the crash was engine failure.

In the aftermath, nobody felt worse about that awful Tuesday on the freeway than Sandberg.

"I knew what an inconvenience it would be for everybody. I've been that guy stuck in the car in traffic because of an accident. When I knew I wouldn't make the airport, (my goal was) to not hurt anybody or any vehicles, do anything other than to myself and the airplane.

"I knew I could successfully do that, but I didn't think it would catch fire. Then when it did and I was out safely, I was thinking, 'Oh my god, I just inconvenienced half of L.A.'

"I (still) feel bad about it."

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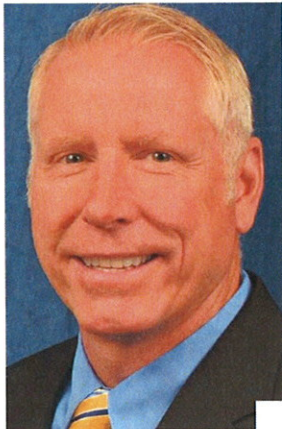
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[New life can't wait, no matter what](#)

With blue skies, Ventura County airports director celebrated for passion and playful streak

Gretchen Wenner, Ventura County Star Published 5:10 p.m. PT Dec. 1, 2018 | Updated 7:51 p.m. PT Dec. 1, 2018

A crowd gathered at the Camarillo Airport to remember late Ventura County Airports Director Todd McNamee. Here's what happened. Juan Carlo, VC Star



(Photo: STAR FILE PHOTO)

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Hundreds of people turned out Saturday for a public memorial honoring Todd McNamee, Ventura County's director of airports, who died Nov. 1 at age 52.

At a gathering inside a hangar at the Camarillo Airport, McNamee was remembered as both playful and ambitious, someone widely respected in the aviation industry who brightened staid professional events with colorful Hawaiian shirts, outlandish socks and a signature fedora.

"We used to fight over who got to go to the airport budget meeting because it was so fun," said Mike Powers, Ventura County's chief executive officer, one of the speakers at Saturday's event.

MORE: [National search to be launched for Ventura County airports director](#)

McNamee, who was seriously ill, died in a car crash at the Camarillo Airport. His death was later [determined to be a suicide](#). He had fought tonsil cancer and undergone surgery, radiation and other treatments for nine months preceding his death, according to his obituary.

Family members, friends and colleagues who addressed the crowd at the Air 7 hangar described a fun-loving, athletic man who was driven to win but was also a caring mentor, steady friend and good listener. A mischievous streak often surfaced with his broad, inviting smile. He adored his family, they said.

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"He made me feel loved and cherished every day," his wife, Ann McNamee, told the crowd. "We were truly partners."

The couple had been together for 26 years, she said. They have two boys, Jeffrey and Peter.

MORE: [Ventura to host Thomas Fire remembrance event](#)

Todd McNamee, a California native, graduated from Simi Valley High School. He earned bachelor's and master's degrees in aviation management from Embry-Riddle Aeronautical University.

He had served as head of the Ventura County Department of Airports for 13 years after initially being hired in 2001 as deputy director. The department operates the Camarillo and Oxnard airports.



9 Photos

Scenes from memorial ceremony for Todd McNamee



Powers, the county executive, noted that McNamee was legendary at getting funding from the Federal Aviation Administration, where his passionate, persuasive personality enabled him to get projects bankrolled. And when the FAA was looking at closing the towers in Camarillo and Oxnard, "he was able to save both," Powers told attendees.

McNamee also held board positions for various national and regional professional groups.

Todd Hauptli, president and chief executive of the American Association of Airport Executives, said McNamee's 2015 testimony before an aviation subcommittee of the U.S. House of Representatives was so compelling, he was specifically requested to return.

MORE: [Justice Department awards \\$16 million for Las Vegas shooting victims](#)

"Todd McNamee was the real deal," Hauptli said, someone with a deep understanding of public policy issues and a wonderful sense of humor.

Hauptli also recalled an executive retreat in Santa Barbara two years ago that McNamee attended with his wife. The pair were on a seawall at sunset, he said, when

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McNamee pulled a drone out of his backpack and took aerial selfies.

McNamee had "a twinkle in his eye and a controller in his hand," Hauptli said, calling him a "happy dude."

Saturday's celebration ended under blue skies, along a runway, with planes in the air.

An Aero L-29 provided a flyover and the Condor Squadron, which flies World War II-era AT-6 planes, flew a missing-man formation, carving out smoke trails overhead as hundreds watched from the ground.

Attendees were then invited to eat lunch from a taco truck hired for the occasion.

Said Rod Dinger, a friend and colleague of McNamee: "We thought that would be Todd's style."

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