COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

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

Wednesday March 11, 2026 6:30 P.M.

DEPARTMENT OF AIRPORTS
ADMINISTRATION OFFICE
CONFERENCE ROOM
555 AIRPORT WAY, SUITE B
CAMARILLO, CA

Public Participation Options and Instructions:

1. Attend in-person at the address listed above.

2. You may observe the meeting via the **Department of Airports YouTube channel** https://www.youtube.com/channel/UC4jLWASMGn4wTrEPdT8BOTQ?view_as=subscriber

3. Participate and provide public comment via Zoom:

   WEBINAR:
   https://us02web.zoom.us/j/86402974557?pwd=NQddmZzdHfnJYiVIcKqs6jg9LOQADW.1
   WEBINAR ID: 864 0297 4557
   WEBINAR PASSCODE: 149317
   TELEPHONE: 1-669-444-9171

   Click on the link above and enter your name so we may call on you when it is your turn to speak. Members of the public who wish to comment should use the “Raise Hand” function in Zoom when the Chair of the Commission calls for public comment. The secretary will call your name when it is your turn to speak. You will be prompted to unmute your microphone. Unmute and begin speaking; start by stating your name.

   If joining by telephone, press star (*) then 9 on their touch-tone phone when the Chair of the Commission calls for public comment. The secretary will call the last 4 digits of your phone number when it is your turn to speak. You will be prompted to unmute your phone. Unmute and begin speaking; start by stating your name.

Members of the public are limited to three (3) minutes per speaker per listed agenda item at a single meeting unless the time allotment is decreased by the Chair depending on the number of speakers. Please ensure that all background noise is muted (TV, radio, etc.).

4. Email or Mail Public Comment in Advance of the Meeting:

   If you wish to make a written comment on a specific agenda item by email or mail, please submit your comment by 12:00 p.m. on the day prior to the meeting. Your written comment will be distributed to Commission members and made part of the permanent meeting record. Written comments will be made available to the public and can be viewed online at https://airports.venturacounty.gov/meeting-archives/ or in person at the Airport Administration Office located at 555 Airport Way, Suite B, Camarillo, CA 93010.

   Public comments submitted in writing are public record and subject to disclosure. An unredacted version is made available when records are requested by a Public Records Act request. Please do not submit personal contact information you do not want to be made public.

   Comments submitted by email can be sent airportmeetings@venturacounty.gov. In the **Subject Line** of the email please indicate "**AAC Meeting Comment**" and the **Agenda item number** on which you are commenting (e.g., AAC Meeting Comment – Agenda Item No. 5) then proceed with your comment in the body of the e-mail.

   Comments submitted by mail can be sent to 555 Airport Way, Ste. B, Camarillo, CA 93010, Attention: Lizet Kennel. In the **Subject Line** of the correspondence please indicate "**AAC Meeting Comment**" and the **Agenda item number** on which you are commenting (e.g., AAC Meeting Comment – Agenda Item No. 5) then proceed with your comment in the body of the correspondence.

AGENDA

1. **CALL to ORDER and PLEDGE of ALLEGIANCE**

2. **ROLL CALL**

3. **AGENDA REVIEW**

4. **APPROVAL of MINUTES – January 7, 2026** Pages 9-15

5. **PUBLIC COMMENT PERIOD**

Airport related comments during the public comment part of the meeting to address non-agenda items is limited to no more than three (3) minutes per speaker and may be increased or decreased by the Chair depending on the number of speakers for non-agenda items.

In-Person Public Comment:
Speakers must fill out a speaker card and submit it to the secretary 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.

Zoom Public Comment:
Speakers should press the raise hand button, or if joining by telephone, press star (*) then 9 to be added to the speaker queue when the Chair of the Commission calls for public comment.

Email or Mail Public Comment:
If you wish to make a written comment on a specific agenda item by email or mail, please submit your comment by 12:00 p.m. on the day prior to the meeting. Your written comment will be distributed to Commission members and made part of the permanent meeting record. Written comments will be made available to the public and can be viewed online at https://airports.venturacounty.gov/meeting-archives/ or in person at the Airport Administration Office located at 555 Airport Way, Suite B, Camarillo, CA 93010.

Public comments submitted in writing are public record and subject to disclosure. An unredacted version is made available when records are requested by a Public Records Act request. Please do not submit personal contact information you do not want to be made public.

6. **CONSENT AGENDA**

Consent Agenda items are routine and non-controversial. Items are reviewed and approved together as recommended and without discussion unless an item is pulled for a separate action by the Commission on the Regular Agenda. Consent items are heard at the Commission's discretion and may be heard at any time during the meeting.

A. Subject: Approval of the Capital Improvement Plan and Authorization to Apply for and Accept Aviation Grants for Camarillo and Oxnard Airports, Fiscal Years 2026–2036 Pages 16-107

Recommendations:

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

1. Approve the capital improvement plan (CIP) for Camarillo and Oxnard Airports (Exhibit 1) for federal fiscal years (FFY) 2026-2036;

2. Authorize the Director of Airports or his designee, to apply for grants to fund the projects outlined in the CIP upon notification from the Federal Aviation Administration (FAA) and the California Department of Transportation Aeronautics Program (Caltrans) that funds are available. ***These projects are subject to approval in the County budget process, as explained below;***

3. Authorize the Director of Airports or his designee to accept and sign federal and state aviation grants from the FAA (Exhibit 2) and Caltrans (Exhibit 3), if offered;

4. Authorize County Counsel to execute the Certificate of Sponsor's Attorney required by FAA Grant Agreements.

B. Subject: Receive and File Financial Reports for the Period Ending December 31, 2025 Pages 108-116

Recommendation:

Staff requests that your Commission/Authorities receive and file the unaudited financial reports for the period ending December 31, 2025.

7. REGULAR AGENDA

Regular Agenda items are heard at the Authorities' discretion and may be heard at any time during the meeting.

A. Subject: Receive and File a Monthly Staff Update from Communications and Engagement Manager Regarding Ventura County Airports Pages 117-118

Recommendation:

Receive and file a monthly staff update from Communication and Engagement Manager regarding Ventura County Airports.

B. Subject: Receive and File Information Regarding a Request for Proposal (RFP) for Development of an approximate 11-Acre Vacant Site in the Oxnard Airport Runway Protection Zone (RPZ) Pages 119-137

Recommendation:

Receive and file staff update regarding information on the Request for Proposal (RFP) for the development of an approximate 11-acre vacant site in the Oxnard Airport Runway Protection Zone (RPZ).

C. Subject: Receive and File Information Regarding the Requests for Proposal (RFP) for Two Sites at the Camarillo Airport for Redevelopment/Development; Site 1 of 4.1 Acres and Site 2 of 1.9 Acres Pages 138-225

Recommendation:

Receive and file staff update regarding information on the Request for Proposals for the development/redevelopment of two airfield sites at Camarillo Airport – site 1 for 4.1 acres and site 2 for 1.9 acres.

D. Subject: Receive and File a Staff Update on the Camarillo Runway 8-26 Rehabilitation Project Page 226

Recommendation:

Receive and file a staff update on the recent stakeholder presentation regarding the Camarillo Runway 8-26 Rehabilitation Project.

E. Subject: Receive and File Aviation Advisory Commission Ad Hoc Committee Chair Update on the Continuation of Discussion Regarding Effectiveness and Efficiency of the Aviation Advisory Commission Page 227

Recommendation:

Receive and file by the Ad Hoc Committee Chair (Clarke) regarding their recommendation(s) on possible changes to increase the effectiveness and efficiency of the Aviation Advisory Commission (AAC).

8. DIRECTOR'S REPORT

9. REPORTS Pages 228-263

Report items listed below are presented to the Aviation Advisory Commission for information only, at this time. The report items require no action or are not ready for the Commission's consideration. The Commission may refer these items to the Department of Airports for investigation and report back on a future agenda.

Monthly Activity Report – December 2025 – January 2026
Monthly Noise Complaints – December 2025 – January 2026
Consultant Reports (Coffman Associates) – December 2025 – January 2026

Consultant Reports (Woolpert – Camarillo Airport) – December 2025 – January 2026
Consultant Reports (Woolpert – Oxnard Airport) – December 2025 – January 2026
Consultant Reports (Mead & Hunt) – October - December 2025, January 2026
Project Status Report – January – February 2026
Airport Tenant Projects – February 2026
Revised FY 24-25 Q3 & Q4 Financials
Meeting Calendars 2026

10. CORRESPONDENCE Pages 264-311

Correspondence items listed below are presented to the Aviation Advisory Commission for information only, at this time. The correspondence items require no action or are not ready for the Commission's consideration. The Commission may refer these items to the Department of Airports for investigation and report back on a future agenda.

Ventura County Department of Airports Request for Proposal (RFP) dated January 5, 2026, SELECTION PROCESS OF A MASTER DEVELOPER FOR AN APPROXIMATE 1.9 ACRE SITE FOR COMMERCIAL AVIATION DEVELOPMENT AT THE CAMARILLO AIRPORT

Letter from Director of Airports, Keith Freitas to Governor's Office of Business and Economic Development (GO-Biz) California Jobs First Council dated January 9, 2026, re: Letter of Commitment for FATHOMWERX Proving Ground

Department of Airports News dated January 9, 2026, re: ATCT Teams and Department of Airports Build Partnership to Bridge Gap Between the Community and the Sky

Department of Airports News dated January 13, 2026, re: Update Regarding Changes to OXR Operational Hours

Department of Airports News dated January 23, 2026, re: FAA Continues Work on Transition to Unleaded Fuel

Department of Airports News dated February 12, 2026, re: Clarification Regarding Camarillo Airport Hangar Replacement Project

Ventura County Star article dated February 15, 2026, re: Plane crash lands in drainage ditch in Camarillo

Department of Airports News dated February 17, 2026, re: C-130 to Land at OXR Today

Department of Airports News dated February 17, 2026, re: Second Public Meeting Announced for Camarillo Airport Approach and Procedure Analysis

Department of Airports News dated February 27, 2026, re: Reminder - Second Public Meeting Announced for Camarillo Airport Approach and Procedure Analysis

Department of Airports News dated February 27, 2026, re: Update Regarding CMA Requests for Proposal

Acorn Camarillo article dated February 28, 2026, re: Public comment welcome in study tackling airport noise

Pacific Coast Business Times article dated March 3, 2026, re: CCIA 2026: Area 805 Advanced Air Mobility Test Range poised for takeoff

11. COMMISSION COMMENTS – Comments by Commission members on matters deemed appropriate.

12. ADJOURNMENT

The next regular Commission meeting will be on **Wednesday, April 8, 2026, at 6:30 p.m**. in the Department of Airports Administration Office Conference Room, 555 Airport Way, Suite B, Camarillo, California.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT LIZET KENNEL (805) 388-4372. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE DEPARTMENT OF AIRPORTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Webinar Instructions

Public link to Zoom webinar:
https://us02web.zoom.us/j/86402974557?pwd=NQddmZzdHfnJYiVIcKqs6jg9LOQADW.1

Webinar ID: 864 0297 4557
Passcode: 149317
Phone Numbers: 1-669-444-9171

Cell Phone or Computer with Audio (Microphone) Feature: Click on the link above and enter passcode. Enter your name so we may call on you when it is your turn to speak.

The Chairperson will ask if anyone wishes to speak to the item. At that time, raise your hand by clicking the Raise Hand button. Follow the instructions below regarding Speaking.

Computer without Audio (Microphone) Feature: Click on the link above and enter passcode. This will allow you to view and listen to the meeting. In order to speak, follow the instructions below for Telephone.

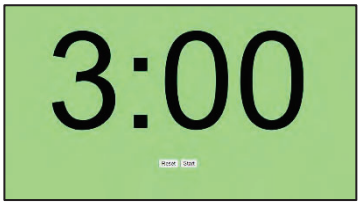
Telephone: You may observe the meeting via the Department of Airports YouTube channel. If you are interested in speaking to an item, you can call into one of the phone lines listed above, and when prompted enter the Webinar ID and Passcode shown above. Once in the meeting, you will be listening to the meeting through your phone handset.

The Chairperson will ask if anyone wishes to speak to the item. At that time, raise your hand by dialing *9. Follow the instructions below regarding Speaking.

Speaking

When it is your turn to speak, the Chairperson will call your name or the last 4 digits of your phone number if you are calling from a phone, and you are allotted three (3) minutes per speaker per listed agenda item at a single meeting. The time may be increased or decreased by the chair depending on the number of speakers Please ensure that all background noise is muted (TV, radio, etc.). You will be prompted to unmute your microphone/phone. Unmute and begin speaking; start by stating your name.

The timer on the screen will count down your three (3) minutes The timer starts green indicating you have three (3) minutes; when the time hits one (1) minute remaining, the timer will change to yellow; when the three (3) minutes have elapsed, the timer will turn red. At that time, your microphone will be muted and we will move onto the next speaker. If you called in on one of the phone lines listed above, you will not be able to see the timer. Instead, you will be prompted when the three (3) has begun; when the time hits one (1) minute remaining; when the three (3) minutes have elapsed.



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AVIATION ADVISORY COMMISSION

MINUTES

January 7, 2026

1. CALL to ORDER and PLEDGE of ALLEGIANCE

Vice-Chair, Matthew Johnston, called the meeting to order at 6:31 p.m. and requested that Commissioner Jerrold Abramson lead the pledge of allegiance.

2. ROLL CALL

PRESENT	ABSENT
Jerrold Abramson	John Corneau (E)
Clarke Cramer	Sean Colvin (E)
Steve Tannehill	Bruce Martin (E)
Richard Weyek	Mark McCamish (E)
Matthew Johnston	

Excused (E)
Late (L)
Absent (A)

AIRPORT STAFF
Keith Freitas, Director
Casey Pullman, Deputy Director
Erin Powers, Deputy Director
Jannette Jauregui, Communications & Engagement Manager
Madeline Herrle, Lease Manager
Servando Briggs, Finance Manager
Ana Castro, Administrative Officer
Denise Arreola, Administrative Assistant
Lizet Kennel, Management Assistant

3. AGENDA REVIEW

No changes to the agenda.

4. APPROVAL OF MINUTES – November 12, 2025

Action: Upon the motion of Commissioner Steve Tannehill and seconded by Commissioner Jerrold Abramson, the Commission hereby approves the November 12, 2025, minutes. All members voted and the motion passed unanimously 5-0.

5. 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.

Public comments heard.

6. CONSENT AGENDA

Consent Agenda items are routine and non-controversial. Items are reviewed and approved together as recommended and without discussion unless an item is pulled for a separate action by the Commission on the Regular Agenda. Consent items are heard at the Commission's discretion and may be heard at any time during the meeting.

A. Subject: Find That the Airport Properties Limited Development Project at Camarillo Airport is Categorically Exempt from the California Environmental Quality Act

Recommendation:

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

Find that the Airport Properties Limited (APL) development project at Camarillo Airport is categorically exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15332.

B. Subject: Approval of, and Authorization for the Director of Airports or His Designee to Sign, the Proposed Second Amendment to Lease with Camino Ruiz, a California Limited Liability Company (LLC), at the Camarillo Airport

Recommendation:

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

Approve, and authorize the Director of Airports or his designee to sign, the proposed Second Amendment to Lease with Camino Ruiz, LLC., at the Camarillo Airport (Exhibit 1).

Action: Upon the motion of Commissioner Clarke Cramer and seconded by Commissioner Steve Tannehill, the Commission hereby approves the recommendations as stated in the respective agenda letters for items 6.A and 6.B. All members voted and the motion passed unanimously 5-0.

7. REGULAR AGENDA

Regular Agenda items are heard at the Commission's discretion and may be heard at any time during the meeting.

A. Subject: Selection of Chair and Vice-Chair for Calendar Year 2026

Recommendation:

Nominate and select the 2026 Chair and Vice-Chair of the Aviation Advisory Commission (AAC).

Keith Freitas, Director of Airports, briefly addressed the agenda item and explained the rationale for the annual change in Commission leadership pursuant to the Bylaws. The Commissioners then proceeded with nominations.

Action: Commissioner Clarke Cramer nominated Vice-Chair Matthew Johnston for 2026 Chair and Commissioner Jerrold Abramson seconded the nomination. All members voted and the nomination passed 4-0 with one abstention from Vice-Chair Matthew Johnston. Vice-Chair Matthew Johnston accepted the role as 2026 Aviation Advisory Commission Chair.

Vice-Chair Matthew Johnston nominated Commissioner Clarke Cramer for Vice-Chair, and Commissioner Steve Tannehill seconded the nomination. All members voted and the nomination passed 4-0 with one abstention from Commissioner Clarke Cramer. Commissioner Clarke Cramer accepted the role as 2026 Aviation Advisory Commission Vice-Chair.

2026 Seats: Matthew Johnston, Chair
Clarke Cramer, Vice-Chair

B. Subject: Continuation of Discussion Regarding Effectiveness and Efficiency of the Aviation Advisory Commission

Recommendation:

The recommendation by the Department of Airports (DOA) is that an Ad Hoc Committee be established, with up to four members of the Aviation Advisory Commission (AAC), to research, investigate and ultimately make recommendations to the full AAC regarding effectiveness and efficiency improvements to the AAC. Any final recommendation would ultimately be presented to the County Board of Supervisors for consideration and final action.

Keith Freitas, Director of Airports, presented the item to the Commission. This was a continuation of a discussion from an agenda item presented at the November 12, 2025, AAC meeting, during which the Commission recommended the creation of an Ad Hoc Committee. Chair Matthew Johnston expressed support for this recommendation, and appointed Vice-Chair Cramer to lead the Ad Hoc Committee. Furthermore, recommended Commissioners Steve Tannehill and Jerrold Abramson to serve on the Committee. Commissioner Richard Weyek volunteered to participate on the Committee. Commissioners' comments were heard and addressed by airport staff.

Action: Upon the motion of Commissioner Jerrold Abramson and seconded by Commissioner Steve Tannehill, the Commission hereby approves the recommendations as stated in the respective agenda letter for item 7.B. All members voted and the motion passed unanimously 5-0.

C. Subject: Receive and File a Monthly Staff Update from Communications and Engagement Manager Regarding Ventura County Airports

Recommendation:

Receive and file a monthly staff update from Communication and Engagement Manager regarding Ventura County Airports.

Communications and Engagement Manager, Jannette Jauregui, presented a feature story highlighting the partnership between the Department of Airports and the air traffic control teams at Camarillo and Oxnard Airport.

Action: Without motion, the Commission receives and files a monthly staff update from Communications and Engagement Manager regarding Ventura County Airports.

D. Subject: Receive and File Staff Update Regarding Video Surveillance and Access Control System Installation at Camarillo and Oxnard Airports

Recommendation:

Receive and file staff update regarding the installation status and planned activation of the new video surveillance and access control systems at Camarillo Airport (CMA) and Oxnard Airport (OXR).

Deputy Director, Casey Pullman, presented the item and provided an update on the video surveillance equipped with high-resolution digital cameras and access control systems with a secure network at both Camarillo and Oxnard Airports. Commissioners' comments and questions were heard and addressed by airport staff.

Action: Without motion, the Commission receives and files a staff update regarding video surveillance and access control system installation at Camarillo and Oxnard Airports.

8. DIRECTOR'S REPORT

The Director's Report opened with an update on the installation of the new beacon at the Camarillo Airport. During installation, minor damage occurred to the beacon's metal structure. The beacon was returned to the manufacturer, and the Department is currently awaiting a redesigned unit with an extended warranty. Photographs of the damaged beacon were presented.

Communications Engagement Manager, Jannette Jauregui worked alongside with her team to revamp and launch an updated Department of Airports website. The website updates include streamlining buttons and links for easier navigation and adding a new scrolling video highlighting airport activity, including the Wings Over Camarillo Airshow, Ventura County Fire and Sheriff's helicopters, and Department of Airport Operations. Jannette and her team did a great job.

The Commission was reminded that two Request for Proposals (RFPs) were issued for properties at the Camarillo Airport. These RFPs are related to prior discussions regarding two separate parcels of interest to businesses at the Camarillo Airport. In accordance with Federal Aviation Administration (FAA) requirements, the Department is required to solicit, review, and evaluate proposals for these properties. Proposals may come in to repair the existing small hangars, or there may be proposals to replace them as is and build new hangars. Director Freitas reminds the Commission that the hangars in the area are rusted with water damage, nearly 40 years old, and 15 of 49 of the hangars are beyond repair.

Director's Report was received and filed.

9. REPORTS

Report items listed below are presented to the Aviation Advisory Commission for information only, at this time. The report items require no action or are not ready for the Commission's consideration. The Commission may refer these items to the Department of Airports for investigation and report back on a future agenda.

Monthly Noise Complaints – October - November 2025
Consultant Reports (Coffman Associates) – October - November 2025
Consultant Reports (Woolpert – Camarillo Airport) – October - November 2025
Consultant Reports (Woolpert – Oxnard Airport) – October - November 2025
Project Status Report – December 2025
FY 24-25 Q3 & Q4 Financials
Meeting Calendars 2026

Reports were received and filed.

10. CORRESPONDENCE

Correspondence items listed below are presented to the Aviation Advisory Commission for information only, at this time. The correspondence items require no action or are not ready for the Commission's consideration. The Commission may refer these items to the Department of Airports for investigation and report back on a future agenda.

Camarillo Acorn article dated November 15, 2025, re: Camarillo residents care, work and 'invest in one another'

Letter from City of Oxnard Councilmember, Bert E. Perello to Mr. Keith Freitas dated November 18, 2025, re: November 13, 2025 Agenda Item No. D, Oxnard Airport Authority – City of Oxnard Comment Letter on Part 150 Noise Compatibility Planning Study for Oxnard Airport

Department of Airports News dated November 21, 2025, re: REMINDER: Applications for Airport Authority Now Open

Letter from Lease Manager, Madeline Herrle to Mr. Charlie McLaughlin dated December 10, 2025, re: Oxnard Airport – 5 acre site Additional soils testing

Department of Airports News dated December 16, 2025, re: FINAL REMINDER: Applications Now Open for Airport Authority

Ventura County Department of Airports Request for Proposal (RFP) dated December 31, 2025, SELECTION PROCESS OF A MASTER DEVELOPER FOR AN APPROXIMATE 4.1 ACRE SITE FOR COMMERCIAL AVIATION DEVELOPMENT and/or REPAIR OR REPLACEMENT OF GENERAL AVIATION AIRCRAFT HANGARS AT THE CAMARILLO AIRPORT

Correspondence was received and filed.

11. COMMISSION COMMENTS – Comments by Commission members on matters deemed appropriate.

Commissioner Richard Weyek expressed appreciation to Director Freitas for spending two to three hours reviewing the Bylaws and related materials when he joined the Commission last year. Vice-Chair Clarke Cramer agreed with Commissioner Richard Weyek's comment.

12. ADJOURNMENT

There being no further business, a motion to adjourn the January 7, 2026 meeting of the Aviation Advisory Commission at 7:32 p.m. was made by Vice-Chair Clarke Cramer and seconded by Commissioner Steve Tannehill.

The next regular Commission meeting will be on **Wednesday, February 4, 2026, at 6:30 p.m**. in the Department of Airports Administration Office Conference Room, 555 Airport Way, Suite B, Camarillo, California.

KEITH FREITAS, A.A.E., C.A.E.
Administrative Secretary

COUNTY of VENTURA
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March 11, 2026

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

Subject: Approval of the Capital Improvement Plan and Authorization to Apply for and Accept Aviation Grants for Camarillo and Oxnard Airports, Fiscal Years 2026–2036

Recommendations:

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

1. Approve the capital improvement plan (CIP) for Camarillo and Oxnard Airports (Exhibit 1) for federal fiscal years (FFY) 2026-2036;

. Authorize the Director of Airports or his designee, to apply for grants to fund the projects outlined in the CIP upon notification from the Federal Aviation Administration (FAA) and the California Department of Transportation Aeronautics Program (Caltrans) that funds are available. ***These pro ects are sub ect to approval in the County budget process, as explained below***

. Authorize the Director of Airports or his designee to accept and sign federal and state aviation grants from the FAA (Exhibit 2) and Caltrans (Exhibit 3), if offered;

. Authorize County Counsel to execute the Certificate of Sponsor's Attorney required by FAA Grant Agreements.

Fiscal Impact:

	FY 2026-27	FY 2027-36
Revenues (Federal – FAA)	$ 38,643,433*	$ 47,949,754*
(State – Caltrans)	$ 217,500*	$ 1,121,425*
Direct Costs	$ 40,677,298	$ 53,277,507
Net County Cost	$ 1,816,365	$ 4,206,329

lease note that it is anticipated the re enue from AA and altrans will be paid out o er se eral future fiscal ears. rant amounts are estimates based on funding formulas but actual amount will be based on bids and a ailable funds. ue to AA timing certain costs in the Airport apital mpro ement lan will occur in .

Sufficient re enue and appropriations are a ailable in the capital budget.

Funding Sources: *Airport Enterprise und AA altrans*
Match Requirement: *of costs less an altrans funding (cash)*

Discussion:

In order to coordinate the funding of capital improvements throughout the nation's aviation system, the FAA and Caltrans require airport sponsors to maintain an Airport Capital Improvement Plan. To be eligible to apply for FAA and Caltrans grant funding, projects must be identified in an approved CIP, and grant applications often require documentation of Board approval, including certified minutes. For this reason, the Department of Airports (DOA) submits the CIP for the Board's review and approval on an annual basis to support timely grant applications and acceptance of grant awards as funding opportunities become available.

The FAA requires a minimum five-year CIP, while Caltrans requires a ten-year CIP submitted every other year. To satisfy both requirements, the DOA is presenting a single consolidated CIP that includes the full ten-year planning period. This approach improves consistency across federal, state, and local planning requirements, reduces the need to maintain multiple versions of the CIP, and allows the Department to respond more efficiently to grant funding opportunities as they arise. The outer planning years remain subject to change based on funding availability, project readiness, and regulatory requirements. The CIP for both Camarillo and Oxnard Airports, attached as Exhibit 1, covers federal fiscal years 2026 through 2036.

The projects in the CIP are listed in the order of highest priority. There is no guarantee that any project will receive grant funding or local funding approval in the year requested, as the FAA and Caltrans prioritize projects on a state and national basis based on eligibility, available funding, and congressional appropriations.

Airport pavement management plans maintained by the DOA have identified several high-priority pavement rehabilitation and reconstruction projects that are due or overdue. The CIP includes design and construction phases to support those projects, as well as other priority improvements such as land acquisitions to support FAA object free areas and runway protection zones and rehabilitation of the Air Traffic Control Tower facility.

Under the current grant process, the FAA solicits grant applications each December for the next FFY planned projects and may request revised grant applications when funds become available. Grant offers may be issued as early as January and as late as

September with grant offers that expire within a few weeks of issuance. Often, DOA's turnaround time to submit FAA and Caltrans grant applications and accept grant offers is critical in obtaining available funds. The Board's approval of the CIP and authorizing the Director of Airports, or his designee, to apply for and accept FAA and Caltrans grants when they become available will benefit the DOA significantly by: (1) reducing the DOA's administrative process, and (2) expediting the DOA's turnaround time to apply for, accept and obtain, federal and state funds. The DOA will submit all grant applications and grant agreements to County Counsel and the assigned County Executive Office analyst for review prior to submission or acceptance.

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

Strategic Priority:

The projects in the CIP support the County's Strategic Priorities to support fiscal responsibility, economic vitality, reliable infrastructure, and sustainability.

If you have any questions regarding this item, please call Danielle Tarr at (805) 388-4205, or me at (805) 388-4200.

KEITH FREITAS, A.A.E., C.A.E.
Director of Airports

Attachments:

Exhibit 1 – Current Capital Improvement Plan for Camarillo and Oxnard Airports
Exhibit 2 – FAA Grant Agreement Example
Exhibit 3 – Caltrans Grant Agreement Example

AIRPORT CAPITAL IMPROVEMENT PLAN

1. Airport: CAMARILLO AIRPORT — 3. NPIAS No. 06-0339

5. Project Description (by funding year in priority order)	On ALP? Y/N	Environmental Type	NPR Code (APCT)	NPR Rating	PCI**	PCR**		Federal Funds	State Funds	Local Funds	Total $	FAA Entitlements Description	FAA Entitlements Amount	FAA IIJA* Description	FAA IIJA* Amount
Federal Fiscal Year 2026												Available	$ 150,000	Available	$ 1,362,000
1. Rehabilitation of Runway 8-26 (CMA FAA IIJA Funding from 2025 & 2026)***	Y	CatEx	A,RC,RW,IM	83	51-76	340/F/C/X/T		$ 36,078,433	$ 150,000	$ 1,748,865	$ 37,977,298	Used	$ -	Used	$ 1,362,000
							TOTAL	$ 36,078,433	$ 150,000	$ 1,748,865	$ 37,977,298	Remaining	$ 150,000	Remaining	$ -
Federal Fiscal Year 2027												Available	$ 300,000		
1. Design for Taxiway Connectors Reconstruction (Include. RIM Correction at Taxiway A) (2029 Construction)	Y	CatEx	A,RC,RW,IM	78	57-65	340/F/C/X/T		$ 1,830,218	$ 101,679	$ 101,679	$ 2,033,576	Used	$ 300,000		
							TOTAL	$ 1,830,218	$ 101,679	$ 101,679	$ 2,033,576	Remaining	$ -		
Federal Fiscal Year 2028												Available	$ 150,000		
1. No Project: Roll Over Entitlements	N/A	N/A	N/A	N/A	N/A	N/A		$ -		$ -		Used	$ 150,000		
							TOTAL	$ -	$ -	$ -	$ -	Remaining	$ -		
Federal Fiscal Year 2029												Available	$ 150,000		
1. Reconstruction of Taxiway Connectors (Including RIM Correction at Taxiway A)	Y	CatEx	A,RC,RW,IM	78	57-65	340/F/C/X/T		$ 28,705,424	$ 150,000	$ 3,039,492	$ 31,894,915	Used	$ -		
								$ 28,705,424	$ 150,000	$ 3,039,492	$ 31,894,915	Remaining	$ 150,000		
Federal Fiscal Year 2030												Available	$ 300,000		
1. Design for PCC Rehabilitation Taxiways F and G1 (2032 Construction)	Y	CatEx	A,RC,RW,IM	78	40	320/R/C/W/T		$ 186,659	$ 10,370	$ 10,370	$ 207,399	Used	$ 150,000		
2 Design for PCC Rehabilitation Main Apron and Key Hangar Area (2032 Construction)	Y	CatEx	A,RC,RW,IM	69	40-55	320/R/C/W/T		$ 186,659	$ 10,370	$ 10,370	$ 207,399	Used	$ 150,000		
							TOTAL	$ 373,318	$ 20,740	$ 20,740	$ 414,798	Remaining	$ -		
Federal Fiscal Year 2031												Available	$ 150,000		
1. No Project: Roll Over Entitlements	N/A	N/A	N/A	N/A	N/A	N/A						Used	$ -		
							TOTAL	$ -	$ -	$ -	$ -	Remaining	$ 150,000		
Federal Fiscal Year 2032												Available	$ 300,000		
1. PCC Rehabilitation Taxiways F and G1	Y	CatEx	A,RC,RW,IM	78	40	320/R/C/W/T		$ 1,244,395	$ 69,133	$ 69,133	$ 1,382,661	Used	$ 150,000		
2. PCC Rehabilitation Main Apron and Key Hangar Area	Y	CatEx	A,RC,RW,IM	69	40-55	320/R/C/W/T		$ 1,244,395	$ 69,133	$ 69,133	$ 1,382,661		$ 150,000		
							TOTAL	$ 2,488,790	$ 138,266	$ 138,266	$ 2,765,322	Remaining	$ -		
Federal Fiscal Year 2033												Available	$ 150,000		
1. Design for Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane (2035 Construction)	Y	CatEx	A,RE,TW,IM	68	59-78	115/F/D/X/T		$ 500,051	$ 27,781	$ 27,781	$ 555,613	Used	$ 150,000		
							TOTAL	$ 500,051	$ 27,781	$ 27,781	$ 555,613	Remaining	$ -		
Federal Fiscal Year 2034												Available	$ 150,000		
1. Design for Rehabilitation of Central Apron (2037 Construction)	Y	CatEx	A,RE,AP,IM	81	53-72	315/F/D/X/T		$ 349,895	$ 19,439	$ 19,439	$ 388,773	Used	$ 150,000		
							TOTAL	$ 349,895	$ 19,439	$ 19,439	$ 388,773	Remaining	$ -		
Federal Fiscal Year 2035												Available	$ 150,000		
1. Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane	Y	CatEx	A,RE,TW,IM	68	59-78	115/F/D/X/T		$ 3,333,676	$ 150,000	$ 220,409	$ 3,704,085	Used	$ 150,000		
							TOTAL	$ 3,333,676	$ 150,000	$ 220,409	$ 3,704,085	Remaining	$ -		
Federal Fiscal Year 2036												Available	$ 150,000		
1. No Project: Roll Over Entitlements	N/A	N/A	N/A	N/A	N/A	N/A		$ -		$ -		Used	$ 150,000		
							TOTAL	$ -	$ -	$ -	$ -	Remaining	$ -		
							TOTAL	$ 73,659,805	$ 757,905	$ 5,316,671	$ 79,734,380				

2/5/2026

*** Includes FAA IIJA funding for fiscal year 2025 ($687,000) and FAA IIJA funding of $675,000 for fiscal year 2026.**

****A PMMP/APMS update is currently in progress. PCI/PCR values for near-term projects are updated based on geotechnical data as part of preliminary design.**

*****Master grant application submitted reflects full construction cost. Companion grant recently received for $14.4M not deducted.**

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2026			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Rehabilitation of Runway 8-26 (CMA FAA IIJA Funding from 2025 & 2026)***	$36,078,433	$150,000	$1,748,865	$37,977,298
		Total	**$36,078,433**	**$150,000**	**$1,748,865**	**$37,977,298**

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

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

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

1. Rehabilitation of Runway 8-26 (CMA FAA IIJA Funding from 2025 & 2026)***

Runway 8-26 Rehabilitation consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, runway grooving, pavement marking, drainage improvements, and electrical improvements. The taxiway connectors transitions Rehabilitation consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, pavement marking, drainage improvements, and electrical improvements.

***Master grant application submitted reflects full construction cost. Companion grant recently received for $14.4M not deducted.

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

1. Design will be completed in fiscal year 2026 with construction in fiscal year 2027.

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

1. CatEx with new floodplain requirements was approved on June 24, 2024.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2026 PROJECTS

1. REHABILITATION OF RUNWAY 8-26 (CMA FAA IIJA FUNDING FROM 2025 & 2026)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2026

DATE: JANUARY 14, 2026 SHEET 1 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2027			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Taxiway Connectors Reconstruction (Include. RIM Correction at Taxiway A) (2029 Construction)	$1,830,218	$101,679	$101,679	$2,033,576
		Total	**$1,830,218**	**$101,679**	**$101,679**	**$2,033,576**

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

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

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

1. Design for Taxiway Connectors Reconstruction (Include. RIM Correction at Taxiway A) (2029 Construction)

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

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

1. Design will be completed during the 2027 Federal Fiscal Year. Bids are anticipated to be received by February 2028 with construction commencing in 2029. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx with new floodplain requirements was approved on June 24, 2024.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2027 PROJECTS

1. DESIGN FOR TAXIWAY CONNECTORS RECONSTRUCTION (INCLUDE. RIM CORRECTION AT TAXIWAY A)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2027

DATE: JANUARY 14, 2026 SHEET 2 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2028			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
		1. No Project: Roll Over Entitlements	$0	$0	$0	$0
		Total	**$0**	**$0**	**$0**	**$0**

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

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

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

1. No Project: Roll Over Entitlements

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

1. Not Applicable

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

1. Not Applicable

Land Title Status & Date of Exhibit "A" Status	Date

Open AIP Funded Projects	Expected Close-out Date

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2028 PROJECTS

1. NO PROJECT: ROLL OVER ENTITLEMENTS

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2028

DATE: JANUARY 14, 2026 SHEET 3 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2029			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Reconstruction of Taxiway Connectors (Including RIM Correction at Taxiway A)	$28,705,424	$150,000	$3,039,492	$31,894,915
		Total	**$28,705,424**	**$150,000**	**$3,039,492**	**$31,894,915**

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

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

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

1. Reconstruction of Taxiway Connectors (Including RIM Correction at Taxiway A)

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

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

1. Design will be completed during the 2027 Federal Fiscal Year. Bids are anticipated to be received by February 2028 with construction commencing in 2029. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx with new floodplain requirements was approved on June 24, 2024.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2029 PROJECTS

1. RECONSTRUCTION OF TAXIWAY CONNECTORS (INCLUDING RIM CORRECTION AT TAXIWAY A)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2029

DATE: JANUARY 14, 2026 SHEET 4 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2030			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for PCC Rehabilitation Taxiways F and G1 (2032 Construction)	$186,659	$10,370	$10,370	$207,399
Y	D	2 Design Grant for PCC Rehabilitation Main Apron and Key Hangar Area (2032 Construction)	$186,659	$10,370	$10,370	$207,399
		Total	**$373,318**	**$20,740**	**$20,740**	**$414,798**

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

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

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

1. Design for PCC Rehabilitation Taxiways F and G1 (2032 Construction)
2. Design Grant for PCC Rehabilitation Main Apron and Key Hangar Area (2032 Construction)

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

1. & 2. Design will be complete during the 2030 Federal Fiscal Year.

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

1. & 2. CatEx submittal planned prior to design completion.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2030 PROJECTS

1. DESIGN GRANT FOR PCC REHABILITATION TAXIWAY F, AND G1 (2032 CONSTRUCTION)

2. DESIGN GRANT FOR PCC REHABILITATION MAIN APRON, AND KEY HANGAR AREA (2032 CONSTRUCTION)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2030

DATE: JANUARY 14, 2026 SHEET 5 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2031			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
		1. No Project: Roll Over Entitlements	$0	$0	$0	$0
		Total	**$0**	**$0**	**$0**	**$0**

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

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

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

1. No Project: Roll Over Entitlements

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

1. Not Applicable

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

1. Not Applicable

Open AIP Funded Projects	Expected Close-out Date

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2031 PROJECTS

1. NO PROJECT: ROLL OVER ENTITLEMENTS

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2031

DATE: JANUARY 14, 2026 SHEET 6 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2032			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. PCC Rehabilitation Taxiways F and G1	$1,244,395	$69,133	$69,133	$1,382,661
Y	D	2. PCC Rehabilitation Main Apron and Key Hangar Area	$2,488,790	$138,266	$138,266	$2,765,322
		Total	**$3,733,185**	**$207,399**	**$207,399**	**$4,147,983**

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

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

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

1. PCC Rehabilitation Taxiways F and G1
Work is anticipated to include crack repair, resealing of joints, spall repair and select panel replacement. (160,000 SY)

2. PCC Rehabilitation Main Apron and Key Hangar Area
Work is anticipated to include crack repair, resealing of joints, spall repair and select panel replacement.

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

1. Design will be completed during the 2030 Federal Fiscal Year. Bids are anticipated to be received by February 2032 with construction commencing in 2032. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

2. Design will be completed during the 2030 Federal Fiscal Year. Bids are anticipated to be received by February 2032 with construction commencing in 2032. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. and 2. CatEx submittal planned prior to design completion.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2032 PROJECTS

1. PCC REHABILITATION TAXIWAYS F AND G1

2. PCC REHABILITATION MAIN APRON AND KEY HANGAR AREA

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2032

DATE: JANUARY 14, 2026 SHEET 7 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2033			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane (2035 Construction)	$500,051	$27,781	$27,781	$555,613
		Total	**$500,051**	**$27,781**	**$27,781**	**$555,613**

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

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

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

1. Design for Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane (2035 Construction)
Work is anticipated to include crack repair, seal coat application and new pavement markings.

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

1. Design will be completed during the 2033 Federal Fiscal Year. Bids are anticipated to be received by February 2035. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx submittal planned prior to design completion.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2033 PROJECTS

1. DESIGN FOR REHABILITATE TAXIWAYS G, G2 & G3 & REHABILITATE NE TAXILANE (2035 CONSTRUCTION)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2033

DATE: JANUARY 14, 2026 SHEET 8 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2034			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Rehabilitation of Central Apron (2037 Construction)	$349,895	$19,439	$19,439	$388,773
		Total	**$349,895**	**$19,439**	**$19,439**	**$388,773**

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

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

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

1. Design for Rehabilitation of Central Apron (2037 Construction)
Work is anticipated to include crack repair, seal coat application and new pavement markings (18,000 SY)

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

Design will be completed during the 2034 Federal Fiscal Year

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

1. CatEx submittal planned prior to design completion.

Land Title Status & Date of Exhibit "A" Status	Date
Design for Rehabilitate Central Apron (2036 Construct) - County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2034 PROJECTS

1. DESIGN FOR REHABILITATION OF CENTRAL APRON (2037 CONSTRUCTION)

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2034

DATE: JANUARY 14, 2026 SHEET 9 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2035			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane	$3,333,676	$150,000	$220,409	$3,704,085
		Total	**$3,333,676**	**$150,000**	**$220,409**	**$3,704,085**

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

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

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

1. Rehabilitate Taxiways G, G2 & G3 & Rehabilitate NE Taxilane
Work is anticipated to include crack repair, seal coat application and new pavement markings.

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

1. Design will be completed during the 2033 Federal Fiscal Year. Bids are anticipated to be received by February 2035. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx submittal planned prior to design completion.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	Approved, May 2025

Open AIP Funded Projects	Expected Close-out Date
Part 150 Noise Study (AIP 3-06-0339-043-2022)	August 2026
CMA Final Design (AIP 03-06-0399-044-2024)	December 2026
CMA Runway 8/26 Rehabilitation (AIP 03-06-0399-045-2025)	December 2028

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2035 PROJECTS

1. REHABILITATE TAXIWAYS G, G2 & G3 & REHABILITATE NE TAXILANE

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2035

DATE: JANUARY 14, 2026 SHEET 10 OF 11

CMA ACIP DATA SHEET

Airport Name		CAMARILLO AIRPORT	Fiscal Year 2036			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
		1. No Project: Roll Over Entitlements	$0	$0	$0	$0
		Total	**$0**	**$0**	**$0**	**$0**

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

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

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

1. No Project: Roll Over Entitlements

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

1. Not Applicable

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

1. Not Applicable

Land Title Status & Date of Exhibit "A" Status — Date

1. Not Applicable

Open AIP Funded Projects — Expected Close-out Date

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2036 PROJECTS

1. NO PROJECT: ROLL OVER ENTITLEMENTS

GRAPHIC SCALE
400 0 400 800
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

CAMARILLO AIRPORT
CAMARILLO, CA
ACIP - FEDERAL FISCAL YEAR 2036

DATE: JANUARY 14, 2026 SHEET 11 OF 11

AIRPORT CAPITAL IMPROVEMENT PLAN

1. Airport: OXNARD AIRPORT | 3. NPIAS No. 06-0179

5. Project Description (by funding year in priority order)	On ALP? Y/N	Environmental Type	NPR Code (APCT)	NPR Rating	PCI***	PCR***		Federal Funds	State Funds	Local Funds	Total $	FAA Entitlements Description	FAA Entitlements Amount	FAA IIJA* Description	FAA IIJA* Amount
Federal Fiscal Year 2026												Available	$ 150,000	Available	$ 285,000
1. Rehabilitate ATCT (ATP or FCT IIJA Grant)	Y	CatEx	A,RE,BE,RT	69	N/A	N/A		$ 2,565,000	$ 67,500	$ 67,500	$ 2,700,000	Used	$ 150,000	Used	$ 285,000
							TOTAL	$ 2,565,000	$ 67,500	$ 67,500	$ 2,700,000	Remaining	$ -	Remaining	$ -
Federal Fiscal Year 2027												Available	$ 150,000		
1. Design for Reconstruction of Central Apron and Portion of Transient Apron (2029 Construction)	Y	CatEx	A,RE,AP,IM	69	AC 40-55	41/F/D/X/T		$ 450,000	$ 25,000	$ 25,000	$ 500,000	Used	$ 150,000		
							TOTAL	$ 450,000	$ 25,000	$ 25,000	$ 500,000	Remaining	$ -		
Federal Fiscal Year 2028												Available	$ 150,000		
1. No Project: Roll Over Entitlements	N/A	N/A	N/A	N/A	N/A	N/A		$ -	$ -	$ -		Used			
							TOTAL	$ -	$ -	$ -	$ -	Remaining	$ 150,000		
Federal Fiscal Year 2029												Available	$ 300,000		
1. Reconstruction of Central Apron and Portion of Transient Apron	Y	CatEx	A,RE,AP,IM	69	AC 40-55	41/F/D/X/T		$ 3,262,500	$ 150,000	$ 212,500	$ 3,625,000	Used	$ 300,000		
							TOTAL	$ 3,262,500	$ 150,000	$ 212,500	$ 3,625,000	Remaining	$ -		
Federal Fiscal Year 2030												Available	$ 150,000		
1. Design for Reconstruction of Terminal Apron PCC/AC & ARFF Apron (2032 Construction)	Y	CatEx	A,RC,AP,IM	69	AC 55-70	110/F/D/X/T		$ 489,375	$ 27,187	$ 27,188	$ 543,750	Used	$ 150,000		
							TOTAL	$ 489,375	$ 27,187	$ 27,188	$ 543,750	Remaining	$ -		
Federal Fiscal Year 2031												Available	$ 150,000		
1. Design for Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking (2033 Construction)	Y	CatEx	A,ST,LA,SZ	68	N/A	N/A		$ 157,500	$ 8,750	$ 8,750	$ 175,000	Used	$ 150,000		
2. Land Acquisitions - RPZ Property Purchases**			N/A	N/A	N/A	N/A		$ 1,440,000	$ 80,000	$ 80,000	$ 1,600,000				
							TOTAL	$ 1,597,500	$ 88,750	$ 88,750	$ 1,775,000	Remaining	$ -		
Federal Fiscal Year 2032												Available	$ 150,000		
1. Reconstruction of Terminal Apron PCC/AC & ARFF Apron	Y	CatEx	A,RC,AP,IM	69	AC 55-70	110/F/D/X/T		$ 3,262,500	$ 150,000	$ 212,500	$ 3,625,000	Used	$ 150,000		
					PCC 25-40	190/R/B/W/T	TOTAL	$ 3,262,500	$ 150,000	$ 212,500	$ 3,625,000	Remaining	$ -		
Federal Fiscal Year 2033												Available	$ 150,000		
1. Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking	Y	CatEx	A,ST,LA,SZ	68	AC 55-70	N/A		$ 789,007	$ 43,833	$ 43,835	$ 876,675	Used	$ 150,000		
							TOTAL	$ 789,007	$ 43,833	$ 43,835	$ 876,675	Remaining	$ -		
Federal Fiscal Year 2034												Available	$ 150,000		
1. Design for Rehabilitation of West Hangar Apron Area (2035 Construction)	Y	CatEx	A,RE,AP,IM	62	AC 70-85	72/F/D/X/T		$ 67,500	$ 3,750	$ 3,750	$ 75,000	Used			
							TOTAL	$ 67,500	$ 3,750	$ 3,750	$ 75,000	Remaining	$ 150,000		
Federal Fiscal Year 2035												Available	$ 300,000		
1. Rehabilitation of West Hangar Apron Area	Y	CatEx	A,RE,AP,IM	62	AC 70-85	72/F/D/X/T		$ 450,000	$ 25,000	$ 25,000	$ 500,000	Used			
							TOTAL	$ 450,000	$ 25,000	$ 25,000	$ 500,000	Remaining	$ 300,000		
Federal Fiscal Year 2036												Available	$ 450,000		
1. No Project: Roll Over Entitlements	N/A	N/A	N/A	N/A	N/A	N/A						Used			
							TOTAL	$ -	$ -	$ -	$ -	Remaining	$ 450,000		
							TOTAL	$ 12,933,382	$ 581,020	$ 706,023	$ 14,220,425				

2/5/2026

*** Includes FAA IIJA funding of $285,000 for fiscal year 2026.**

**** New Appraisal is being completed and costs are anticipated to be a smaller amount.**

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2026			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Rehabilitate ATCT (ATP or FCT IIJA Grant)	$2,565,000	$67,500	$67,500	$2,700,000
		Total	**$2,565,000**	**$67,500**	**$67,500**	**$2,700,000**

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

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

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

1. Rehabilitate ATCT (ATP or FCT IIJA Grant)

OXR ATCT is a level 6 facility constructed in 1958. It has critical FAA equipment & infrastructure to support an airport with +39% growth in operations (TAF 2013-2023). A recent 2023 assessment found termite damage, asbestos/lead paint & the HVAC, fire rated doors, fire alarm system,electrical panels, windows & roof ladder beyond their life cycle.This project will reimburse assessment cost, remediate asbestos/lead paint & replace all of the above to improve energy efficiency & ADA compliance & provide redundant HVAC cooling to protect FAA equipment in the cab & equipment room.

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

Date Project Costs Known: 09/2026

Date Grant Fully Executed: 11/2026

Construction Start Date: 2/2027

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

1. CATEX was submitted for approval.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

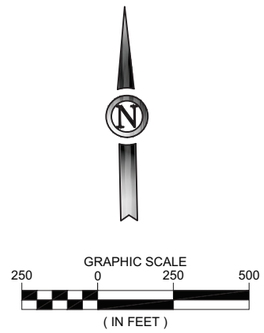
Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2026 PROJECTS

1. REHABILITATE ATCT (ATP or FTC IIJA Grant)



COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2026

DATE: JANUARY 14, 2026 SHEET 1 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2027			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Reconstruction of Central Apron and Portion of Transient Apron (2029 Construction)	$450,000	$25,000	$25,000	$500,000
		Total	**$450,000**	**$25,000**	**$25,000**	**$500,000**

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

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

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

1. Design for Reconstruction of Central Apron and Portion of Transient Apron (2029 Construction)

The Terminal Apron was last reconstructed in 1992 while the ARFF Apron was last reconstructed in 1997. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the PCC section on the Terminal Apron was found to be in Very Poor condition (PCI of 25-40) and the AC section in Fair condition (PCI of 55-70), while the ARFF Apron was found in Good Condition (PCI 85-100). Based on the conditions observed in the APMS and on the pavement strength analysis which showed the inadequacy of the pavement for the aircraft fleet mix at the time, a full reconstruction is recommended for the Terminal Apron and ARFF Apron. Work would include AC and PCC pavement removal, strengthening of the subgrade, placing new AB material, placing PCC and AC pavement, and application of pavement markings based on the most current Advisory Circular.

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

1. Design will be completed in 2027. Bids are anticipated to be received by February 2029 with construction in summer 2029. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx approval anticipated by early 2027.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2027 PROJECTS

1. DESIGN FOR REHABILITATE CENTRAL APRON AND PORTION OF TRANSIENT APRON (2029 CONSTRUCTION)

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2027

DATE: JANUARY 14, 2026 SHEET 2 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2028			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
		1. No Project: Roll Over Entitlements	$0	$0	$0	$0
		Total	**$0**	**$0**	**$0**	**$0**

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

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

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

1. No Project: Roll Over Entitlements

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

1. Not applicable.

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

1. Not applicable.

Land Title Status & Date of Exhibit "A" Status	Date

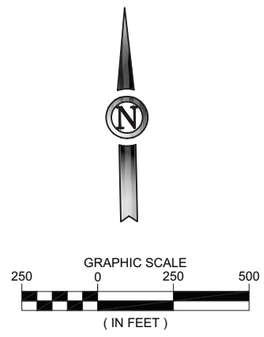
Open AIP Funded Projects	Expected Close-out Date

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2028 PROJECTS

1. NO PROJECT: ROLL OVER ENTITLEMENTS



COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2028

DATE: JANUARY 14, 2026 SHEET 3 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2029			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Reconstruction of Central Apron and Portion of Transient Apron	$3,262,500	$150,000	$212,500	$3,625,000
		Total	**$3,262,500**	**$150,000**	**$212,500**	**$3,625,000**

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

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

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

1. Reconstruction of Central Apron and Portion of Transient Apron

The Terminal Apron was last reconstructed in 1992 while the ARFF Apron was last reconstructed in 1997. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the PCC section on the Terminal Apron was found to be in Very Poor condition (PCI of 25-40) and the AC section in Fair condition (PCI of 55-70), while the ARFF Apron was found in Good Condition (PCI 85-100). Based on the conditions observed in the APMS and on the pavement strength analysis which showed the inadequacy of the pavement for the aircraft fleet mix at the time, a full reconstruction is recommended for the Terminal Apron and ARFF Apron. Work would include AC and PCC pavement removal, strengthening of the subgrade, placing new AB material, placing PCC and AC pavement, and application of pavement markings based on the most current Advisory Circular.

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

1. Construction will be completed in fiscal year 2029.

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

1. CatEx approval anticipated by early 2027.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2029 PROJECTS

1. REHABILITATE CENTRAL APRON, EXECUTIVE HANGAR AREA AND PORTION OF TRANSIENT APRON (CONSTRUCTION)

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2029

DATE: JANUARY 14, 2026 SHEET 4 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2030			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Reconstruction of Terminal Apron PCC/AC & ARFF Apron (2032 Construction)	$489,375	$27,187	$27,188	$543,750
		Total	**$489,375**	**$27,187**	**$27,188**	**$543,750**

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

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

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

1. Design for Reconstruction of Terminal Apron PCC/AC & ARFF Apron (2032 Construction)

A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the Central Hangar Area was in Good Condition (PCI 85-100), the Transient Apron was found to be in Poor condition (PCI of 40-55), and the Executive Apron was found to be in Satisfactory condition (PCI of 70-85). Based on the conditions observed in the APMS, a seal coat is recommended for most of the area, with a reconstruction of a portion of the Transient apron (recommended in FY 2016 per APMS). Work would include crack seal, seal coat application, limited pavement removal, trimming of existing AB to meet grades, placing new AB material and AC pavement, and re-application of existing markings.

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

1. Design will be completed in 2030. Bids are anticipated to be received by February 2032 with construction in summer 2032. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

1. CatEx approval anticipated by early 2030.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2030 PROJECTS

1. DESIGN FOR RECONSTRUCTION OF TERMINAL APRON PCC/AC & ARFF APRON (2032 CONSTRUCTION)

N

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2030

DATE: JANUARY 14, 2026 SHEET 5 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2031			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking (2033 Construction)	$157,500	$8,750	$8,750	$175,000
		2. Land Acquisitions - RPZ Property Purchases**	$1,440,000	$80,000	$80,000	$1,600,000
		Total	**$1,597,500**	**$88,750**	**$88,750**	**$1,775,000**

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

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

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

1. FFY 2031 Design for Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking (2033 Construction)

A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the Perimeter Road was in Fair (PCI 55-70) to Poor (PCI 40-55) Condition, the Terminal Loop was in Satisfactory Condition (PCI 70-85), the ATCT and Operations Parking was in Satisfactory Condition, and the Central Hangar Area Parking was in Poor Condition. The proposed improvements for the areas mentioned above consist of a rehabilitation for the section of the Perimeter Road in Poor condition and an emulsified asphalt seal coat for the other areas. The rehabilitation will consist of removing the existing pavement, trimming existing AB to meet design grades, placing new AB material over existing, and placing new AC pavement. The emulsified asphalt seal coat will include crack repair, seal coat application, and re-application of pavement markings.

2. Land Acquisitions - RPZ Property Purchases**

** New Appraisal is being completed and costs are anticipated to be a smaller amount.

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

1. Design will be completed on 2031.

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

1. CatEx approval anticipated by early 2031.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2031 PROJECTS

1. DESIGN FOR REHABILITATE PERIMETER & TERMINAL LOOP ROADS AND ATCT & OPERATIONS & CENTRAL HANGAR PARKING (2033 CONSTRUCTION)

2. LAND ACQUISITION - RPZ PROPERTY PURCHASES (NOT SHOWN)

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2031

DATE: JANUARY 14, 2026 SHEET 6 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2032			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Reconstruction of Terminal Apron PCC/AC & ARFF Apron	$3,262,500	$150,000	$212,500	$3,625,000
		Total	**$3,262,500**	**$150,000**	**$212,500**	**$3,625,000**

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

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

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

1. Reconstruction of Terminal Apron PCC/AC & ARFF Apron

A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the Central Hangar Area was in Good Condition (PCI 85-100), the Transient Apron was found to be in Poor condition (PCI of 40-55), and the Executive Apron was found to be in Satisfactory condition (PCI of 70-85). Based on the conditions observed in the APMS, a seal coat is recommended for most of the area, with a reconstruction of a portion of the Transient apron (recommended in FY 2016 per APMS). Work would include crack seal, seal coat application, limited pavement removal, trimming of existing AB to meet grades, placing new AB material and AC pavement, and re-application of existing markings.

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

1. Construction will be completed in fiscal year 2032

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

1. CatEx approval anticipated by late 2030.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2032 PROJECTS

1. RECONSTRUCTION OF TERMINAL APRON PCC/AC & ARFF APRON

N

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2032

DATE: JANUARY 14, 2026 SHEET 7 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2033			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking	$789,007	$43,833	$43,835	$876,675
		Total	**$789,007**	**$43,833**	**$43,835**	**$876,675**

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

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

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

1. Rehabilitate Perimeter & Terminal Loop Roads and ATCT & Operations & Central Hangar Parking

A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the Perimeter Road was in Fair (PCI 55-70) to Poor (PCI 40-55) Condition, the Terminal Loop was in Satisfactory Condition (PCI 70-85), the ATCT and Operations Parking was in Satisfactory Condition, and the Central Hangar Area Parking was in Poor Condition. The proposed improvements for the areas mentioned above consist of a rehabilitation for the section of the Perimeter Road in Poor condition and an emulsified asphalt seal coat for the other areas. The rehabilitation will consist of removing the existing pavement, trimming existing AB to meet design grades, placing new AB material over existing, and placing new AC pavement. The emulsified asphalt seal coat will include crack repair, seal coat application, and re-application of pavement markings.

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

Design will be completed in 2031. Bids are anticipated to be received by February 2033 with construction in summer 2033. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

CatEx approval anticipated by late 2031.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2033 PROJECTS

1. REHABILITATE PERIMETER & TERMINAL LOOP ROADS AND ATCT & OPERATIONS & CENTRAL HANGAR PARKING

N

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2033

DATE: JANUARY 14, 2026 SHEET 8 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2034			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Design for Rehabilitation of West Hangar Apron Area (2035 Construction)	$67,500	$3,750	$3,750	$75,000
		Total	**$67,500**	**$3,750**	**$3,750**	**$75,000**

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

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

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

1. Design for Rehabilitation of West Hangar Apron Area (2035 Construction)

The West Hangar Apron Area was constructed from 1988 to 2007. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the West Hangar Area was in Satisfactory Condition (PCI 70-85). The proposed improvement for the areas consist of an emulsified asphalt seal coat which will include crack repair, seal coat application, and re-application of pavement markings.

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

Design will be completed in fiscal year 2034.

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

CatEx approval anticipated by late 2034.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2034 PROJECTS

1. DESIGN FOR REHABILITATION OF WEST HANGAR APRON AREA (2035 CONSTRUCTION)

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2034

DATE: JANUARY 14, 2026 SHEET 9 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2035			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
Y	D	1. Rehabilitation of West Hangar Apron Area	$450,000	$25,000	$25,000	$500,000
		Total	**$450,000**	**$25,000**	**$25,000**	**$500,000**

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

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

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

1. Rehabilitation of West Hangar Apron Area

The West Hangar Apron Area was constructed from 1988 to 2007. A visual condition survey was performed in 2015 for an Airport Pavement Management System (APMS) prepared in 2016. At the time of the survey, the West Hangar Area was in Satisfactory Condition (PCI 70-85). The proposed improvement for the areas consist of an emulsified asphalt seal coat which will include crack repair, seal coat application, and re-application of pavement markings.

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

1. Design will be completed in 2034. Bids are anticipated to be received by February 2035 with construction in summer 2035. Construction length will be determined by the Engineer during design, the County is committed to project completion and grant sign off within FAA's grant closeout guidelines.

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

CatEx approval anticipated by late 2034.

Land Title Status & Date of Exhibit "A" Status	Date
County of Ventura holds title to Land.	
Exhibit A, Property Map	ALP set updated 2/14/22.

Open AIP Funded Projects	Expected Close-out Date
OXR Reconstruct Taxiway F (AIP) Companion Grant (3-06-0179-045-2025)	December 2026
OXR Reconstruct Taxiway F (AIP) (3-06-0179-044-2023)	December 2026
OXR Reconstruction of Taxiway Connectors A-E (3-06-0179-042-2022)	June 2026
OXR Part 150 Noise Compatibility Plan Study (3-06-0179-041-2022)	December 2026

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type)
	(805) 388-4205
Signature Date	Contact Phone (Print or Type)

FY 2035 PROJECTS

1. REHABILITATION OF WEST HANGAR APRON AREA

GRAPHIC SCALE
250 0 250 500
(IN FEET)

COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2035

DATE: JANUARY 14, 2026 SHEET 10 OF 11

OXR ACIP DATA SHEET

Airport Name		OXNARD AIRPORT	Fiscal Year 2036			
Shown On ALP	**Project Type***	**Project Description**	**Federal Share**	**State Share**	**Local Share**	**Total**
		1. No Project: Roll Over Entitlements	$0	$0	$0	$0
		Total	**$0**	**$0**	**$0**	**$0**

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

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

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

1. No Project: Roll Over Entitlements

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

1. Not applicable.

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

1. Not applicable.

Land Title Status & Date of Exhibit "A" Status — Date

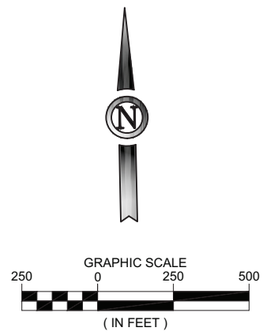
Open AIP Funded Projects — Expected Close-out Date

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

Keith Freitas, Director of Airports	**Danielle Tarr, Projects Administrator**
Name and Title of Authorized Representative (Print or Type)	Contact Name and Title (Print or Type) **(805) 388-4205**
Signature Date	Contact Phone (Print or Type)

FY 2036 PROJECTS

1. NO PROJECT: ROLL OVER ENTITLEMENTS



COUNTY of VENTURA
Department of Airports

WOOLPERT

OXNARD AIRPORT
OXNARD, CA
ACIP - FEDERAL FISCAL YEAR 2036

DATE: JANUARY 14, 2026 SHEET 11 OF 11

EXHIBIT 2 - FAA GRANT AGREEMENT EXAMPLE

U.S. Department of Transportation
Federal Aviation Administration

Airports Division
Western-Pacific Region
California

Los Angeles Airports District Office:
777 S Aviation Blvd, Ste 150
El Segundo, CA 90245

September 18, 2025

Mr. Keith Freitas
County of Ventura
555 Airport Way
Suite B
Camarillo, California 93010

Dear Keith Freitas:

The Grant Offer for Airport Improvement Program (AIP) Project No. 3-06-0339-045-2025 at Camarillo Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **September 19, 2025**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution

date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
  1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
  2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit FAA Form 5100-140, Performance Report within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit FAA Form 5370-1, Construction Progress and Inspection Report, within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-Federal entities that expend $1,000,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Carlos Mora, (424) 405-7270, Carlos.M.Mora@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

Cathryn G. Cason
Cathryn G. Cason (09/18/2025 05:17:38 PDT)

Cathryn G. Cason
Manager
Los Angeles Airports District Office

U.S. Department
of Transportation
Federal Aviation
Administration

FEDERAL AVIATION ADMINISTRATION AIRPORT IMPROVEMENT PROGRAM (AIP)

FY 2025 AIP

GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date	September 18, 2025
Airport/Planning Area	Camarillo Airport
Airport Infrastructure Grant Number	3-06-0339-045-2025
Unique Entity Identifier	LMKXF6XPKFC3

TO: County of Ventura
(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated July 10, 2025, for a grant of Federal funds for a project at or associated with the Camarillo Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Camarillo Airport (herein called the "Project") consisting of the following:

Rehabilitate 6,013 feet of existing paved Runway 8/26, (40.1% of 6,013 feet)

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out the Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018

(Public Law Number (P.L.) 115-254); the Department of Transportation Appropriations Act, 2021 (P.L. 116-260, Division L); the Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328); Consolidated Appropriations Act, 2024 (P.L. 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances dated April 2025, interpreted and applied consistent with the FAA Reauthorization Act of 2024; (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95) % of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $14,468,517.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):
   $0 for planning
   $14,468,517 for airport development or noise program implementation; and,
   $0 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

   a. Period of Performance:

      1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.

      2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods (2 Code of Federal Regulations (CFR) § 200.1) except as noted in 49 U.S.C § 47142(b).

   b. Budget Period:

      1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the Period of Performance provided in paragraph 2(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period except as noted in 49 U.S.C § 47142(b).
      2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.

   c. Close Out and Termination

Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the Period of Performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the Period of Performance end date with the information available at the end of 120 days (2 CFR § 200.344). The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occurs:

(a) (1) The Sponsor fails to obtain or provide any Sponsor grant contribution as required by the agreement;

(2) A completion date for the Project or a component of the Project is listed in the agreement and the Recipient fails to meet that milestone by six months after the date listed in the agreement;

(3) The Sponsor fails to comply with the terms and conditions of this agreement, including a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the Sponsor;

(4) Circumstances cause changes to the Project that the FAA determines are inconsistent with the FAA's basis for selecting the Project to receive a grant; or

(5) The FAA determines that termination of this agreement is in the public interest.

(b) In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

(c) The Sponsor may request that the FAA terminate the agreement under this section.

3. **Ineligible or Unallowable Costs.** In accordance with 49 U.S.C. § 49 U.S.C. § 47110, the Sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.

4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, 49 U.S.C. Chapters 471 and 475, the regulations, policies, and procedures of the Secretary. Per 2 CFR §

200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before September 19, 2025, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds and Mandatory Disclosure.**

   a. The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

   b. The Sponsor, a recipient, and a subrecipient under this Federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

   a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

   b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Informal Letter Amendment of AIP Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by $25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

    The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The Sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.

17. **Build America, Buy America.** The Sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects, if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        1. 15 percent; or

        2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the Sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 U.S.C. § 47110, or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors.**

PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than $1,000,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

    a. Verify the non-Federal entity is eligible to participate in this Federal program by:

        1. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-Federal entity is excluded or disqualified; or
        2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
        3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

    b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.

    c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. **Ban on Texting While Driving.**

    a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:

        1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
        2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

            i. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

ii. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. **Trafficking in Persons.**

1. *Posting of contact information.*

a. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

2. *Provisions applicable to a recipient that is a private entity.*

a. Under this Grant, the recipient, its employees, subrecipients under this Grant, and subrecipient's employees must not engage in:

i. Severe forms of trafficking in persons;
ii. The procurement of a commercial sex act during the period of time that the grant or cooperative agreement is in effect;
iii. The use of forced labor in the performance of this grant; or any subaward; or
iv. Acts that directly support or advance trafficking in persons, including the following acts:
a) Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;
b) Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:
1. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or
2. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;
c) Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;
d) Charging recruited employees a placement or recruitment fee; or
e) Providing or arranging housing that fails to meet the host country's housing and safety standards.

b. The FAA may unilaterally terminate this Grant or take any remedial actions authorized by 22 U.S.C. § 7104b(c), without penalty, if any private entity under this Grant:

i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant; or
ii. Has an employee that is determined to have violated a prohibition in paragraph(2)(a) of this Grant through conduct that is either:

a) Associated with the performance under this Grant; or

b) Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

3. *Provisions applicable to a recipient other than a private entity.*

   a. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 U.S.C. § 7104b(c), without penalty, if subrecipient than is a private entity under this award:

      i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant or
      ii. Has an employee that is determined to have violated a prohibition in paragraph (2)(a) of this Grant through conduct that is either:

         a) Associated with the performance under this Grant; or
         b) Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

4. *Provisions applicable to any recipient.*

   a. The recipient must inform the FAA and the DOT Inspector General immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (2)(a) of this Grant.

   b. The FAA's right to unilaterally terminate this Grant as described in paragraphs (2)(b) or (3)(a) of this Grant, implements the requirements of 22 U.S.C. chapter 78, and is in addition to all other remedies for noncompliance that are available to the FAA under this Grant.

   c. The recipient must include the requirements of paragraph (2)(a) of this Grant award term in any subaward it makes to a private entity.

   d. If applicable, the recipient must also comply with the compliance plan and certification requirements in 2 CFR 175.105(b).

5. *Definitions. For purposes of this Grant award, term:*

   a. "Employee" means either:

      i. An individual employed by the recipient or a subrecipient who is engaged in the performance of the project or program under this Grant; or
      ii. Another person engaged in the performance of the project or program under this Grant and not compensated by the recipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing requirements.

   b. "Private Entity" means:

i. Any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR 200.1.

ii. The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "Abuse or threatened abuse of law or legal process," "coercion," "debt bondage," and "involuntary servitude" have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. § 7102).

23. **AIP Funded Work Included in a PFC Application.** Within 120 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated June 07, 2011, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.

25. **Employee Protection from Reprisal.** In accordance with 2 CFR § 200.217 and 41 U.S.C. § 4701, an employee of a grantee, subgrantee contractor, recipient or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (a)(2) of 41 U.S.C. 4712 information that the employee reasonably believes is evidence of gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 U.S.C. § 4712. See statutory requirements for whistleblower protections at 10 U.S.C. § 4701, 41 U.S.C. § 4712, 41 U.S.C. § 4304, and 10 U.S.C. § 4310.

26. **Prohibited Telecommunications and Video Surveillance Services and Equipment.** The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889(f)(1)] and 2 CFR § 200.216.

27. **Critical Infrastructure Security and Resilience.** The Sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.

28. **Title VI of the Civil Rights Act.** As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21), the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI

Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

29. **FAA Reauthorization Act of 2024.** This grant agreement is subject to the terms and conditions contained herein including the terms known as the Grant Assurances as they were published in the Federal Register on April 2025. On May 16, 2024, the FAA Reauthorization Act of 2024 made certain amendments to 49 U.S.C. chapter 471. The Reauthorization Act will require FAA to make certain amendments to the assurances in order to best achieve consistency with the statute. Federal law requires that FAA publish any amendments to the assurances in the Federal Register along with an opportunity to comment. In order not to delay the offer of this grant, the existing assurances are attached herein; however, FAA shall interpret and apply these assurances consistent with the Reauthorization Act. To the extent there is a conflict between the assurances and Federal statutes, the statutes shall apply. The full text of the FAA Reauthorization Act of 2024 is at https://www.congress.gov/bill/118th-congress/house-bill/3935/text.

30. **Applicable Federal Anti-Discrimination Laws.** The sponsor agrees:

    a. that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code; and

    b. to certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) that violate any applicable Federal anti-discrimination laws.

31. **Federal Law and Public Policy Requirements.** The Sponsor shall ensure that Federal funding is expended in full accordance with the United States Constitution, Federal law, and statutory and public policy requirements: including but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination; and the Sponsor will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in and the enforcement of Federal immigration law.

32. **National Airspace System Requirements**

    a. The Sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including

waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The Sponsor shall not take actions that frustrate or prevent the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

b. If FAA determines that the Sponsor has violated subsection (a), the FAA may impose a remedy, including:

(1) additional conditions on the award;
(2) consistent with 49 U.S.C chapter 471,.any remedy permitted under 2 C.F.R. 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the Recipient to the DOT; suspension or termination of the award; or suspension and debarment under 2 C.F.R. part 180; or
(3) any other remedy legally available.

c. (In imposing a remedy under this condition, the FAA may elect to consider the interests of only the FAA.

d. The Sponsor acknowledges that amounts that the FAA requires the Sponsor to refund to the FAA due to a remedy under this condition constitute a debt to the Federal Government that the FAA may collect under 2 C.F.R. 200.346 and the Federal Claims Collection Standards (31 C.F.R. parts 900–904).

33. Signage Costs for Construction Projects. The Sponsor agrees that it will require the prime contractor of a Federally- assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.

34. Title 8 - U.S.C., Chapter 12, Subchapter II - Immigration. The sponsor will follow applicable federal laws pertaining to Subchapter 12, and be subject to the penalties set forth in 8 U.S.C. § 1324, Bringing in and harboring certain aliens, and 8 U.S.C. § 1327, Aiding or assisting certain aliens to enter

SPECIAL CONDITIONS

35. Project Containing Paving Work in Excess of $500,000. The Sponsor agrees to:

a. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:

1. The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;

2. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;
3. Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);
4. Qualifications of engineering supervision and construction inspection personnel;
5. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and
6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.

b. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed and highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.

c. Failure to provide a complete report as described above, or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.

d. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that Sponsor test results are inaccurate.

36. **Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:

    a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;

    b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and

    c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant and associated grants.

37. **Grants Issued on Estimates.** The Sponsor understands and agrees that this Grant Offer is made and accepted based on estimates for **[Enter Project Name]**; and the parties agree that within **[Enter Number of Days]** days from the date of acceptance of this Grant Offer, the Sponsor will receive bids

for **[Enter Project Being Bid]** contained within the project description, which is more fully described in the Project Application. If, after the Sponsor has received bids, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by $25,000.00 or five percent (5%), whichever is greater based on the actual bid prices received, the FAA can issue a letter to the Sponsor unilaterally reducing the maximum obligation. The Sponsor understands that amendment calculations will then be limited by this reduced maximum obligation.

38. **Consultant Contract and Cost Analysis.** The Sponsor understands and agrees that no reimbursement will be made on the consultant contract portion of this Grant until the FAA has received the consultant contract, the Sponsor's analysis of costs, and the independent fee estimate.

39. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

40. **Duffy Plaintiff Special Term**. Pursuant to the court's preliminary injunction order in State of California v. Duffy, 1:25-cv-00208-JJM-PAS (D.R.I.) (June 19, 2025), DOT will not impose or enforce the challenged immigration enforcement condition* or any materially similar terms and conditions, to any grant funds awarded, directly or indirectly, to Plaintiff States or local government entities within those States (collectively referred to as "Plaintiff State Entities"), or otherwise rescind, withhold, terminate, or take other adverse action, absent specific statutory authority, based on the challenged immigration enforcement condition while DOT is subject to an injunction. DOT will not require Plaintiff State Entities to make any certification or other representation related to compliance with the challenged immigration enforcement condition nor will DOT construe acceptance of funding from DOT as certification as to the challenged immigration enforcement condition.

    *The challenged immigration enforcement condition:

    "[T]he Recipient will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law."

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[1]

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

Cathryn G. Cason
Cathryn G. Cason (09/18/2025 05:17:38 PDT)

(Signature)

Cathryn G. Cason

(Typed Name)

Manager, Los Angeles Airports District Office

(Title of FAA Official)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Dated September 18, 2025

County of Ventura
(Name of Sponsor)

Keith Freitas
(Signature of Sponsor's Authorized Official)

By: Keith Freitas
(Typed Name of Sponsor's Authorized Official)

Title: Director of Airports
(Title of Sponsor's Authorized Official)

[2] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Tom Temple , acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of California. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (P.L. 115-254); the Department of Transportation Appropriations Act, 2021 (P.L. 116-260, Division L); the Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328); Consolidated Appropriations Act, 2024 (P.L. 118-42); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at September 18, 2025

By: _____

(Signature of Sponsor's Attorney)

[3] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

ASSURANCES

AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 U.S.C. subtitle VII, as amended.

b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.[1]

c. Federal Fair Labor Standards Act – 29 U.S.C. § 201, et seq.

d. Hatch Act – 5 U.S.C. § 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.[1, 2]

f. National Historic Preservation Act of 1966 – Section 106 – 54 U.S.C. § 306108.[1]

g. Archeological and Historic Preservation Act of 1974 – 54 U.S.C. § 312501, et seq.[1]

h. Native Americans Grave Repatriation Act – 25 U.S.C. § 3001, et seq.

i. Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. § 7401, et seq.

j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. § 1451, et seq.

k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.[1]

l. 49 U.S.C. § 303, (formerly known as Section 4(f)).

m. Rehabilitation Act of 1973 – 29 U.S.C. § 794.

n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 – 42 U.S.C. § 6101, et seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968, as amended – 42 U.S.C. § 4151, et seq.[1]

s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 U.S.C. § 8373.[1]

t. Contract Work Hours and Safety Standards Act – 40 U.S.C. § 3701, et seq.[1]

u. Copeland Anti-kickback Act – 18 U.S.C. § 874.[1]

v. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321, et seq.[1]

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.

x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.[2]

y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 U.S.C. 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 U.S.C. 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 U.S.C. § 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors

of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. **Consistency with Local Plans.**

   The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.**

   It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.**

   In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.**

   In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Metropolitan Planning Organization.**

    In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. **Pavement Preventive Maintenance-Management.**

    With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.**

    For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in

accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

   1. Operating the airport's aeronautical facilities whenever required;
   2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
   3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions

interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

   1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

   2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers

which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for

which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

   1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

   2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

   3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. § 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 U.S.C. § 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

1. eliminate such adverse effect in a manner approved by the Secretary; or

2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d to 2000d-4); creed and sex per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The (**County of Ventura**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

   1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

   2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
    a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
    1. Reinvestment in an approved noise compatibility project;
    2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
    3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
    4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
    5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

    If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United

States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;
2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (https://www.faa.gov/sites/faa.gov/files/aip-pfc-checklist_0.pdf) for AIP projects as of July 10, 2025.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

1. Describes the requests;

2. Provides an explanation as to why the requests could not be accommodated; and

3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with, 100-octane low lead aviation gasoline.

b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 U.S.C. § 46301(a)(8).

STATE OF CALIFORNIA -CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
www.dot.ca.gov

Making Conservation a California Way of Life.

September 13, 2024

Mr. Keith Freitas
Director of Airports
County of Ventura
555 Airport Way, Suite B
Camarillo, CA 93010

Dear Mr. Freitas:

Enclosed is a fully executed copy of the California Aid to Airports Program Grant Agreement for State Airport Improvement Program (AIP) Matching Grant Ven-2-25-1. This grant is for a portion of the matching funds for your Federal AIP Grant No. 3-06-0339-044 for a project at the Camarillo Airport. With the execution of the State Grant complete, you may proceed with your project.

Disbursement of funds will be made in accordance with the terms and conditions of the Grant Agreement. A final payment will be processed upon completion of the project. With your request for payment of State funds, please include documentation which substantiates and identifies all federal funding that you have received for your AIP grant.

If you have any questions or if we may be of further assistance, please contact Shannon Montano at (916) 879-6990 or by email at shannon.montano@dot.ca.gov.

Sincerely,

Tarek Tabshouri, P.E.
Chief, Office of Technical Services and Programs
Division of Aeronautics

Enclosures

CALIFORNIA AID TO AIRPORTS PROGRAM
GRANT AGREEMENT - FEDERAL AIRPORT IMPROVEMENT PROGRAM MATCHING FUNDS

THIS AGREEMENT, MADE AND ENTERED INTO ON THIS DATE BY AND BETWEEN THE STATE OF CALIFORNIA, Department of Transportation, hereinafter referred to as **"STATE," AND THE County of Ventura**, a political subdivision of the State of California, hereinafter referred to as **"PUBLIC ENTITY."**

SECTION I

1. **WHEREAS**, Section 21683.1 of the California Public Utilities Code authorizes the California Transportation Commission to allocate funds for a portion of the match for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants to certain airports upon the recommendations of the Department and pursuant to Department regulations set forth in Title 21, Chapter 2.5, Subchapter 4, Sections 4050, et seq., of the California Code of Regulations; and

2. **WHEREAS**, pursuant to the above authority, the California Transportation Commission allocated a maximum amount of **$91,511** from the Aeronautics Account in the State Transportation Fund by **Resolution FDOA-2024-01 dated June 28, 2024**, the terms of which are made an express part of this Agreement.

NOW, THEREFORE, in consideration of the covenants and conditions hereinafter expressed, the parties agree as follows:

SECTION II

1. **PUBLIC ENTITY** shall perform or contract for all work necessary to complete the following described airport improvement(s) hereinafter referred to as **"IMPROVEMENT:"**

Airport: Camarillo
Federal AIP Grant No.: 3-06-0339-044
Detailed Project Description: Reconstruct Runway 8/26, Phase 1 Design

Items in AIP Grant that are **ineligible** for State Funding:

Total Federal AIP Grant	$1,830,218
Less cost of ineligible items	
Total amount of AIP Grant eligible for State Matching	$1,830,218
MAXIMUM STATE PARTICIPATION: (5% of eligible items in AIP Grant)	$91,511

2. **PUBLIC ENTITY** shall comply with all special conditions set forth in the Funding Resolution issued by the California Transportation Commission.

3. **PUBLIC ENTITY** shall allow authorized **STATE** representatives to inspect the work being performed at any time during construction of **IMPROVEMENT**.

4. **PUBLIC ENTITY** agrees to retain all books, records, and accounts relating to this Grant Agreement for a minimum of three (3) years from the date of final payment to **PUBLIC ENTITY** after completion of **IMPROVEMENT**, and shall make these documents available for examination by **STATE** upon request.

5. **PUBLIC ENTITY** shall comply with all applicable **STATE** laws and regulations.

6. **PUBLIC ENTITY** shall not on the grounds of race, color, or national origin, exclude any person from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance (42 U.S.C Sec 2000d).

7. **PUBLIC ENTITY** shall indemnify and hold harmless the **CALIFORNIA TRANSPORTATION COMMISSION** and the **STATE** and all officials and employees thereof from all claims, suits or actions of every kind, brought for, or on account of, any damage or liability occurring by reason of, or resulting from: anything done or omitted to be done by **PUBLIC ENTITY** under this Grant Agreement; with respect to the construction, operation and maintenance of the **IMPROVEMENT** any act or omission by the **PUBLIC ENTITY's** Contractor or agents during the process of constructing, operating or maintaining the **IMPROVEMENT**. **PUBLIC ENTITY's** duty to indemnify and save harmless shall include the duty to defend, as set forth in Section 2778 of the Civil Code.

SECTION III

1. **STATE** shall disburse the **STATE's** share of the project cost up to $91,511 not to exceed five percent (5%) of payments received by the **PUBLIC ENTITY** from FAA, in the manner described in paragraph 2 of this section. However, in no event shall the total **STATE** disbursement exceed the sum of $91,511 unless authorized by supplemental allocation from the California Transportation Commission and an amendment to this Agreement.

2. Upon receipt of request for payment by **PUBLIC ENTITY, STATE** agrees to make payments by one of the following methods:

   (a) **PUBLIC ENTITY** may, no more often than monthly in arrears, submit certifications of the percentage of the work then completed, multiplied by 90 percent of the sum identified in paragraph 1 of this section along with a copy of invoice to the FAA; or

   (b) **PUBLIC ENTITY** may submit copies of Contractor's invoices for materials and services delivered as a lump-sum payment request after construction of **IMPROVEMENT** has been completed, along with a copy of the corresponding invoice sent to the FAA.

3. Regardless of the number of progress payments submitted, 10 percent of the **STATE's** share indicated in paragraph 1 of this section shall be retained by **STATE** until final receipt of documentation acknowledging completion and acceptance of **IMPROVEMENT** by **PUBLIC ENTITY**

4. **PUBLIC ENTITY** shall submit a final invoice to the **STATE** for all allowable expenses incurred no later than 60 days after **IMPROVEMENT** completion and Final Payment is received from the FAA, otherwise the undisbursed balance shall revert to and become part of the fund from which the appropriation was made.

5. **PUBLIC ENTITY** shall refund to **STATE** any portion of the **STATE** funding share not expended to complete IMPROVEMENT.

6. After the project has been completed and accepted by the FAA, **STATE** will pay the 10% balance of the withheld **STATE** funds to **PUBLIC ENTITY**.

PUBLIC ENTITY'S ACCEPTANCE

County of Ventura

By: Keith Freitas Keith Freitas

Title: Director of Airports

Date: 09/13/2024

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

By: Tarek Tabshouri Date: 09/13/2024

Tarek Tabshouri, P.E.
Chief, Office of Technical Services and Programs
Division of Aeronautics

I hereby certify that allocated funds are available for the period and purpose of the expenditure stated above.

By: Sierra J Mateus Date: 9.13.24

Aviation Funding Specialist

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: Receive and File Financial Reports for the Period Ending December 31, 2025

Recommendation:

Staff requests that your Commission/Authorities receive and file the unaudited financial reports for the period ending December 31, 2025.

Discussion:

The Accounting Department of the Department of Airports prepared the attached financial reports to provide current financial statement information for the period beginning July 1, 2025, through December 31, 2025 (Exhibit 1).

If you have any questions regarding this item, please call me at (805) 388-4207.

Servando Briggs
Accounting Manager of Airports

Attachment:

Exhibit 1 - Financial Reports for the Period Ending December 31, 2025

COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
Fund E300: AIRPORTS ENTERPRISE

FINANCIAL STATEMENTS
Fiscal Year 2025-26
For the 6 Months Ending December 31, 2025

UNAUDITED

Contents:

- Statement of Net Position
- Statement of Revenues, Expenditures, and Changes in Fund Net Position (Combined)
- Budget to Actual
  - Camarillo Airport
  - Oxnard Airport

Exhibit 1

County of Ventura
Department of Airports
Fund: E300
Statement of Net Position
As of December 31, 2025
(Unaudited)

ASSETS		
Current Assets:		
Cash		10,787,611
Petty Cash/Change Funds		550
Current Lease Receivable		(176,736)
Accounts Receivable		506,511
Interest Receivable		0
Due from Other Governmental Agencies		0
Due from Other funds		0
	Total Current Assets	11,117,935
Non-Current Assets:		
Long-Term Lease Receivable		29,866,645
Capital Assets		
Nondepreciable:		
Land		9,362,489
Easements		598,993
Construction in progress		46,842,323
Depreciable and amortizable:		
Land improvements		51,953,055
Structures and improvements		12,690,332
Equipment		2,047,831
Vehicles		1,013,211
Less Accumulated Depreciation		(43,529,723)
	Total Non-Current Assets	110,845,156
TOTAL ASSETS		121,963,091
DEFERRED OUTFLOWS OF RESOURCES		
Deferred Pension Contributions		665,737
TOTAL DEFERRED OUTFLOWS OF RESOURCES		665,737
TOTAL ASSETS & DEFERRED OUTFLOWS OF RESOURCES		**122,628,828**

County of Ventura
Department of Airports
Fund: E300
Statement of Net Position
As of December 31, 2025
(Unaudited)

LIABILITIES		
Current Liabilities:		
Accounts Payable		(1,507)
Compensable Absences - Current Portion		169,934
Accrued Liabilities		0
Due to Other funds		0
	Total Current Liabilities	168,427
Non-Current Liabilities:		
Deposits & Other Liabilities		1,100,666
Unearned Revenue		886,472
Net Pension Liability		618,627
Net OPEB Liability		0
Compensable Absences - Noncurrent		136,198
	Total Non-Current Liabilities	2,741,963
TOTAL LIABILITIES		2,910,390
DEFERRED INFLOWS OF RESOURCES		
Deferred Inflows - Lease Receivables		29,689,908
Deferred Inflows - Pension		104,342
Deferred Inflows - OPEB		0
TOTAL DEFERRED INFLOWS OF RESOURCES		29,794,250
NET POSITION		
Invested in Capital Assets, Net of Related Debt		72,224,567
Unrestricted Net Position		17,699,621
TOTAL NET POSITION		89,924,189
TOTAL LIABILITIES, DEFERRED INFLOWS & NET POSITION		**122,628,828**

County of Ventura
Airport Enterprise Fund
Statement of Revenues, Expenditures, and Changes in Fund Net Position
July 1, 2025 thru December 31, 2025
(Unaudited)

	Camarillo Airport	Oxnard Airport	Capital Projects	Total
Operating Revenues:				
Licenses/Permits	$ 199,171	$ 8,269	$ -	$ 207,440
Fines/Forfeitures/Penalties	7,891	1,919	-	9,810
Rents and concessions	1,344,899	237,607	-	1,582,506
Percentage lease rents	25,519	34,636	-	60,155
Tiedown rents	37,255	4,827	-	42,082
Hangar rents	504,322	168,412	-	672,735
Land rent - hangars	223,146	59,732	-	282,878
Transient tiedown rents	774	877	-	1,651
Landing fees	73,394	11,748	-	85,141
Parking fees	-	12,065	-	12,065
Fuel Flowage Fees	78,909	6,538	-	85,447
Other Revenues	17,567	1,602	-	19,169
Total operating revenues	$ 2,512,847	$ 548,233	$ -	$ 3,061,080
Operating Expenses:				
Salaries & Benefits	$ 1,986,577	$ 484,490	$ -	$ 2,471,067
Professional & Specialized Services	111,673	38,529	303,716	453,917
ISF Charges	274,420	53,648	15	328,083
Utilities	173,235	38,212	-	211,447
Household Expense	48,007	31,758	-	79,764
Insurance	83,239	36,892	-	120,131
Maintenance	93,111	11,618	-	104,729
Cost Allocation Plan	42,011	12,779	-	54,790
Office Expense	17,449	50,391	-	67,840
Misc Other Services & Supplies	18,275	24,727	-	43,002
Rent & Leases Equipment	28,858	5,749	-	34,607
Minor Equipment	9,079	106	-	9,185
Transportation & Travel	10,755	9,628	-	20,384
Conferences & Seminars	2,559	3,015	-	5,574
Bad Debts	-	8,651	-	8,651
Depreciation	436,202	313,841	421,111	1,171,154
Total operating expenses	$ 3,335,449	$ 1,124,034	$ 724,842	$ 5,184,325
Operating income (loss)	$ (822,602)	$ (575,802)	$ (724,842)	$ (2,123,245)
Nonoperating Revenues (Expenses):				
Insurance Proceeds	$ 5,170	$ -	$ -	$ 5,170
Gain/Loss form Disposal of Capital Assets	-	-	-	-
Interest Earnings	-	-	-	-
Investment Earnings	639,484	55,641	-	695,125
Total nonoperating revenues (expenses)	$ 644,654	$ 55,641	$ -	$ 700,295
Income (loss) before capital contributions and transfers	(177,948)	(520,161)	(724,842)	(1,422,950)
Capital grants and contributions				
Federal Grants	$ -	$ -	$ (2,745,482)	$ (2,745,482)
State Grants	-	-	-	-
Transfers Out to Other Funds	(46,176)	-	-	(46,176)
Change in Net Assets	**$ (224,124)**	**$ (520,161)**	**$ (3,470,323)**	**$ (4,214,608)**

Net Position - Beginning of FY26	94,977,661
Adjustments	
Net Income/(Loss) YTD	(4,214,608)
Capital Asset Spending	(889,828)
Capital Asset Adjustments	50,964
Net Position as of 12/31/25	**89,924,189**

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2025 thru December 31, 2025
(Unaudited)

	Adopted Budget as of December 2025	Adjusted Budget as of December 2025	YTD Actuals thru December 2025	Available Balance	% Variance
Operating Revenues:					
Licenses/Permits	$ 353,909	$ 353,909	$ 199,171	$ 154,738	56%
Fines/Forfeitures/Penalties	22,256	22,256	7,891	14,365	35%
Rents and concessions	5,320,073	5,320,073	1,344,899	3,975,174	25%
Percentage lease rents	133,011	133,011	25,519	107,492	19%
Tiedown rents	77,400	77,400	37,255	40,145	48%
Hangar rents	1,023,931	1,023,931	504,322	519,609	49%
Land rent - hangars	449,673	449,673	223,146	226,527	50%
Transient tiedown rents	2,635	2,635	774	1,861	29%
Landing fees	175,793	175,793	73,394	102,399	42%
Parking fees	2,262	2,262	-	2,262	0%
Fuel Flowage Fees	288,076	288,076	78,909	209,167	27%
Other Revenues	28,376	28,376	17,567	10,809	62%
Total operating revenues	$ 7,877,395	$ 7,877,395	$ 2,512,847	$ 5,364,548	32%
Operating Expenses:					
Salaries & Benefits	$ 3,955,663	$ 3,955,663	$ 1,986,577	$ 1,969,086	50%
Professional & Specialized Services	1,008,619	2,659,089	111,673	2,547,416	4%
ISF Charges	458,130	478,483	274,420	204,063	57%
Utilities	416,080	416,080	173,235	242,845	42%
Household Expense	30,445	37,124	48,007	(10,883)	129%
Insurance	166,478	166,478	83,239	83,239	50%
Maintenance	824,720	777,419	93,111	684,308	12%
Cost Allocation Plan	84,022	84,022	42,011	42,011	50%
Office Expense	100,680	101,673	17,449	84,224	17%
Misc Other Services & Supplies	135,304	136,374	18,275	118,099	13%
Rent & Leases Equipment	55,771	73,094	28,858	44,236	39%
Minor Equipment	50,287	59,131	9,079	50,053	15%
Transportation & Travel	56,988	56,988	10,755	46,233	19%
Conferences & Seminars	22,450	22,450	2,559	19,891	11%
Bad Debts	12,000	12,000	-	12,000	0%
Depreciation	831,871	831,871	436,202	395,669	52%
Total operating expenses	$ 8,209,508	$ 9,867,939	$ 3,335,449	$ 6,532,490	34%
Operating income (loss)	$ (332,113)	$ (1,990,544)	$ (822,602)	$ 1,167,942	41%

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2025 thru December 31, 2025
(Unaudited)

	Adopted Budget as of December 2025	Adjusted Budget as of December 2025	YTD Actuals thru December 2025	Available Balance	% Variance
Nonoperating Revenues (Expenses):					
Insurance Proceeds	-	-	5,170	(5,170)	0%
Gain/Loss form Disposal of Capital Assets	-	-	-	-	0%
Interest Earnings	511,790	511,790	-	511,790	0%
Investment Earnings	-	-	639,484	(639,484)	0%
Total nonoperating revenues (expenses)	511,790	511,790	644,654	(132,864)	126%
Income (loss) before capital contributions and transfers	179,677	(1,478,754)	(177,948)	1,035,078	12%
Capital grants and contributions					
Federal Grants	$ -	$ -	$ -	-	0%
State Grants	-	-	-	-	0%
Transfers Out to Other Funds	(40,063)	(86,563)	(46,176)	(40,387)	53%
Net Gain/(Loss)	**$ 139,614**	**$ (1,565,317)**	**$ (224,124)**	**$ 1,341,193**	**14%**
			-		
Net Gain/(Loss) before Depreciation	**$ 971,485**	**$ (733,446)**	**$ 212,078**	**$ 945,524**	**-29%**

County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2025 thru December 31, 2025
(Unaudited)

	Adopted Budget as of December 2025	Adjusted Budget as of December 2025	YTD Actuals thru December 2025	Available Balance	% Variance
Operating Revenues:					
Licenses/Permits	$ 303,226	$ 303,226	$ 8,269	$ 294,957	3%
Fines/Forfeitures/Penalties	4,695	4,695	1,919	2,776	41%
Rents and concessions	882,010	882,010	237,607	644,403	27%
Percentage lease rents	157,945	157,945	34,636	123,309	22%
Tiedown rents	9,084	9,084	4,827	4,257	53%
Hangar rents	356,532	356,532	168,412	188,120	47%
Land rent - hangars	121,307	121,307	59,732	61,575	49%
Transient tiedown rents	640	640	877	(237)	137%
Landing fees	24,982	24,982	11,748	13,234	47%
Parking fees	28,241	28,241	12,065	16,176	43%
Fuel Flowage Fees	64,220	64,220	6,538	57,682	10%
Other Revenues	8,390	8,390	1,602	6,788	19%
Total operating revenues	$ 1,961,272	$ 1,961,272	$ 548,233	$ 1,413,039	28%
Operating Expenses:					
Salaries & Benefits	$ 1,334,385	$ 1,334,385	$ 484,490	$ 849,895	36%
Professional & Specialized Services	528,762	600,369	38,529	561,840	6%
ISF Charges	196,827	196,827	53,648	143,179	27%
Utilities	113,878	113,878	38,212	75,666	34%
Household Expense	62,960	65,730	31,758	33,972	48%
Insurance	73,784	73,784	36,892	36,892	50%
Maintenance	223,173	334,216	11,618	322,598	3%
Cost Allocation Plan	25,556	25,556	12,779	12,777	50%
Office Expense	39,686	40,148	50,391	(10,243)	126%
Misc Other Services & Supplies	73,797	74,214	24,727	49,487	33%
Rent & Leases Equipment	9,265	10,001	5,749	4,252	57%
Minor Equipment	12,447	12,447	106	12,341	1%
Transportation & Travel	70,513	70,513	9,628	60,885	14%
Conferences & Seminars	3,300	3,300	3,015	285	91%
Bad Debts	2,500	2,500	8,651	(6,151)	346%
Depreciation	600,718	600,718	313,841	286,877	52%
Total operating expenditures	$ 3,371,551	$ 3,558,586	$ 1,124,034	$ 2,434,552	32%
Operating income (loss)	$ (1,410,279)	$ (1,597,314)	$ (575,802)	$ 1,021,512	36%

County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2025 thru December 31, 2025
(Unaudited)

	Adopted Budget as of December 2025	Adjusted Budget as of December 2025	YTD Actuals thru December 2025	Available Balance	% Variance
Nonoperating Revenues (Expenses):					
Insurance Proceeds	$ -	$ -	$ -	-	0%
Gain/Loss form Disposal of Capital Assets	-	-	-	-	0%
Interest Earnings	-	-	-	-	0%
Investment Earnings	-	-	55,641	(55,641)	0%
Total nonoperating revenues (expenses)	-	-	55,641	(55,641)	0%
Income (loss) before capital contributions and transfers	(1,410,279)	(1,597,314)	(520,161)	965,871	33%
Capital grants and contributions					
Federal Grants	$ -	$ -	$ -	-	0%
State Grants	-	-	-	-	0%
Transfers Out to Other Funds	-	-	-	-	0%
Net Gain/(Loss)	**$ (1,410,279)**	**$ (1,597,314)**	**$ (520,161)**	**$ 1,077,153**	**33%**
			-		
Net Gain/(Loss) before Depreciation	**$ (809,561)**	**$ (996,596)**	**$ (206,320)**	**$ 790,276**	**21%**

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: **Receive and File a Monthly Staff Update from Communications and Engagement Manager Regarding Ventura County Airports**

Recommendation:

Receive and file a monthly staff update from Communications and Engagement Manager regarding Ventura County Airports.

Fiscal Impact:

This item is presented for information only and it does not require consideration by the Board of Supervisors at this time. There are no fiscal impacts associated with the recommended action.

Discussion:

The Department of Airports is continuing its work to bridge the gap between the Department, pilots, and the community with a heavy focus on building trust and nurturing relationships with all stakeholders of Camarillo Airport and Oxnard Airport.

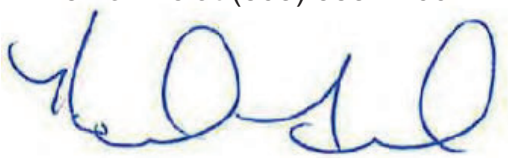
For more than three years, Department of Airports' staff have focused heavily on community engagement through a variety of projects including the creation and implementation of Fly Friendly VC, two Part 150 Noise Compatibility Studies, the Airport Layout Plan for Camarillo Airport, the initiation of an Approach and Procedure Analysis for Camarillo Airport, and the establishment of a robust and transparent communication system that is designed with both neighbors and pilots in mind.

In addition, the Department of Airports began a series of feature stories highlighting the unsung heroes in local aviation in September 2023. This series puts a spotlight on those who tirelessly serve the community and who also help educate the community about a portion of local aviation that is often overlooked. The goal of the stories is to provide

insight to the economic and philanthropic contributions made possible by the existence of both Camarillo and Oxnard airports. Such contributions are often made under the radar and without knowledge to the general public.

The March 2026 story showcases the Department of Airports' commitment to building and nurturing relationships with all stakeholders through the development of programs like Fly Friendly VC and ongoing studies designed to improve operations and noise impacts. Additionally, the story will address the Department's focus on ensuring that all stakeholders have access to open and transparent communication from the Department of Airports regarding all issues related to both Camarillo and Oxnard Airports.

If you have any questions regarding this item, please call Jannette Jauregui at (805) 388-4287 or me at (805) 388-4200.



KEITH FREITAS, A.A.E, C.A.E.
Director of Airports

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: Receive and File Information Regarding a Request for Proposal (RFP) for Development of an approximate 11-Acre Vacant Site in the Oxnard Airport Runway Protection one (RP)

Recommendation:

Receive and file staff update regarding information on the Request for Proposal (RFP) for the development of an approximate 11-acre vacant site in the Oxnard Airport Runway Protection Zone (RPZ).

Fiscal Mandates Impact:

This item is presented for information only and it does not require consideration by the Board of Supervisors at this time. There are no fiscal impacts associated with the recommended action.

Discussion:

The County owns two parcels of land on the east side of Ventura Road comprising the 11-acre site, which lie within the Runway Protection Zone of the Oxnard Airport, as shown on the attached map (Exhibit 1) . The Runway Protection Zone is an area which extends out from the physical runway and creates a protected / “safety” area to minimize the chance of approaching and departing aircraft encountering hazards and to minimize potential exposure to hazards on the ground. This Zone is trapezoidal in nature and requires the height of any structures in the area to fall outside the RPZ. (See Exhibit 2)

For that reason, the FAA recommends that property that lies in the Runway Protection Zone be either entirely unoccupied, or used for row crop farming, or other uses that are not populated with humans and fall under the RPZ height limit.

The FAA also requires Sponsors to be self-sustaining in its operations and for that reason Airports pursues uses for its property to generate income for its operating needs.

We are issuing a Request for Proposal for Development of this site to solicit interest in uses which meet the criteria for use in this large site; we have previously been approached for storage uses and solar energy generation and storage.

If you have any questions regarding this item, please call Madeline Herrle at (805) 947-6802 or me at (805) 388-4200

KEITH FREITAS, A.A.E, C.A.E.
Director of Airports

Attachments:

Exhibit 1 - Site Map
Exhibit 2 - Site Height limitations
Exhibit 3 – Request for Proposals (RFP)

E HIBIT 1 – SITE MAP

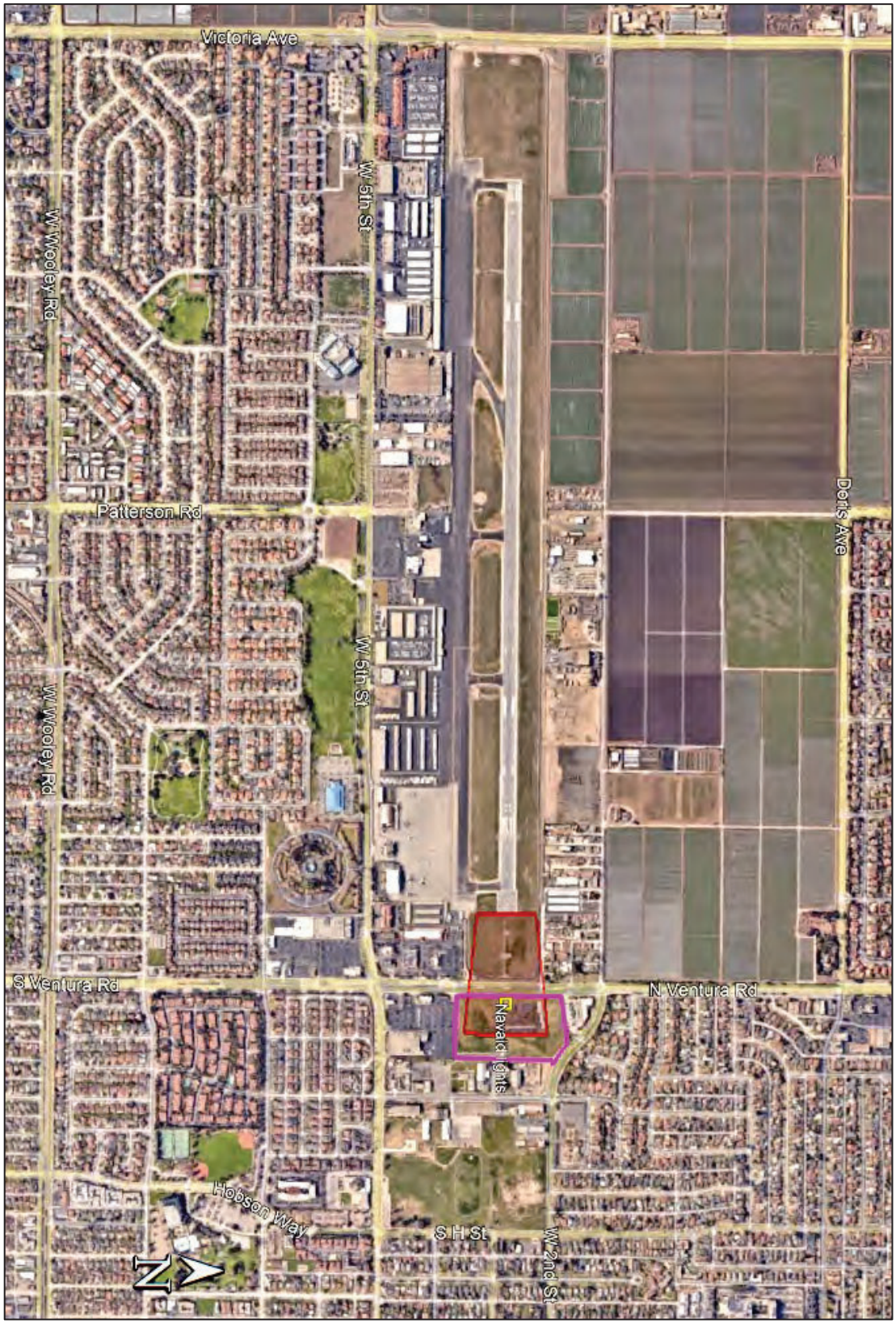


Exhibit 1

E HIBIT 2 – SITE HEIGHT LIMITATIONS

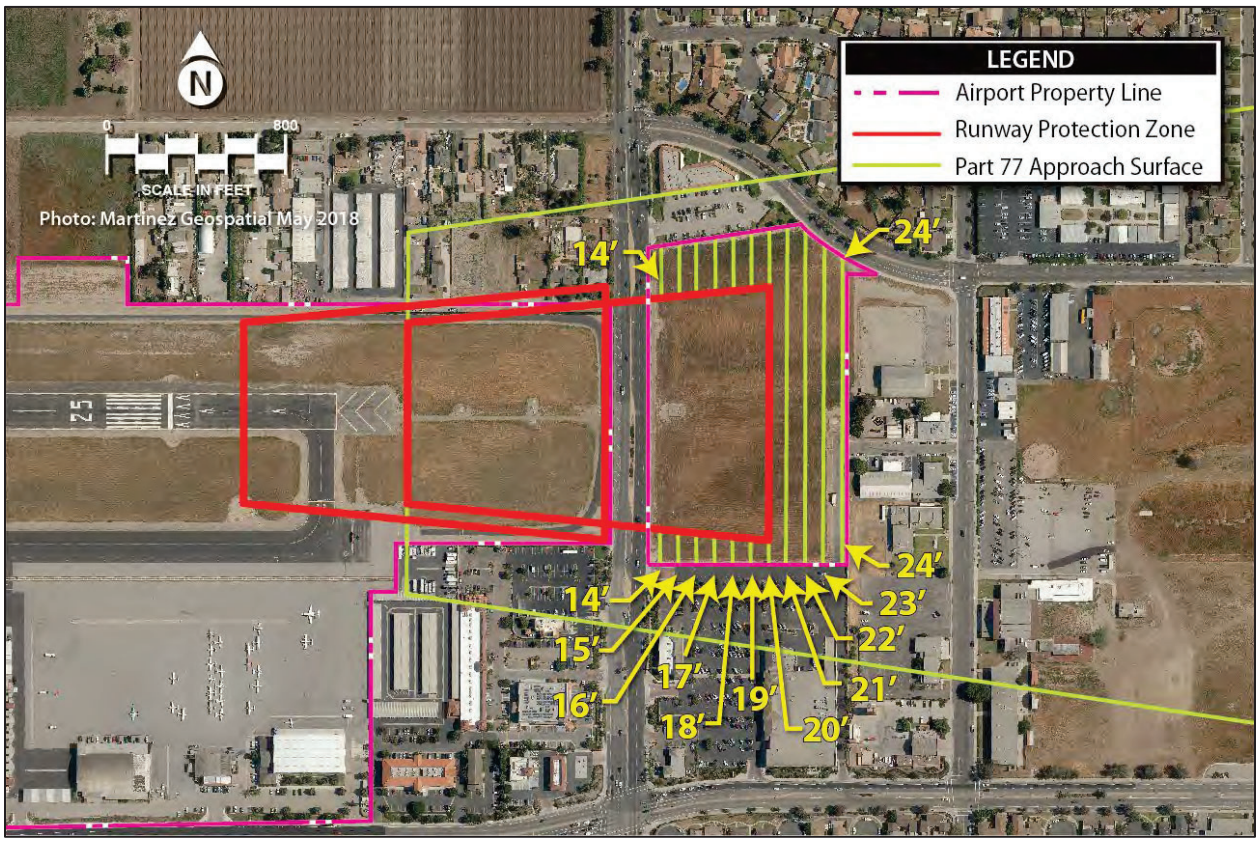


Exhibit 2

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

REQUEST FOR PROPOSALS

(RFP AIR 2026-03)

SELECTION PROCESS

OF A DEVELOPER FOR AN APPROXIMATE 11 ACRE SITE FOR COMMERCIAL NON-AVIATION USE ADJACENT TO THE OXNARD AIRPORT

COUNTY OF VENTURA, DEPARTMENT OF AIRPORTS

Release Date:

March 13, 2026
555 Airport Way, Suite B
Camarillo, CA 93010

REQUEST FOR PROPOSAL (RFP) – Development Interest in approximately 11 acres of vacant land in the runway protection zone of the Oxnard Airport, for commercial uses, including infrastructure projects, storage, construction staging, etc. which meet the site constraints noted below.

I. REQUEST:

The County of Ventura, Department of Airports (County) is issuing a Request for Proposal ("RFP") to solicit proposals for the development and lease of an approximate 11-acre site east of Ventura Rd. and north of 5th Street in the City of Oxnard, located within the boundaries of the Oxnard Airport approach and departure runway protection zones ("RPZ").

The desired development proposal will meet the criteria for the FAA restrictions on types of uses and those limitations (including, but not limited to height, noise, transmission frequencies, lighting and no human occupancy*) See FAA AC 150/5190-4B.* (Exhibit 2).

II. PURPOSE

The purpose of this RFP is to obtain prescribed information from all prospective parties in order to select the most qualified applicant who best meets the overall development, community and economic benefit, compatible use, and financial objectives for development of the approximate 11-acre property in the departure RPZ of the Oxnard airport. Upon completion of the selection process, County will negotiate a long-term ground lease with the developer for the development of the site.

Objectives

The following objectives for this development have been established:

- Development and construction of facilities that enhance the economic self-sufficiency of the County Airports and support regional economic endeavors to benefit the County as a whole.
- This development and associated business/services should help the Airport expand its connection to the Community.
- Address the County of Ventura's sustainability goals to include implementation of water conservation measures, reduction of air pollution / greenhouse gases in its operations or contribute by utilizing energy conservation aspects in its construction and use of the site.
- Achieve an economically viable commercial benefit within the constraints of the FAA restrictions.

III. BACKGROUND:

County, as owner and sponsor of Oxnard Airport (OXR), is exploring potential revenue-generating uses of certain airport property. Specifically, the airport owns an approximate 11-acre parcel ("The Site") to the east of the runway that is physically separated from the airport

by Ventura Road. The Site is currently undeveloped but has FAA equipment occupying an approximate 10 X 10 area which is fenced and is noted on Exhibit 1 . All or portions of The Site fall within or under several FAA designated imaginary surfaces that support the safe operations of aircraft to and from the airport. A portion of the land falls within the departure runway protection zone (RPZ). The RPZ is a defined land area leading to and departing from a runway that serves to enhance the protection of people and property on the ground.

Oxnard Airport supports one runway, Runway 7-25, which is 5,953 feet long and 100 feet wide. The airport is classified as a Regional General Aviation airport by the FAA. The airport holds a Class III Title 14 Code of Federal Regulations (CFR) Part 139 Airport Operating Certificate, which is a level of potential commercial service, although the airport has not experienced commercial service for many years.

The FAA restricts certain uses within a runway protection zone. Chart A below shows the height limitations for facilities in the runway protection zone and shows the height limitations based on the approach surface for The Site. On the west end of the parcel, all objects should be below 14 feet. At the east end of the parcel, all objects should be below 24 feet.

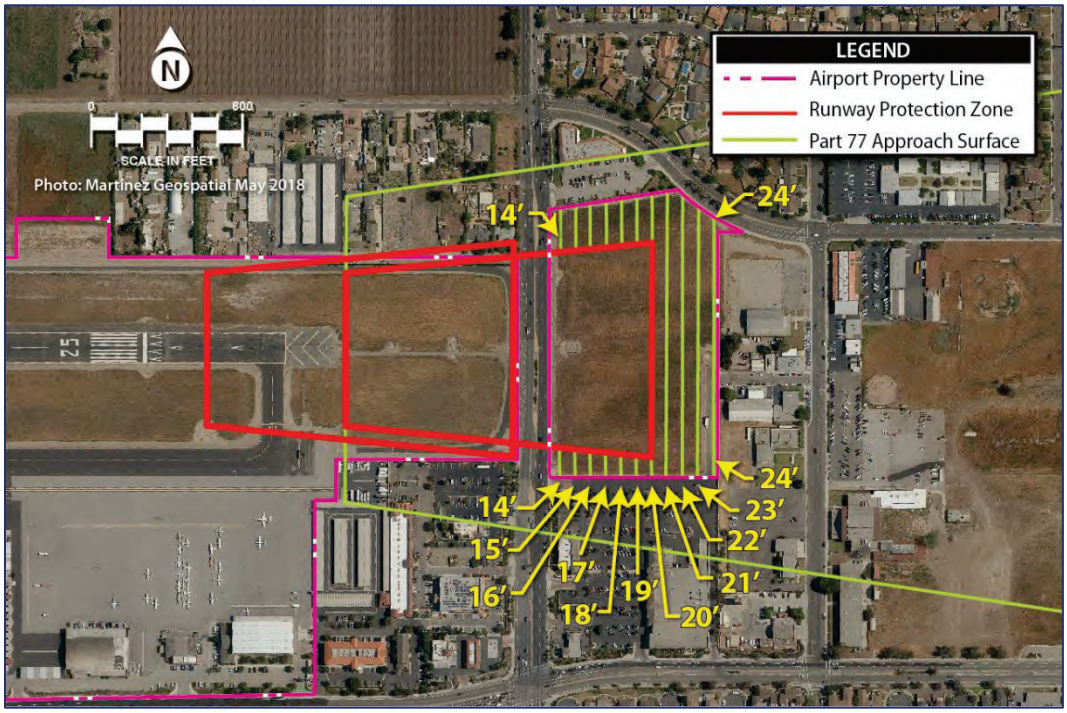


CHART A

Any proposed uses will require the development of a 30% concept plan which the Department of Airports can submit to the FAA for approval that the airport has met the requirements outlined in FAA AC 150/5190-4B, *Airport Land Use Compatibility Planning.*

Existing Site Conditions

The Site is presently fenced with chain link fencing with an access gate from the junction of 3rd Street north of the existing Vons grocery store and parking lot site. It is relatively flat, and unimproved and most recently used within the last 10 years for crop farming. An abandoned well head is located near the access gate. A FAA Navigational Aid is located on the west side of The Site in a fenced approximate 20' X 20' enclosure with a locked gate. FAA maintenance staff need to retain access to the Navigation Aid at all times with a maintenance vehicle, and conduct monthly inspections. The Site is bordered by S. Ventura Road to the west, 3rd Street to the east and a commercial "strip" shopping center and parking lot to the north, with partial exposure to W. 2nd street to the north. North of 2nd street is residential development. A Vons grocery store and parking lot is located to the south of the site. The site is zoned AC (Airport Compatible) in the City of Oxnard General Plan and C- 2PD (General Commercial Planned Development) in the City of Oxnard zoning code.

Review process

In addition to the review by the FAA for non-aeronautical uses of the land and compatibility with the constraints of the RPZ, the development plan may be subject to review by the County Board of Supervisors, Ventura County Transportation Commission, Airport Advisory Committee and the Oxnard Airport Authority, as well as the County of Ventura Building & Safety and Planning Divisions. Although the Airport is located in the City of Oxnard, the Airport property is owned by the County of Ventura, which makes it the lead agency for permitting approvals. The project proponent will also be required to submit FAA Form 7460-1 to the FAA for airspace evaluation. If a solar project is proposed, a glint and glare study will be required; if there is a potential glare issue, mitigating measures may need to be implemented, such as restricting the angle of the solar panels at certain times of day.

IV SUBMISSION REQUIREMENTS

Completed proposals must be submitted online through the County of Ventura Bonfire eProcurement portal at https://ventura.bonfirehub.com and must contain all of the following information:

A. Developer Information:

- **Identification**: Name of developer and type of entity. Provide known members of the development team such as project manager, construction company, civil engineer, architect, landscape architect, major equity investors, etc. and role of developer and any partners in implementation of development.
- **Experience:** Provide a complete description of the developer's and key team members' commercial development experience. Please be specific and indicate references for each project.

- **Financial Data**: Provide information indicating total estimated project cost and evidence of sufficient financial resources to undertake the project. Provide bank or other financing references where appropriate
- **Track Record:** List at least two (2) developments that are similar in design and complexity to the project described in this information request and provide brief narratives for each project (including size, cost and year developed)

B. Development Proposal

The Development Proposal Package shall provide a narrative description of the type of development envisioned and its market orientation. **The Package shall be limited to 20 pages, including exhibits/attachments**. Proposers are responsible for ensuring their proposals are received by the Ventura County Department of Airports on or before the Proposal Submittal Deadline**: 1:00 PM on Thursday, April 23, 2026.** The time and date recorded by the Bonfire system shall be the official time of receipt. No hard copy, oral, telegraphic, email, facsimile, or telephone proposals or modifications will be accepted

1. **Site Concept Plan**. Site Plan illustrating proposed improvements' location and access. The site concept plan should depict the location of water lines, stormwater outfall and lines, and any other utility to be relocated, if deemed necessary, due to project development. Note: The Site Plan will be considered a conceptual plan and will be subject to adjustment and County approval once a developer has been selected and the details of the project are finalized through the negotiation process.

2. **Proposed Facilities/Services**. Detail type of facilities and anticipated uses to be provided. Please include proposed square footage by use and specificity of components. For example, if solar farm is being proposed, indicate the total square footage and project improvements to be provided.

   A written description must include the estimated income and benefits to the County plus a business plan for the proposed project. The narrative should also include statement of consistency with the zoning and other prevailing policies.

   The County encourages development that is ecologically sustainable. Please indicate which of the following elements, and/or others not specified, that will be incorporated:

   - Energy efficiency and the consideration of natural resources
   - The avoidance of environmentally damaging materials
   - Site design to enhance natural environment, and drought tolerant landscaping and
   - "Green Building Program" tenets to minimize construction waste.

3. **Pro Forma**. The proposal shall include:
   - Development pro forma for the project including, but not limited to, pre-development and construction costs.

- A description of the proposed financing.
- An estimate of the total value of the project.
- The pro forma should reflect all income and expense line items including, but not limited to, ground lease payments, with sufficient detail and clarity for the proposal to be properly evaluated by the County.

4. **Desired Term of Lease**. The proposal should include the desired business terms that the developer will seek in a ground lease (i.e. construction rent amount and duration, initial ground rent, ground rent annual increases, etc.).

5. **Development Schedule**. Include a preliminary phase and time schedule in the proposal. Please note timeline and benchmarks if the project is anticipated to be developed in phases.

6. **Performance Deposit**. Each submittal must be accompanied by a fifteen thousand dollar ($15,000) performance guaranty cashier's check PAYABLE TO THE COUNTY OF VENTURA. Copies will not be accepted. The performance guaranty amount will be returned to unsuccessful parties at the completion of the selection process. For the successful candidate, the guaranty will be applied to cover the cost of the projects' lease development process; any remaining funds can be applied to the ground rent or refunded (please note that Airport's staff does not charge for their time in this process). Please provide contact name and information in the event the performance guaranty is returned.

Performance deposit must be received at:

Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

V. SELECTION PROCESS

The County will select a developer for The Site whose experience and proposal most closely satisfy the needs of Ventura County. County expects to negotiate with the developer on the aspects of the development project, including a long-term lease for the property.

After evaluation of the submittal materials and oral interview (if deemed necessary), Airport staff will negotiate a lease and development terms with the top ranked party. A negotiated and mutually agreed upon final detailed project scope, terms, conditions, and schedule will set the parameters for creating a final lease that will be scheduled for review and approval by the Ventura County Board of Supervisors. Any selected developer will be required to honor the terms, conditions, and scope contained in the executed lease document.

VI EVALUATION PROCESS/SCORING CRITERIA

The proposals will be evaluated for their overall responsiveness to County's stated objectives for development, as well as the submittal requirements contained in this document. The County reserves the right to assess and reject any or all proposals after careful review by staff and the Selection Committee. Top candidates may be invited to present and discuss their project to the Selection Committee. Submittals will be ranked on the following criteria:

EVALUATION CRITERIA	*MAX POINTS*
Provides community benefit, which may include community outreach, education programs and community events, etc., and will implement programs/business practices that will support local communities, Ventura County and the Ventura County Department of Airports, in meeting its goals.	30
Provides compatible land use with FAA restrictions, and compatible with neighboring residential and commercial use. Site plan including quality, type and amount of commercial space plus conceptual design of facility, noting County's sustainability goals https://sustain.venturacounty.gov/climate-action-adaptation/	20
Developer's financial strength and project financial plan, including ground lease and other business terms	20
Overall qualifications, track record, and relevant experience of Developer/development team	20
Proposed development schedule	10
TOTAL POSSIBLE POINTS	100

VII. COMPLIANCE WITH COUNTY/AIRPORT POLICIES

A. Compliance. Proposed project must be consistent with all applicable local, state, and federal aviation regulations, planning/land use requirements, environmental regulations, insurance requirements, and entitlement and permitting processes.

B. Right of Rejection. The County reserves the right to reject any or all proposals, to request a new proposal, to revise the information request, withdraw this information request, or not make a selection, or accept a proposal where only a single RFP response is received. Information request revisions, if any, will be issued to all potential proposers who were issued this document by registering on Bonfire. The receipt of proposals shall not, in anyway, obligate the County to enter into a project lease or any other contract of any kind with any proposer. All submitted proposal copies will become the property of Ventura County.

VIII. IMPORTANT DATES AND SUBMISSION PROCESS

A. Tentative Schedule*

Information Request Release Date:	March 13, 2026
Questions Submittal Deadline	1:00 PM on April 14, 2026
Detailed Proposals Due	1:00 PM on April 23, 2026
Applicant Interviews, if deemed necessary	May 4/5, 2026
Target Committee Recommendation /Selection Date	Week of May May 18, 2026

**dates subject to change*

B. Submission Time, Place, Date, Contact

Proposal submittals: written responses must be prepared in accordance with content and sequence as specified within this request for information. No changes or additions to any proposal may be made after the submittal date.

Completed proposals must be submitted online through the County of Ventura Bonfire eProcurement Portal at https://ventura.bonfire.com

Proposers are responsible for ensuring their proposals and payment are received by the Ventura County Department of Airports on or before the Proposal Submittal Deadline: **1:00 PM on Thursday, Aril 23, 2026, local time.** The time and date recorded by the Bonfire system shall be the official time of receipt. No hard copy, oral, telegraphic, email, facsimile, or telephone proposals or modifications will be accepted.

IX. QUESTIONS AND REQUESTS FOR ADDITIONAL INFORMATION

All questions concerning this Proposal should be submitted online under the "Messages" tab.

All other questions regarding access to Bonfire may be directed to Madeline Herrle by email at Madeline.HERRLE@venturacounty.gov

X. GENERAL INFORMATION

County reserves the right to accept or reject any or all Proposals, or not make a selection, or accept a proposal for development where only a single RFP response is received, to waive any informalities and irregularities in the RFP submission process, to extend the date for submittal of responses, to request additional information from any or all Developers, to supplement, amend or otherwise modify the RFP prior to the closing date and time, to cancel this request with or without the substitution of another RFP, to negotiate with any Developers, to re-solicit or cancel the RFP process, and to accept a Developer which is considered to be in the best interest of the County.

All responsive submittals become the property of the County and must be provided without cost to the County. Except as otherwise provided for herein, submittals which are incomplete or which are not in conformance with the law, may be rejected as non—responsive.

Information that is considered by a Developer to be proprietary is still subject to release as a component of a public record request subject to review by the County Counsel. Proprietary information should be clearly marked as "confidential" or "proprietary" on each page which the information appears. Developers should not expect the County to seek confidentiality protection for any claimed privileged or proprietary information in the written Proposal just because the material is marked "confidential" or "proprietary". For any essential information that the Developer reasonably believes can be defended as being exempt from disclosure under the Public Records Act, the information must be capable of being separated or redacted from the submittals, and should be clearly and specifically marked.

This RFP does not obligate the County to enter into a contract or pay any costs incurred in the preparation of a Proposal pursuant to this RFP or incurred in subsequent negotiations. It is the intention of the County to negotiate a lease with the Developer it deems most qualified. During the RFP evaluation process, the County may request additional information or clarification from the submitting Developers.

Any Proposal submitted will be deemed to valid for a period of up to 90 days following the closing date of the RFP. Timely submittals received shall be subject to all applicable laws and regulations governing public disclosure. Submission of a Proposal indicates acceptance by the Developer of the conditions contained in this RFP and the intent to enter a Contract with the County.

By submittal of a Proposal pursuant to this RFP, the Developer certifies that no fee or commission, or any other thing of value, has been paid or agreed to be paid to any employee, agent, representative, official or current member of the County or its Boards or Commissions in order to procure the lease described in this RFP. The Developer also certifies that the qualification information in its Proposal has been arrived at independently and without consultation, communication or agreement with the County, or other firms, not restricting competition as to any matter relating to the RFP.

Equal Opportunity

The County of Ventura is an Equal Employment Opportunity (EEO) Organization which does not discriminate on the basis of race, color, national original (including limited English proficiency), creed, sex, age or disability in consideration of a contract award. The successful Developer will be required to comply with all federal, state, and local laws and regulations.

Prohibition Against Lobbying

Developers shall not lobby, either on an individual or collective basis, the County (its associated Airport employees, or outside advisors) or any local elected or public officials or staff regarding this RFP or its written Proposal. Developer, Developer's acquaintances, friends, family, outside advisors, agents, or other representatives shall not contact the County (its associated Airport employees, or outside advisors) or any local elected or public officials or Airport staff to arrange meetings, visits, or presentations to influence the outcome of the selection process. Violation of this provision, by or on behalf of a Developer, intentionally or unintentionally, will result in disqualification of the Developer and/or rejection of written Proposals.

XI. ATTACHMENTS/EXHIBITS:

1. Site location map
2. FAA circular *FAA AC 150/5190-4B*
3. Survey of parcel
4. Application Checklist

ATTACHMENT 1
SITE LOCATION MAP

ATACHMENT 2
FAA ADVISORY CIRCULAR AC150 5190-4B

TO BE INSERTED ON FINAL PDF VERSION (127 PAGES)

ATACHMENT 3
SURVEY

64RS80

SHEET 1 OF 2 SHEETS

RECORD OF SURVEY

IN THE CITY OF OXNARD
COUNTY OF VENTURA, STATE OF CALIFORNIA
BEING A SURVEY OF PORTIONS OF PARCEL MAP NO. 94-5-25 (55 PM 4)
RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY
DECEMBER 2021

EXEMPT RECORDING REQUEST PER GOVERNMENT CODE 27388

2023000066787
Recorded in Official Records
Ventura County Clerk-Recorder
10/16/2023 8:00 AM
Fees: $0.00
Page 1 of 2

COUNTY SURVEYOR'S STATEMENT

THIS MAP WAS EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE PROFESSIONAL LAND SURVEYORS' ACT THIS 4 DAY OF October 2023.

David J Walsh

DAVID J. WALSH, PLS 7510
COUNTY SURVEYOR
COUNTY OF VENTURA

LICENSED LAND SURVEYOR — DAVID J. WALSH — L.S. 7510 — STATE OF CALIFORNIA

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF THE COUNTY OF VENTURA-DEPARTMENT OF AIRPORTS, IN OCTOBER 2021

JOSEPH V. DAGHELLIS, P.L.S. 8613 — DATE 10/4/2023

PROFESSIONAL LAND SURVEYOR — JOSEPH V. DAGHELLIS — NO. 8613 — STATE OF CALIFORNIA

COUNTY RECORDER'S STATEMENT

DOCUMENT NUMBER 2023000066787
FILED THIS 16th DAY OF October 2023, AT 2:31 P. M. IN BOOK 64 OF RECORDS OF SURVEY AT PAGES 80-81 AT THE REQUEST OF JOSEPH V. DAGHELLIS

MAGHTILD ASCENCION
COUNTY RECORDER
COUNTY OF VENTURA

BY Gloria Varela
DEPUTY COUNTY RECORDER

PURPOSE OF SURVEY

THIS FIELD SURVEY WAS PERFORMED TO ESTABLISH THE EXTERIOR BOUNDARY OF THE PARCELS OF LAND DESCRIBED IN 20130513-00074164 O.R. AND PARCEL "B" PER 98-018291 O.R.; THIS SURVEY IS FILED IN COMPLIANCE WITH SECTION 8762(b)(1) OF THE PROFESSIONAL LAND SURVEYORS' ACT.

BASIS OF COORDINATES AND BEARINGS

THE COORDINATES AND MEASURED BEARINGS SHOWN HEREON ARE BASED UPON NAD83 (2011), CCS ZONE 5, CSRC EPOCH (US FEET) IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. SAID COORDINATES AND BEARINGS ARE BASED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING CSRN STATIONS.

OBSERVED CSRC STATIONS

STATION	LATITUDE (N)	LONGITUDE (W)	ELLIPS HT.	DESIGNATION
CSCI	34° 10' 08.246953"	119° 02' 20.290052"	234.83	CSCI_SCGN_CS7000
OVLS	34° 09' 38.489378"	119° 08' 30.968733"	218.20	OVLS_SCGN_CS19(0)
VNCO	34° 10' 32.749849"	119° 12' 15.569478"	86.27	VNCO_SCGN_CS19(0)

NOTE: THE HORIZONTAL COORDINATES FOR THE CSRC STATIONS SHOWN HEREON EXCEED FEDERAL GEODETIC DATA COMMITTEE (FGDC) 2cm NETWORK ACCURACY AT THE 95% CONFIDENCE LEVEL.

AS USED IN TABLES ABOVE AND BELOW, ELLIPSOIDAL REFERS TO THE CALIFORNIA COORDINATE SYSTEM (CCS83) OF THE ZONE WHERE THE MAPPING ANGLE AND COMBINATION FACTOR WERE CALCULATED AND ELEP. HEIGHT REFERS TO THE VERTICAL VALUE OF THE CALIFORNIA GEODETIC COORDINATE OR EQUIVALENT ELLIPSOID USED TO CALCULATE THE COMBINED GRID FACTOR.

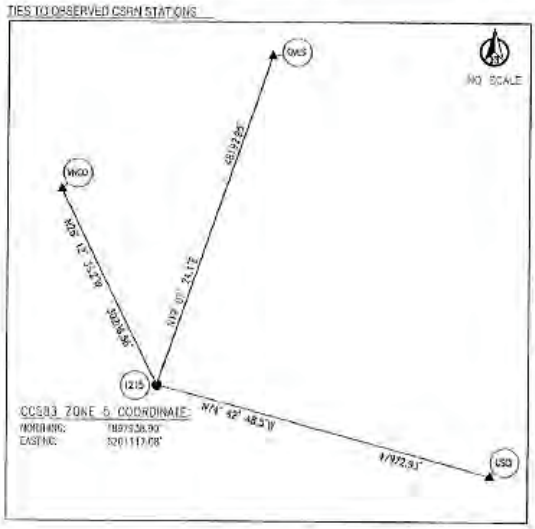
ADJUSTED POSITION, MAPPING ANGLE AND COMBINED GRID FACTOR

STATION	LATITUDE (N)	LONGITUDE (W)	ELEVATION	ELEP. HT.	CONVERGENCE ANGLE	COMBINED GRID FACTOR
1215	34° 12' 06.234891"	119° 11' 33.736677"	49.44	-72.02	-0°40'47"	0.99997102

MEASURED DISTANCES SHOWN HEREON ARE GRID DISTANCES IN REFERENCE TO CCS83 ZONE 5, U.S. SURVEY FOOT. TO APPROXIMATE GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR PROVIDED ABOVE.

ALL DISTANCES AND BEARINGS SHOWN ARE MEASURED UNLESS OTHERWISE NOTED.

TIES TO OBSERVED CSRN STATIONS



CCS83 ZONE 5 COORDINATE:
NORTHING: 1987538.90'
EASTING: 5201117.08'

MONUMENT LEGEND

▲ CSRC CORS STATION

● FOUND SURVEY MONUMENT AS NOTED (SHEET 1, MONUMENT TABLE)

○ SET MONUMENT AS NOTED (SHEET 1, MONUMENT TABLE)

LEGEND & REFERENCES

℄ – CENTERLINE
CCS – CALIFORNIA COORDINATE SYSTEM
CSRC – CALIFORNIA SPATIAL REFERENCE CENTER
CSRN – CALIFORNIA SPATIAL REFERENCE NETWORK
CF – CALCULATED FROM
M – MEASURED
NAD83 – NORTH AMERICAN DATUM 1983
OR – OFFICIAL RECORDS
SNMF – SEARCHED FOR, NOT FOUND
VCPID – VENTURA COUNTY PERMANENT IDENTIFIER

R – RECORD REFERENCE
R1 – 55 PM 4 (PARCEL MAP NO. 94-5-25)
R2 – 98-018291 OFFICIAL RECORDS
R3 – 20130513-00074164 OFFICIAL RECORDS
R4 – CITY OF OXNARD TIES; BOOK LL-51, PAGE 242
R5 – CITY OF OXNARD TIES; BOOK LL-51, PAGE 243
R6 – CITY OF OXNARD TIES; BOOK LL-43, PAGE 45
R7 – VENTURA COUNTY FIELD BOOK (VCFB) 2010-059

FOUND & SET SURVEY MONUMENT TABLE

POINT #	DESCRIPTION
1212	FOUND CORNER, LEAD, TACK, & BRASS TAG "LS 6802" PER R1, FLUSH ATOP CONCRETE CURB RETURN
1213	FOUND CORNER, ON-SPIKE & ALUMINUM TAG "LS 6802" PER R1, FLUSH IN ASPHALT PARKING LOT
1214	FOUND CORNER, LEAD, TACK, & BRASS TAG "LS 6802" PER R1, FLUSH IN CONCRETE PAVER DRIVEWAY
1215	FOUND CORNER, 1" IRON PIPE & BRASS TAG "LS 6802" PER R1 IN SOIL, 2.0'
2004	FOUND NAIL & DISK, FLUSH IN ASPHALT ROADWAY, NO REFERENCE, ACCEPTED AS INTERSECTION
292	FOUND BRASS DISK (NGVD 29) PER R5, FLUSH ATOP CONCRETE CURB
1202,1204	FOUND LEAD, TACK AND TAG "CITY OF OXNARD" PER R5 & R6, FLUSH ATOP CONCRETE CURB
1201	FOUND BRASS DISK STAMPED "CITY OF OXNARD" PER R5, FLUSH ATOP CONCRETE CURB
1207	FOUND LEAD AND TACK PER R4, FLUSH ATOP CONCRETE CURB
1208	FOUND NAIL AND TAG "CITY OF OXNARD" PER R4 ATOP ASPHALT BERM
2001	FOUND CHISELED "+" ATOP CONCRETE CURB PER R5
2002, 2003	FOUND LEAD AND TACK PER R5 ATOP CONCRETE MEDIAN
2005	FOUND LEAD AND TACK PER R5, FLUSH ATOP CONCRETE CURB
2006	FOUND CHISELED "+" ATOP CONCRETE CURB PER R5
1024	SET 1.0' OFFSET PROD FROM TRUE CORNER; LEAD, TACK & VENTURA COUNTY BRASS TAG IN SIDEWALK
5001, 5002	SET CORNER: 1/2" REBAR & VENTURA COUNTY PLASTIC CAP, FLUSH IN SOIL
5004	SET CORNER (BEGIN CURVE): 1/2" REBAR & VENTURA COUNTY PLASTIC CAP, FLUSH IN SOIL
5005	SET CORNER (END CURVE): LEAD, TACK AND VENTURA COUNTY TAG
5010, 5011	SET CORNER (ANGLE POINT): 1/2" REBAR & VENTURA COUNTY PLASTIC CAP, FLUSH IN SOIL
5012	SET CORNER: LEAD, TACK & VENTURA COUNTY BRASS TAG ATOP CONCRETE WALL FOOTING

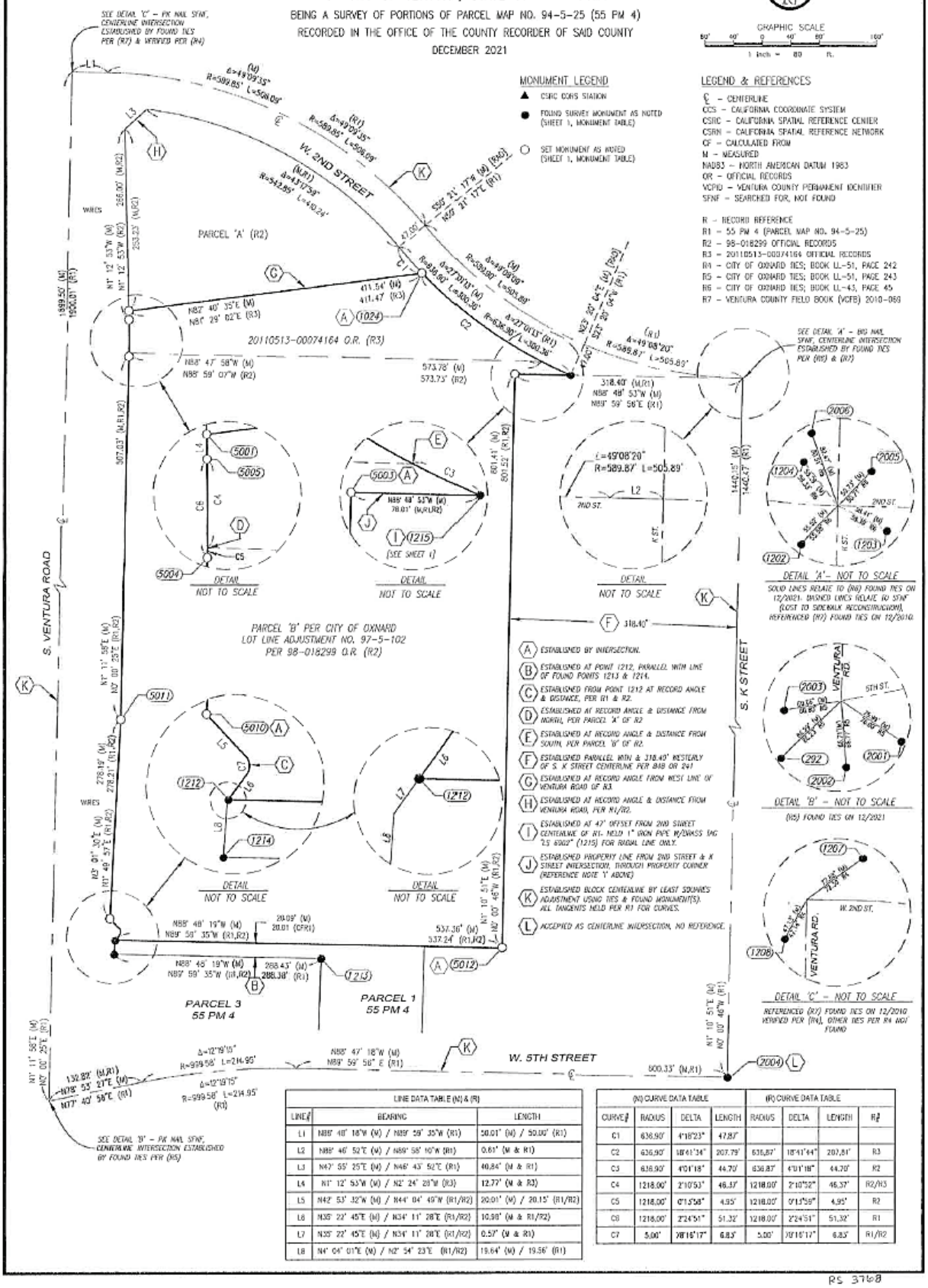
R3 3168

SHEET 2 OF 2 SHEETS

RECORD OF SURVEY

IN THE CITY OF OXNARD
COUNTY OF VENTURA, STATE OF CALIFORNIA

BEING A SURVEY OF PORTIONS OF PARCEL MAP NO. 94-5-25 (55 PM 4)
RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY
DECEMBER 2021



LINE DATA TABLE (N) & (R)		
LINE #	BEARING	LENGTH
L1	N88° 48' 18"W (M) / N89° 59' 35"W (R1)	20.01' (M) / 20.00' (R1)
L2	N88° 48' 52"E (M) / N89° 58' 10"W (R1)	0.61' (M & R1)
L3	N43° 55' 25"E (M) / N46° 43' 52"E (R1)	40.84' (M & R1)
L4	N1° 12' 53"W (M) / N2° 24' 28"W (R3)	12.77' (M & R3)
L5	N42° 53' 32"W (M) / N44° 04' 49"W (R1/R2)	20.01' (M) / 20.15' (R1/R2)
L6	N35° 22' 45"E (M) / N34° 11' 28"E (R1/R2)	10.98' (M & R1/R2)
L7	N35° 22' 45"E (M) / N34° 11' 28"E (R1/R2)	0.57' (M & R1)
L8	N4° 04' 01"E (M) / N2° 54' 23"E (R1/R2)	19.64' (M) / 19.56' (R1)

(N) CURVE DATA TABLE				(R) CURVE DATA TABLE			
CURVE #	RADIUS	DELTA	LENGTH	RADIUS	DELTA	LENGTH	R#
C1	636.90'	4°16'23"	47.81'				
C2	636.90'	18°41'34"	207.79'	636.87'	18°41'44"	207.81'	R3
C3	636.90'	4°01'18"	44.70'	636.87'	4°01'18"	44.70'	R2
C4	1218.00'	2°10'53"	46.37'	1218.00'	2°10'52"	46.37'	R2/R3
C5	1218.00'	0°13'58"	4.95'	1218.00'	0°13'59"	4.95'	R2
C6	1218.00'	2°24'51"	51.32'	1218.00'	2°24'51"	51.32'	R1
C7	5.00'	78°16'17"	6.83'	5.00'	78°16'17"	6.83'	R1/R2

RS 3768

ATTACHMENT 4

APPLICATION CHECKLIST

(Must be completed and returned with application)

Use the following checklist to ensure that your application is complete. The Proposal package must not exceed 20 pages, including exhibits/attachments.

Unless specifically indicated, the following items must be submitted by all applicants in the following order: Note: All attachments are to be placed immediately following the Section in which they are requested.

Application Checklist

Cover letter

☐ Cover letter submitting application signed by the firm's Principal.

Submission Requirements

☐ Completed Subsection A. Developer Information

- ☐ Identification – Name of developer, type of entity and development team members.
- ☐ Experience – Complete description of developers' and key team members' recent aviation/commercial development experience and references.
- ☐ Financial Data – Information indicating total estimated project cost and evidence of sufficient financial resources to undertake the project, including bank or other financing references where appropriate.
- ☐ Track record – Developer references for projects of similar design and complexity (including size, cost and year developed)

☐ Completed Subsection B. Development Proposal

- ☐ Site Concept Plan – Depicting facilities, estimated structure heights, accessways, etc.
- ☐ Proposed Facilities/Services – Detailed building and user information, type of use, estimated income and benefits, business plan, and consistency with all applicable building and zoning and FAA limitations on occupancy, use and height, Community engagement and outreach. Identify which project elements help address the County's Sustainability Goals.
- ☐ Pro Forma – Development pro forma for predevelopment, construction, income and expenses, cost, and proposed financing.
- ☐ Desired Terms of Lease – Description of desired lease terms.
- ☐ Development Schedule – Phasing plan (if applicable) and anticipated development timeline.
- ☐ Performance Deposit – Performance Guaranty cashier's check for $15,000 made payable to COUNTY OF VENTURA

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: Receive and File Information Regarding the Requests for Proposal (RFP) for Two Sites at the Camarillo Airport for Redevelopment Development Site 1 of 4.1 Acres and Site 2 of 1.9 Acres

Recommendation:

Receive and file staff update regarding information on the Request for Proposals for the development/redevelopment of two airfield sites at Camarillo Airport – site 1 for 4.1 acres and site 2 for 1.9 acres.

Fiscal Mandates Impact:

This item is presented for information only and it does not require consideration by the Board of Supervisors at this time. There are no fiscal impacts associated with the recommended action.

Discussion:

Over the past several years, the Department of Airports (DOA) has received interest from existing tenants at the Camarillo airport for expansion opportunities adjacent to their airfield businesses to meet current business demand. Site 1 is adjacent to Air 7 and Site 2 is adjacent to Orbic Helicopters (See Exhibit 1 map). At the time this interest was expressed, DOA had not yet completed an update to the Airport Layout Plan (ALP) with the FAA (which is a requirement every 10 years), so investigation of development opportunities was postponed until the ALP was finalized and approved by the FAA. The ALP shows existing uses on the airport and projected uses for future planning. The updated ALP was approved by the FAA in May 2025.

Grant Assurance Impacts on Airport Management and Development
Because the DOA accepts funding from the Federal Government for infrastructure needs (known as “Airport Improvement Program” funds), the DOA (the “Airport Sponsor”) is required to accept certain assurances to the FAA known as the Airport Sponsor

Assurances, or Grant Assurances, which establishes specific obligations and requirements governing how the airport can be used, managed, maintained and operated. There are currently 40 different grant assurances as a condition of receiving Airport Improvement Program funds.

In particular, Grant Assurance 22 requires the Sponsor to "make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities". On this guidance the Sponsor must fairly offer development opportunities to all potential users.

For that reason, based on the expressed interest from our existing tenants, the DOA then solicited interest from other parties in the form of a Letter of Interest (LOI). If no additional interest had been expressed, the DOA could have proceeded with a one-party negotiation for that development. In the case of both Site 1 and Site 2, additional interest was provided by Letters of Interest. As a result of receiving multiple LOIs for each site, the DOA issued a Request for Proposal for consideration of those interested parties' proposed developments.

Grant Assurance 24 also requires the sponsored airport to be as self-sustaining as possible in its operations and for that reason DOA pursues uses for its property to generate income for its operating needs without the use of County General Fund monies (including property taxes).

Deed Requirements of Airport Management and Development
Additional factors which direct the DOA in its management of the airport is contained in the original 1977 Quitclaim Deed from the Federal Government to the County of Ventura, wherein the Deed requires the Grantee (County) to agree that it will "keep the airport open to all types, kinds, and classes of aeronautical use without discrimination between such types, kinds and classes" and it "….shall be used for public airport purposes for the use and benefit of the public, on reasonable terms and without unjust discrimination and without grant or exercise of any exclusive right for the use of the airport….and that it shall be maintained for the use and benefit of the public at all times in good and serviceable condition.. ".

Exhibits 2 (Site 1) and 3 (Site 2) are the Request for Proposal solicitations which were issued for two locations on the airfield. Presently Site 1 is 4.1-acres and contains 42 existing T- hangars and 7 box hangars; Site 2 is 1.9-acres and contains tie downs and two helipad locations as well as ramp area and a public access gate.

The DOA is bringing this item to the Airport Advisory Commission and Camarillo Airport Authority and has asked the RFP respondents to provide a short overview of their respective proposals to provide an opportunity for the Commission and Authority and the public to ask questions relating to the proposed projects.

The DOA received three responses to the RFP for Site 1 and one response to the RFP for Site 2. They are attached as Exhibits 4-7. These proposals will be evaluated based on the criteria and weighting set forth in the RFP document by five members of the DOA staff: Keith Freitas, Director of Airports, Erin Powers, Deputy Director of Airports, Danielle Tarr, Projects Manager, Madeline Herrle, Lease Manager and Jannette Jauregui, Communications and Engagement Manager.

Of note is the weighted criteria outlined in Section VI of the RFP, which highest weighting of 30% of score is “Provides community benefit, which may include community outreach, education programs, and community events, etc. and will implement programs/business practices that will support the Ventura County Fly Friendly and Pilot Guidance programs to minimize impact to neighbors”. Other ranking criteria include: new business and services 20%, project land use 15%, developer’s financial strength 10%, development schedule 10%, capital investment 10% and overall qualifications 5%.

Over the next several months the Department of Airports will review, analyze and rank the various proposals presented for the 4.1-acre and 1.9-acre sites. The DOA is looking to consider and balance the desires of ALL stakeholders (community, aviation business tenants, hangar tenants, local business leaders, aviation services, airfield users, Airport Department and County economic impacts, jobs creation, etc.) in its review of these development proposals.

If you have any questions regarding this item, please call Madeline Herrle at (805) 947-6802 or me at (805) 388-4200

KEITH FREITAS, A.A.E, C.A.E.
Director of Airports

Attachments:

Exhibit 1 – RFP Site Location Map
Exhibit 2 – RFP Site 1
Exhibit 3 – RFP Site 2
Exhibit 4 – Proposal from Sky Harbour, LLC for Site 1
Exhibit 5 – Proposal from Air 7, LLC for Site 1
Exhibit 6 – Proposal from Legend Aviation, LLC for Site 1
Exhibit 7 – Proposal from Orbic Sky, LLC for Site 2

EXHIBIT 1 - SITE MAP

Exhibit 1

EXHIBIT 2 - RFP Site 1

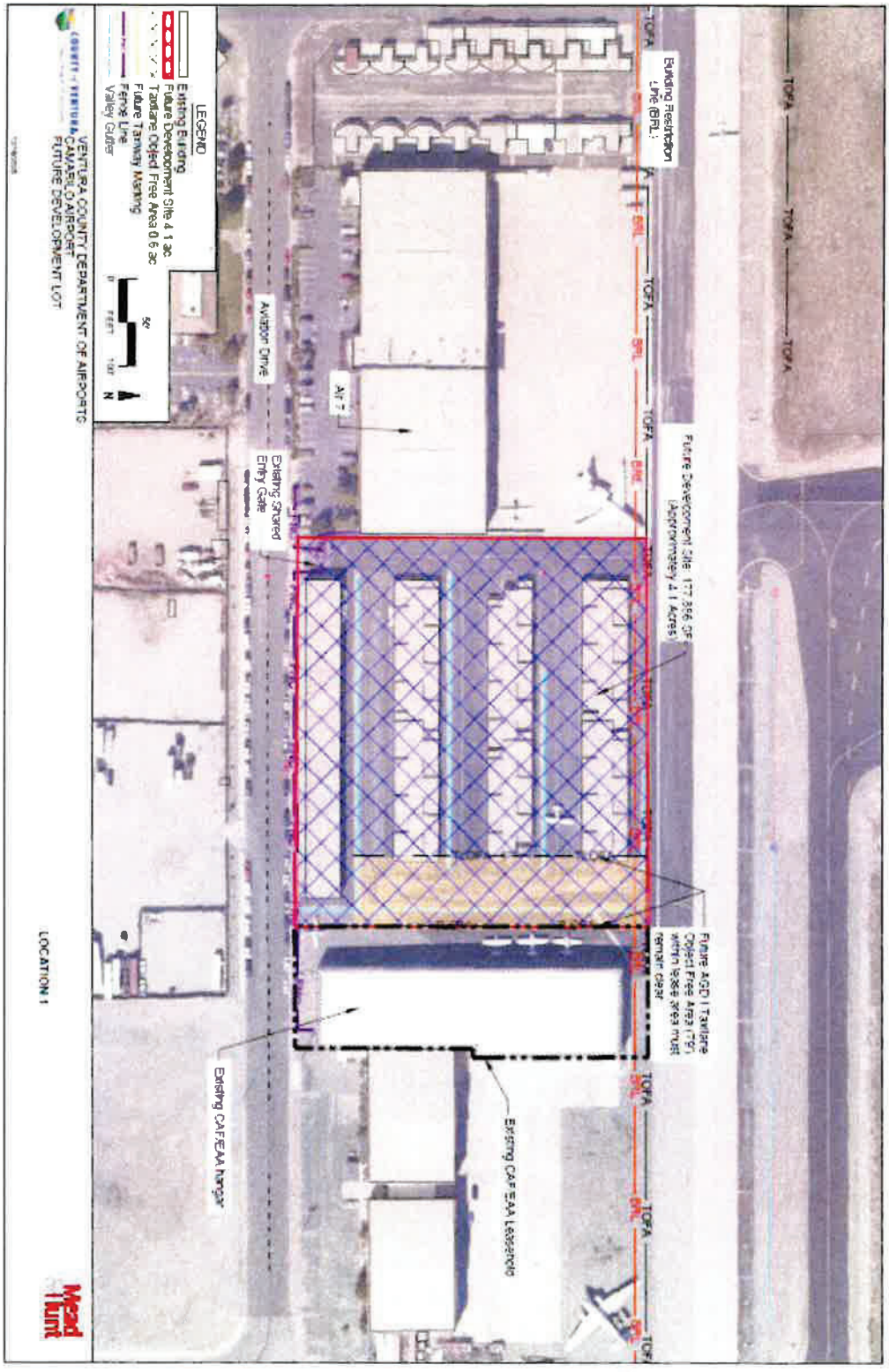
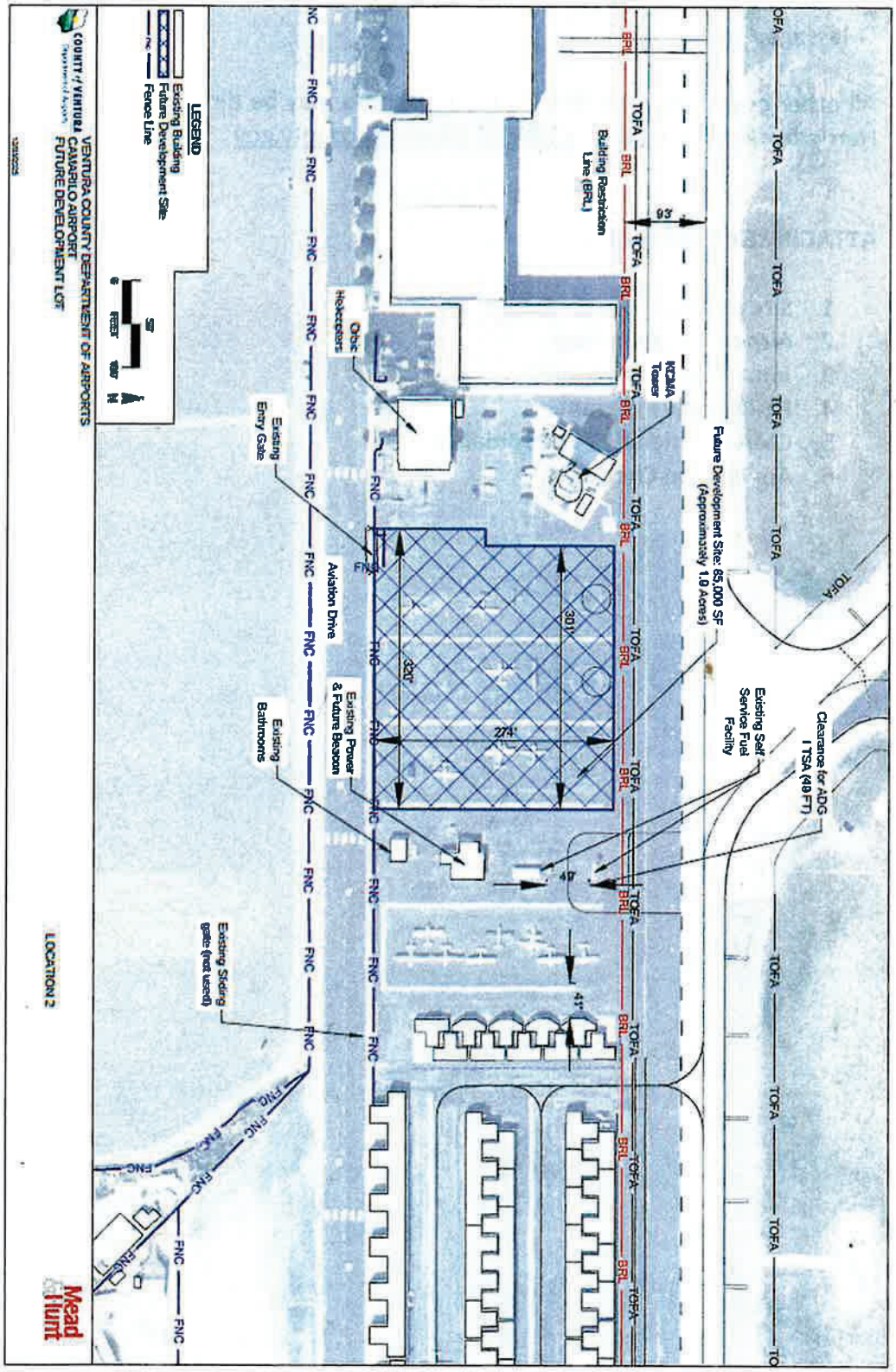


Exhibit 2

EXHIBIT 3 - RFP Site 2



136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

SkyHarbour

February 12, 2026

Request for Proposals for

Development of Camarillo Airport
Lease Area

Submitted by:

SKY HARBOUR GROUP CORPORATION
136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604
212.554.5990
estolpman@skyharbour.group
www.skyharbour.group

SkyHarbour

136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

Cover Letter

February 12, 2026

Dear CMA Selection Committee,

Sky Harbour Group Corporation ("Sky Harbour," "SKYH," or "Proposer") is pleased to submit this proposal in response to RFP AIR 2026-01 for the development and long-term ground lease of the approximately 4.1-acre parcel at Camarillo Airport ("the Airport" or "CMA").

Sky Harbour's proposed approach elects the **REPAIR option** for the existing T-hangar/box-hangar inventory. Our repair program is designed to maintain tenant continuity, minimize disruption to airport operations, and **return the hangar inventory to service in an orderly, phased manner, restoring stable, modernized facilities for long-term use.**

In parallel, Sky Harbour proposes to develop **two new large hangars on the 5-acre parcel** to provide:

1. **On-airport interim capacity** to support based tenant accommodation during the T-hangar/box hangar repair timeline; and
2. **Long-term hangar capacity** for established Camarillo-based operators whose growth is constrained by hangar availability today and helping retain key economic drivers on the field during the Sky 805 re-development.

The additional facilities support a phased approach that enables efficient execution of the repair program and helps stabilize long-term hangar operations. They also **enable expanded operations for established CMA-based operators**. We are in preliminary state discussions with a technology developer already on the airport.

Sky Harbour has an established presence at CMA through CloudNine and Channel Islands Aviation, with deep day-to-day familiarity with airport users, tenant expectations, and community needs. **We have a longstanding history of community outreach with the T-hangar tenants**, evidenced by our role providing a leading share of light GA fuel activity at CMA and our active participation in community events and philanthropy. The new hangars provide flexible interim capacity to keep operations running during renovations, support phased Sky805 relocations, and maintain service for Channel Islands and other critical users, including GA maintenance and fire support helicopters.

Sky Harbour is a low-risk, high-return partner to repair the T-hangars/box hangars and develop the 5-acre parcel. A permanent relocation of the T-hangar inventory to the 5-acre parcel would increase vehicle congestion and aircraft taxi operations at a blind turn near the new site. In contrast, our approach mitigates safety concerns, **minimizes disruption to neighboring operators and tenants** and aligns with CMA's Fly Friendly and community-compatibility objectives. Sky Harbour's existing on-airport presence provides established utility and vehicle access, enabling an efficient construction approach that prioritizes safety and continuity of airport operations.

Sky Harbour is uniquely qualified for this opportunity and, as a publicly traded company (NYSE: SKYH) with more than $400MM in balance sheet assets, brings a fully financed proposal with no financial contingencies intended to deliver maximum benefit for all stakeholders. We welcome the opportunity to discuss our proposal in more detail and demonstrate how Sky Harbour can deliver exceptional value to the Airport and the surrounding community.

Best regards,

Tal Keinan,
Chief Executive Officer
Sky Harbour Group Corporation

136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

SUBSECTION A: DEVELOPER INFORMATION

Identification:

Name of developer, type of entity, and development team members.

Sky Harbour Group Corporation (NYSE: SKYH) is a national developer, owner, and operator of business aviation infrastructure at marquis airports across North America (https://skyharbour.group/). Sky Harbour's core business involves securing long-term ground leases with airport sponsors and operating state-of-the-art aviation campuses, and subleasing aircraft hangars and associated support spaces.

Sky Harbour's platform is built around a Home Base model: delivering private and semi-private hangars and tenant-oriented services that prioritize privacy, safety, reliability, and operational efficiency for based aircraft. Because hangars and tenant experience are our primary product, we operate with a long-term ownership mindset - emphasizing disciplined facility upkeep, predictable service, and high tenant retention.

CMA is a proven fit for Sky Harbour's business model and for the County's objective to **REPAIR** the 4.1 acre site T-hangar inventory. **We design, maintain, and operate hangars for based-aircraft tenants as our primary business, rather than treating hangars as a secondary component of traditional FBO activity.**

Sky Harbour will leverage the experience of its wholly owned construction and development subsidiary, Ascend Aviation Services ("Ascend"). Ascend will utilize California based engineering, architecture and project management subcontractors.

Experience:

Complete description of developers' and key team members' recent aviation/commercial development experience and references.

Sky Harbour is also not a new entrant at CMA. For the past two years, Sky Harbour has operated at Camarillo through our established presence at CloudNine and through Channel Islands Aviation operations. Sky Harbour has worked collaboratively with the Airport and demonstrated consistent commitment to tenants and the surrounding community. This on-airport experience provides day-to-day familiarity with CMA users, operating practices, and stakeholder priorities. It reduces execution risk by accelerating coordination and decision-making throughout phasing, tenant moves, and construction logistics.

Just as importantly, Sky Harbour's operating history at CMA is grounded in long-standing relationships with the light GA community, including many of the current T-hangar residents. Through Channel Islands Aviation, Sky Harbour services the largest market share of light GA customers at the Airport. With more than **45 years of history maintaining quality services for light GA users**, Channel Islands' maintenance and repair operations have supported aircraft owners and operators across CMA for generations. These established relationships and familiarity with tenant needs position Sky Harbour for strong, transparent tenant relationships during the restoration program, especially during temporary relocations, coordination of access, and the return of tenants to improved hangar inventory.

Sky Harbour has a proven track record of attracting and retaining a diverse mix of high-quality aviation tenants, including medical and critical services operators, charter operators, business aviation flight departments, and personal aviation users. Sky Harbour currently manages nine (9) fully operational hangar campuses at Sugar Land Regional (SGR), Nashville International (BNA), Miami-Opa Locka Executive (OPF), San José Mineta International (SJC), Camarillo (CMA), Denver Centennial (APA), Phoenix Deer Valley (DVT), Dallas Addison (ADS), and Seattle Boeing Field (BFI). Sky Harbour is in development at 14 additional airports including large projects at Washington Dulles International (IAD), Salt Lake City International (SLC), and Dallas Love Field (DAL). **Sky Harbour is the largest developer of business aviation hangars in the United States today and is the most qualified developer of the needed T-hangar modernization at CMA.**

Key Team Members & Recent Development Experience

The Sky Harbour team is highly experienced in commercial real estate, airport development, finance, construction, aviation operations, facility maintenance, and sales and marketing. The team is led by CEO Tal Keinan, with CFO Francisco Gonzalez, President of Construction Phil Amos, SVP Eric Stolpman, SVP Airports Marty Kretchman, and CMA General Manager Nick Martino coordinating resources across the Sky Harbour team and its business partners. Sky Harbour is vertically integrated with its wholly owned subsidiaries, Ascend Aviation Services and Stratus Building Systems. Additional information on the Sky Harbour team is below:

Ascend Aviation

Sky Harbour leverages the experience of its wholly owned construction and development subsidiary, Ascend Aviation Services ("Ascend"). Ascend was formed in 2025 as an in-house platform to provide specialized airport architectural design, construction management and general contracting capabilities for Sky Harbour's hangar campus development program. The construction team supporting Ascend includes highly specialized personnel with longstanding experience in hangar development.

Stratus Building Systems

Sky Harbour also leverages Stratus Building Systems ("Stratus"), our wholly owned pre-engineered metal building (PEMB) manufacturing subsidiary, which is overseen by Ascend. This integration enhances quality control, supports cost discipline, and helps improve delivery timelines by standardizing key structural components and reducing supply-chain and coordination risk across Sky Harbour's hangar development program.

President of Construction, Phil Amos: 30+ years of diverse Construction Management & Owner/Development experience. A large part of his experience has been in the Commercial & Industrial segments with over 1.6 million SF of aviation facility projects successfully completed. Prior to joining Sky Harbour, Phil co-founded A&F General Contractors, a commercial general contractor primarily focused on industrial projects, tilt wall warehouses, office buildings, and Manufacturing. A&F served as the general contractor for Sky Harbour's Centennial Airport (APA) Phase I project and Sugarland Regional Airport (SGR) project. His educational background includes a Bachelor of Science degree in Industrial Engineering and an MBA degree.

SVP of Real Estate (Eric Stolpman): With over 20 years of active-duty and active reserve service as a U.S. Naval Aviator, Eric's career has centered around aviation. Eric helped found Sky Harbour in 2017 before spending three years at Bain & Company in Mergers and Acquisitions and Corporate Strategy, including various projects in the Aerospace industry. In 2021, Eric returned to Sky Harbour and has spent the last 4 years growing Sky Harbour's presence on U.S. airfields and optimizing the existing portfolio, including more than 850,000 square feet of hangar pipeline signed in 2025 alone.

SVP of Airports (Marty Kretchman): An experienced aviation professional with over 20 years in the transportation industry. He has held a variety of positions from front-line operations, FBO General Management, operational M&A, and leading the acquisition, integration, and transformation of global business aviation businesses while serving on Signature's Corporate team. Marty is passionate about aviation, a rated commercial pilot, and is committed to providing the highest level of service to his clients. Marty is responsible for the overall operations of all Sky Harbour campuses. He has proven ability to build productive relationships with external and internal customers, suppliers, and the aviation community.

CMA General Manager (Nick Martino): A fourth-generation Ventura County resident and 16-year Camarillo Airport (CMA) industry veteran, Nick has extensive experience in airport management and FBO operations, including certificated flight schools and aircraft maintenance. He holds the Certified Member (CM) designation from the Association of Airport Executives (AAAE). Nick manages Sky Harbour's operations at CMA, serving as the liaison with Airport staff and the local general aviation community. He previously led the development of a $40 million hangar project at CMA, completed in 2023, and continues to oversee CloudNine hangar leasing, flight school, and MRO operations. A licensed pilot, he has been active in the CMA general aviation community since childhood.

In addition, the construction manager responsible for the CloudNine project is part of the proposed team and brings direct, site-specific familiarity with what is required to develop on the adjacent parcel, including relevant environmental considerations and coordination requirements.

References

Below are two current Airport Sponsors that can attest to Sky Harbour's capacity to comply with and deliver on the lease and development contemplated in this proposal.

Airport Name	Contact	Title	Contact
Nashville International Airport	Doug Kreulen	President and CEO, Metropolitan Nashville Airport Authority	[redacted]
Addison Airport	Bill Dyer	Assistant Director, Addison Airport	[redacted]

Financial Data:

Information indicating total estimated project cost and evidence of sufficient financial resources to undertake the project, including bank or other financing references where appropriate.

Project Phase	Development Cost
Large Hangars on 5 Acre Site	$26.4MM
T-Hangar Repair	$2.4MM
Total Estimated Project Cost	**$28.8MM**

Total estimated project costs are $28.8MM. This estimate includes hard and soft cost of large hangar construction on the 5 acre site and repair of the T-hangars.

Sky Harbour's Finance team is led by Chief Financial Officer Francisco Gonzalez and Vice President of Finance/Treasurer Tim Herr. Sky Harbour's funding plan is to employ cash and investment resources on hand. Sky Harbour's financial resources include committed bank capital and tax-exempt "put bond" proceeds that support reliable project funding without financial contingencies. This includes a **$150 million of Series 2026 tax-exempt put bonds with proceeds to be used to finance the development of Sky Harbour hangar campuses**. Additionally, Sky Harbour has a $200 million tax exempt, committed warehouse drawdown facility with JP Morgan Chase, which provides drawdowns for new hangar projects (and is expandable to $300 million subject to credit approval), further supporting reliable execution of hangar development across the platform.

Further information on these financing facilities can be found below:

Sky Harbour Group Corporation | Put Bonds
Sky Harbour Group Corporation | JP Morgan Chase Facility

As Sky Harbour is a publicly traded company, more information on management and director information, including voting rights, can be found on our proxy statement:

Sky Harbour Group Corporation | Financials - SEC Filings

136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

Track Record:

Developer references for projects of similar design and complexity (including size, cost and year developed)

Sky Harbour is currently in operation at 9 locations nationwide with an additional 14 locations in development. Below are three recently completed reference projects of similar design and complexity to project contemplated in the RFP.

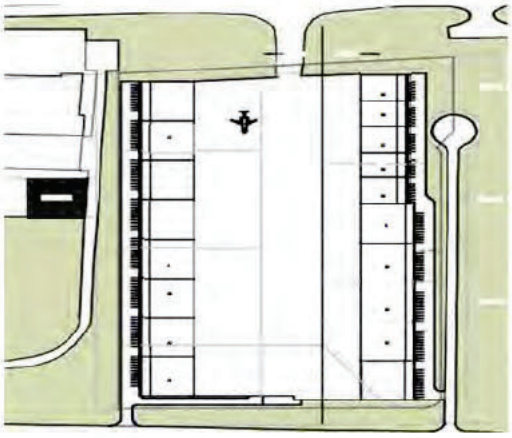
Phoenix Deer Valley Airport (DVT)

Size: 130,664 SF

Project Cost: $61.1M

Delivered: April 2025

Sky Harbour developed 15.5 acres at DVT, in Phoenix, Arizona, one of the most significant GA markets in the United States and home to over 1,000 based aircraft. The campus consists of 16 NFPA Group 3 hangars over two phases comprising a total of approximately 227,424 SF with 362,000 SF of apron. Phase 1 of DVT was completed in April 2025.



Sky Harbour - DVT, Phases 1 & 2

Sky Harbour - DVT, Operational

Addison Airport (ADS)

Size: 118,602 SF

Project Cost: $34.6M

Delivered: June 2025

Through a competitive bid process, Sky Harbour has secured the rights to a long-term lease on a combined 12-acre site at ADS. The Phase 1 campus consists of 6 NFPA Group 3 hangars comprising a total of over 118,000 square feet. Phase 1 was completed in June 2025. In January 2023, Sky Harbour completed an Amendment to the Lease to incorporate an additional 6 acres of adjacent land into the lease, on which Sky Harbour will develop an additional 105,000 SF of hangar (Phase 2).

Sky Harbour - ADS Phase 1

Sky Harbour - ADS Phase 1, Operational

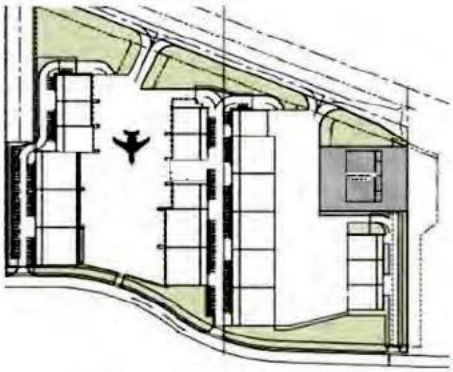
Denver Centennial Airport (APA)

Size: 130,664 SF

Project Cost: $52.7M

Delivered: September 2025

Sky Harbour is developing a campus on 19.5 acres at APA, the largest general aviation airport in the Denver area. The campus will be constructed in two phases and in total will consist of 22 private NFPA Group 3 hangars comprising 228,540 total SF with 280,000 SF of apron. Phase 1 was completed in September 2025 and Phase 2 will be completed in 2026.



Sky Harbour – APA, Phases 1&2

Sky Harbour – APA Phase 1, Operational

SUBSECTION B. DEVELOPMENT PROPOSAL

Site Concept Plan:

Depicting buildings, parking, hardscape and including building façade elevations. For REPLACE option, provide same for "The Replacement Project" site.

Sky Harbour elects the **REPAIR** option for the existing T-hangar and box-hangar site. Our repair program is designed to maintain tenant continuity, minimize disruption to airport operations, and return the existing hangar inventory to service in an orderly, phased manner.

Sky Harbour will approach the T-hangar and box-hangar rehabilitation with a focus on long-term durability and reliable use for tenants. The repair scope will be informed by existing conditions and visible wear, with attention to common failure points and practical measures that help reduce recurring maintenance needs over time. Where feasible, we will prioritize maintainable, long-life materials and details that improve weather protection and overall resilience, while keeping finishes consistent with CMA standards and the established airport aesthetic. Construction will be managed with an emphasis on clean, safe work areas and minimal disruption to adjacent operators. To the extent practical, we will engage local and regional contractors and suppliers to support the Ventura County economy while maintaining consistent workmanship, schedule discipline, and accountability. The result will be hangars that are restored thoughtfully, operate reliably, and present a cohesive, professional appearance that supports CMA's long-term stewardship objectives.

Restored T-hangar[1]

Restored T-hangars façade view[1]

To facilitate the existing hangar repairs, Sky Harbour proposes the following order of operations:

1. **Construction of two Sky Harbour prototype SH-37 hangars on the 5-acre site**
    a. Each SH-37 has 42,880 sq ft of hangar/office space.
    b. Once completed, the SH-37 hangars will be used to temporarily house current T-hangar/box hangar tenants during repair of the existing hangars.
    c. Surplus SH-37 hangar facilities may also be used to bring new business and services to the airport, fulfill unmet or deficient aviation services such as maintenance and repair facilities, and attract and support sustainable eVTOL operators.

[1] This is an illustrative rendering

2. **Phase 1, 2 and 3 of T-hangar repairs**
    a. Displaced T-hangar/box hangar tenants are temporarily housed in the new SH-37 hangars.
    b. Phase 1 – 7 box hangars and 7 T-hangars are repaired
       Phase 2 – 14 T-hangars are repaired
       Phase 3 – 21 T-hangars are repaired

3. **Long term stability and additional hangar capacity**
    a. As repairs are completed, tenants permanently move back to their newly repaired hangars.
    b. CMA benefits from new, large capacity hangars on the 5 acre site.

T-hangar and box hangar repair phases

Throughout the program, Sky Harbour will coordinate closely with Airport staff and stakeholders to maintain safe operations, comply with applicable codes and standards, and align with CMA's Fly Friendly and community-compatibility objectives.

Sky Harbour's innovative approach will simultaneously provide much needed repairs for the existing light GA tenants and increase hangar capacity to support the attraction of new operators to the airport. In the event the 5-acre parcel development is delayed, Sky Harbour has the ability to use alternative Sky Harbour properties to accommodate the residents during restoration of their hangars. The new, large capacity hangars also **enable expanded operations for established CMA-based operators who have a sustained need for additional hangar space.**

136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

CAMARILLO AIRPORT (CMA)

SEAL/SIGNATURE:

PRELIMINARY
NOT TO BE USED FOR REGULATORY APPROVAL,
PERMITTING, OR CONSTRUCTION

REVISIONS:

PROJECT NUMBER:

ISSUE DATE:

SHEET NAME:
OVERALL SITE PLAN

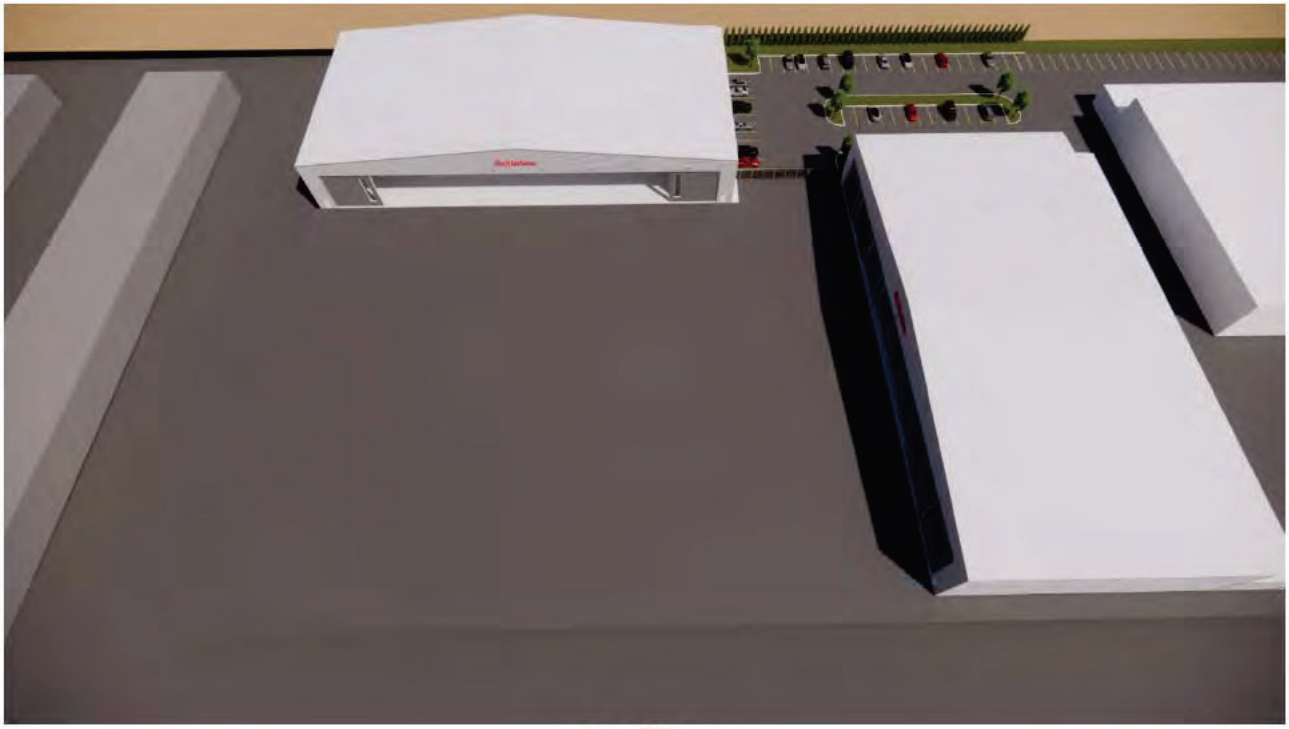
SHEET:
PT001

Site Plan for Two SH-37 Hangars on 5 Acre Site

136 Tower Road Suite 205
Westchester County Airport
White Plains, NY 10604

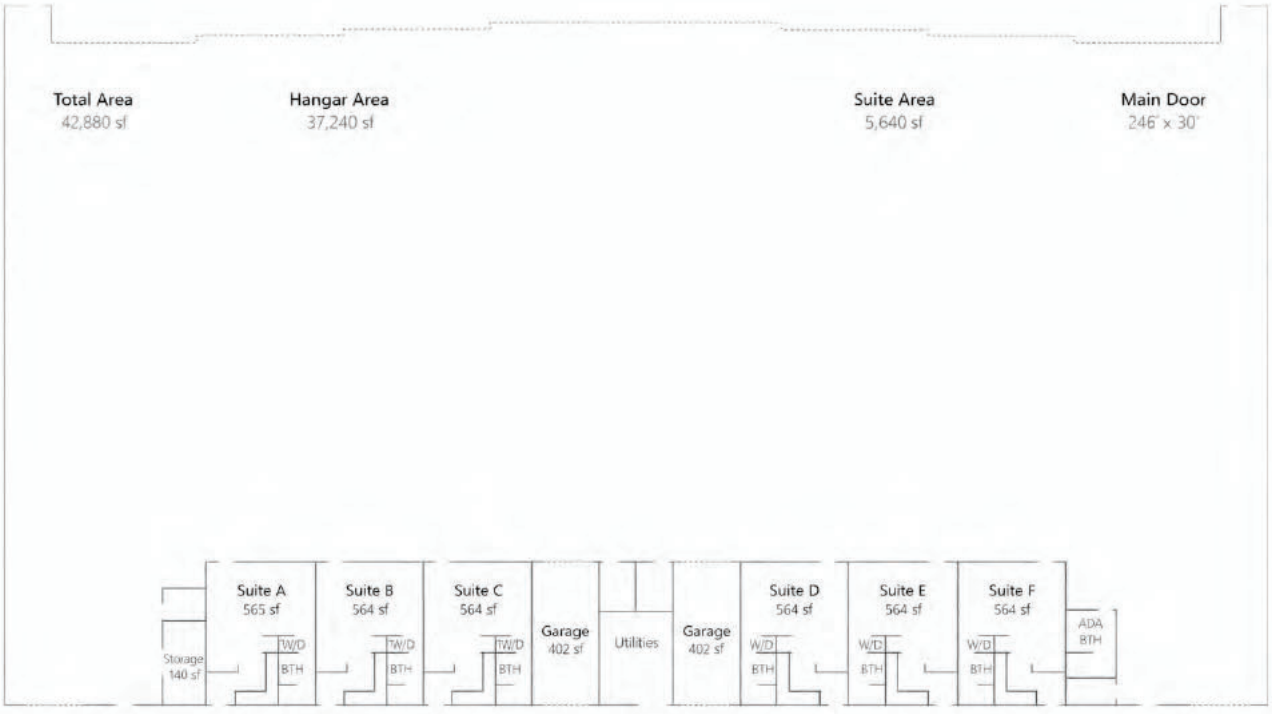
Renderings and Building Façade Elevations

Façade View



Aerial View

Parking Lot View



SH-37 Floorplan

Proposed Facilities/Services

Detailed building and user information, type of use (example: Repair & Maintenance, Office, Storage only), estimated income and benefits, business plan, and consistency with Airport Master Plan, Airport Layout Plan, Joint Powers Agreement, Ventura County Transportation Commission Master Plan and other prevailing policies, Community engagement and outreach, and Fly Friendly Program. Identify which project elements help address County's Sustainability Goals.

The repaired T-hangars and box hangars will continue to be used for light GA tenant aircraft storage. The two SH-37 hangars are designed for flexible use and can house Repair & Maintenance operations, corporate flight departments, private aircraft storage and eVTOL testing and operations.

T-Hangar/Box Hangars:

- Repair 42 T-hangars and 7 box hangars, total of 58,100 sq ft of hangar space
- Maintain existing hangar footprint and layout.
- Emphasis on addressing corrosion and deferred maintenance items
- Use of long-life materials and improved weather protection

SH-37 Hangar Specifications:

- 2 x SH-37 Hangars: 268' wide by 160' deep, 37,240 sq ft of hangar space each
- All hangars will have 28' tall doors designed to house a wide spectrum of aircraft.
- Hangars will have attached lounge/office structures (5,640 sq ft) at the rear of the hangar featuring office space, kitchenettes, and private restrooms to support business operations.
- Electric vehicle charging receptacles.
- An aircraft "nose dock" to maximize aircraft parking space with tow tractor exit door.
- Generous drought-resistant and native landscaping along the entirety of the street-side property

Estimated Income and Benefits:

Sky Harbour will generate revenue through hangar leases and based tenant fuel activity. It is Sky Harbour's intent to **keep T-hangar and box hangar rent rates aligned with the County's Rent Fee Schedule**. Market rent will be charged for the SH-37 hangars once the repair program is complete and interim light GA tenants have transitioned back into the repaired hangars. The development and leasing of **the additional SH-37 hangars support a long term, stabilized model that facilitates responsible maintenance and sustainment of the T-hangars.**

Revenue Source	Rate	Estimated Annual Revenue (Stabilized)
T-Hangar/Box-Hangar Rent	$0.54 per month (FY25-26)	$376,000
SH-37 Rent	Market rate	$2.83MM
Fuel Revenue	Market rate	$281,000
	Total Estimated Revenue:	**$3.49MM**

Sky Harbour's unique offering benefits Ventura County and Camarillo Airport in the following ways:

1. A long term, sustainable solution for light GA hangars
2. Utilization of our SH-37 hangars to enable opportunities for new business to the airport and retention of existing operators.
3. Airport/County revenues:
    a. $425,000 estimated annual ground rent and fuel flowage fees to CMA
    b. $4.4MM estimated county real property, personal property and fuel tax revenue to Ventura County

Consistency with Airport Objectives:

Community Benefit

Sky Harbour and Channel Islands Aviation are deeply embedded in the CMA community through long-standing on-airport operations, daily engagement with tenants and airport partners, and consistent support for civic, educational, and charitable initiatives. We have a strong economic stake in Camarillo, paying the most amount of on-airport tax in aggregate of employment, fuel, and property taxes. We are also one of the largest employers at the airport. Our presence at CMA goes beyond aviation services. We actively contribute to the airport's economic base, support signature community events, and invest in programs that strengthen local awareness of aviation and expand youth access to STEM and career pathways.

- **Wings Over Camarillo support:**
    - Largest donor of ramp space to support staging and operations for the event
    - Fuel support that helps enable event execution and community fundraising outcomes
- **Youth aviation camp and education programming:** Host and support youth-focused aviation programming that builds STEM exposure, mentorship, and career awareness. Channel Island is an active Liberty University campus promoting career paths in aviation. Sky Harbour routinely hosts tours of airport facilities promoting exposure to airport career paths.
- **Local school sponsorships:** Active sponsorship of local schools and youth initiatives to strengthen community connection and expand access to aviation opportunities. Sky Harbour/Channel Islands donates an annual high school discovery flight and lunch in participation with local fundraiser (2026: Camarillo HS; 2025: Newbury HS).
- **Cause-based community leadership:** Participation in high-visibility charitable aviation efforts such as breast cancer awareness initiatives associated with The Pink Jet mission

The Pink Jet in support of breast cancer awareness

The Sky Harbour Ramp accessible to the public during the Wings Over Camarillo show

Fly Friendly Program Support

Sky Harbour will embed CMA's "Fly Friendly" expectations into day-to-day campus operations. We will incorporate Fly Friendly guidance into tenant onboarding, campus rules, and recurring communications so expectations are clear for pilots, tenants, vendors, and visitors. Many of our Sky Harbour CMA residents and staff actively participate in the public "Fly Friendly" efforts, including participating on panels and contributing to meetings. Channel Islands Aviation has incorporated the "Fly Friendly" materials and procedures into their flight school curriculum, **ensuring new pilots are trained with noise abatement and community sensitivities as part of the fundamentals**.

Noise Minimization for Adjacent Land Uses and Corridors

Sky Harbour will minimize noise impacts through operational controls, disciplined ground procedures, and design choices where feasible. In our monthly operating meetings, we make it a standing agenda item to review noise abatement practices, address observed issues, and reinforce pilot and tenant awareness. Operationally, we will require adherence to Airport noise abatement practices and establish campus standards that limit unnecessary high-noise activities during sensitive hours. Because Sky Harbour operates on the adjacent property to the ~5-acre parcel and has established vehicle access, we can manage construction and service circulation efficiently and reduce disturbance to nearby tenants and operators. Sky Harbour's residents and staff also have a proven track record of actively supporting noise-reduction efforts and reinforcing these practices through operations.

Timely Delivery and Safe and Efficient Operations

Sky Harbour is uniquely qualified to develop and deliver this project on an accelerated timeline due to its recent on-airport development experience, **including access to current geotechnical and soils data, environmental documentation, and permitting history, as well as direct control of the existing CloudNine / Sky Harbour utility infrastructure, including electrical, water, and stormwater systems.** Collectively, these factors eliminate a substantial portion of pre-development diligence, reducing schedule risk and enabling faster project delivery compared to other potential developers.

In addition, Sky Harbour maintains **exclusive landside access** on the east side of the airport via Las Posas Road. **Extending this access to serve the ~5-acre relocation site** will reduce unnecessary vehicle traffic on the airfield, improving safety and operational efficiency.

Permanent relocation of the 40+ T-hangars to the 5 acre site would create unnecessary aircraft and vehicular congestion. It would also exacerbate operational and safety issues by increasing the number of aircraft taking the blind turn from the taxilane on to the taxiway near the 5 acre site. Sky Harbour's proposal avoids a permanent and significant increase in aircraft traffic at the blind spot. Our unique model presents an opportunity to modernize the T-hangars and provide responsible development on the 5-acre parcel while avoiding the unnecessary creation of a taxiing hotspot.

Expansion of On-Airport Aviation Services and Businesses

This project expands aviation capacity while balancing County stewardship of public airport assets with tenant needs. The relocation-first approach enables phased repair and restoration of the existing light GA hangar inventory, rather than full replacement, with the end goal of preserving affordable rental rates for small general aviation users. **Rental rates are intended to remain generally consistent with current on-airport T-hangar rates**, while maintaining safe and continuous airport operations throughout construction.

By developing the additional 5-acre relocation site, Sky Harbour creates the operational capacity needed to keep key aviation services running while renovations occur. The new hangars provide flexible interim capacity to maintain uninterrupted airport operations, supporting continuity for Channel Islands during renovations, staged relocations for Sky

805 tenants, and ongoing service for critical on-airport users, including GA maintenance and fire support helicopters. This approach preserves and strengthens the light GA operators and businesses that form the foundation of the Airport's community and ensures existing tenants experience minimal disruption as restored facilities come back online.

Following completion of repairs and the return of T-hangar and box hangar tenants to restored facilities, the new hangars can transition to support critical airport operations and expanded aeronautical services. This added capacity also positions CMA to attract and accommodate **future-forward operators aligned with the Airport's sustainability and innovation objectives.** We are in preliminary stage discussions with a technology developer already on the Airport.

Sustainability and Climate Action Alignment

Sky Harbour's operating model is generally lower-impact than a traditional full-service FBO because it is focused on based-aircraft tenancy and **produces less transient aircraft turnover and ramp congestion**. Sky Harbour will incorporate sustainability measures into both design and operations to support Ventura County goals. For new development, Sky Harbour will design hangars to be solar-ready and capable of retrofit for **rooftop solar panels** to reduce overall energy consumption. Sky Harbour also has a track record of adapting to local sustainability initiatives, including implementing water-efficiency measures and operational practices that align with sponsor objectives. On water conservation, Sky Harbour will commit to reducing potable water use **through drought-tolerant landscaping, efficient irrigation controls** where applicable, and low-consumption plumbing fixtures in tenant and support spaces. These measures, combined with a basing-focused operating model, support Ventura County's climate action and sustainability priorities through reduced resource demand and disciplined facility stewardship.

Sky Harbour – SJC Phase 2 in pre-development with rooftop solar panels

Pro Forma:

Development pro forma for predevelopment, construction, income and expenses cost and proposed financing.

Project	Estimated Pre-Development Costs (Soft Costs)	Estimated Construction Costs (Hard Costs)
T-Hangar/Box-Hangar Repair	$218,000	$2.2MM
5 Acre Site Development	$2.5MM	$23.9MM
Total Estimated Costs:	**$2.7MM**	**$26.1MM**

Sky Harbour Group
CMA T-Hangar and 5 acre 10 Year Proforma

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenue										
Hangar Rent	1,792,688	3,222,065	3,334,837	3,451,557	3,572,361	3,697,394	3,826,803	3,960,741	4,099,367	4,242,844
Fuel	169,820	281,540	291,394	301,593	312,148	323,074	334,381	346,085	358,198	370,734
Total Revenue	**1,586,020**	**3,113,940**	**3,222,928**	**3,335,730**	**3,452,481**	**3,573,318**	**3,698,384**	**3,827,827**	**3,961,801**	**4,100,464**
Expenses										
Ground Rent	386,486	400,013	414,014	428,504	443,502	459,024	475,090	491,718	508,928	526,741
Operating Expenses	668,878	692,289	716,519	741,597	767,553	794,417	822,222	851,000	880,785	911,612
Vacancy Loss	174,521	180,630	186,952	193,495	200,267	207,277	214,531	222,040	229,811	237,855
Total Expenses	**1,229,886**	**1,272,932**	**1,317,484**	**1,363,596**	**1,411,322**	**1,460,718**	**1,511,844**	**1,564,758**	**1,619,525**	**1,676,208**
Net Operating Income	356,134	1,841,008	1,905,444	1,972,134	2,041,159	2,112,599	2,186,540	2,263,069	2,342,277	2,424,256
Cash Available for Debt Service	356,134	1,841,008	1,905,444	1,972,134	2,041,159	2,112,599	2,186,540	2,263,069	2,342,277	2,424,256
Senior Bond Debt Service	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243	1,707,243
DSCR	0.21	1.08	1.12	1.16	1.20	1.24	1.28	1.33	1.37	1.42
Cash Available After Debt Service	**($1,351,109)**	**$133,765**	**$198,201**	**$264,891**	**$333,916**	**$405,357**	**$479,297**	**$555,826**	**$635,034**	**$717,014**
10 Year Total Cash Available	**$2,372,192**									

Desired Terms of Lease:

Description of desired lease terms.

Sky Harbour anticipates entering long-term ground leases on the County's standard CMA form, with rents and fees consistent with the County Rent Fee Schedule, and with renewal options that support financing, construction, and long-term operations. Given the scale of the required capital investment, Sky Harbour requests a lease term of forty (40) years with a ten (10) year extension option for both parcels. Additionally, Sky Harbour requests the extension of the CloudNine and Sky805 ground leases to be co-terminus with the new proposed ground leases for both parcels.

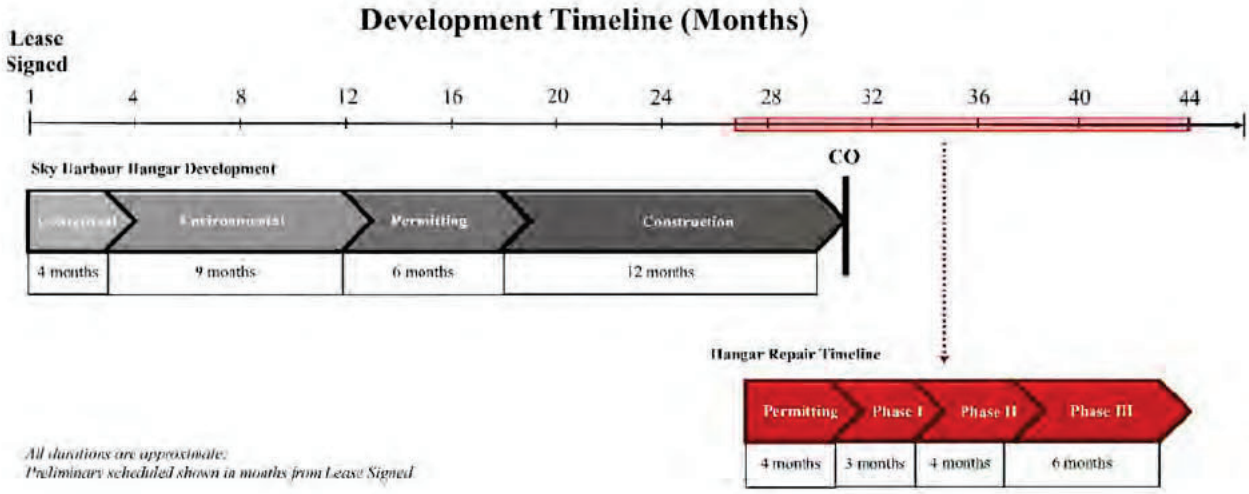
Sky Harbour also requests a construction and stabilization rent structure. Ground rent would be abated during active construction on both parcels and would commence upon issuance of a temporary or final Certificate of Occupancy for the applicable improvements. For the 4.1-acre parcel, Sky Harbour request rent abatement from the start of repairs through completion and tenant return, which is currently projected at approximately thirteen (13) months.

Development Schedule:

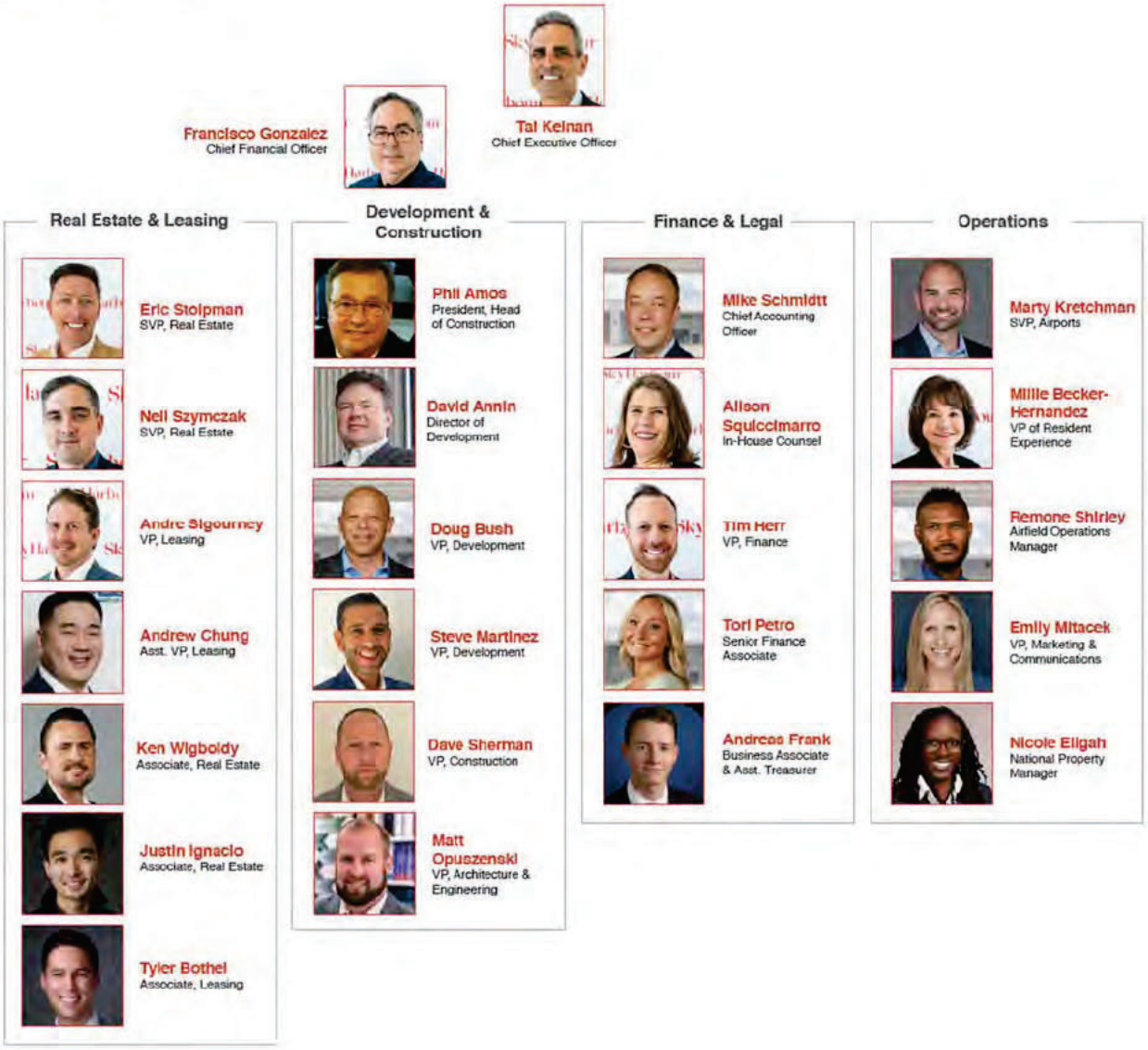
Phasing plan (if applicable) and anticipated development timeline.

Following selection, Sky Harbour will submit a preliminary development schedule with clear milestones for (i) development of the ~5-acre parcel and (ii) the phased REPAIR program for the 4.1-acre hangar inventory.

Planning-level durations are ~4 months conceptual/predevelopment, ~9 months environmental review, ~6 months permitting/plan check, and ~12 months construction and commissioning of two new multifunctional hangars. Once interim space is available, Sky Harbour will repair the existing T-hangars and box hangars in three sequenced phases. For each phase, tenants will be temporarily relocated into the new hangars, the applicable section will be repaired and returned to service, and tenants will be moved back before the next phase begins. Each phase is targeted at ~4 months from vacate-to-return, enabling completion of the full repair program in ~13 months.



Appendix A: Org Chart

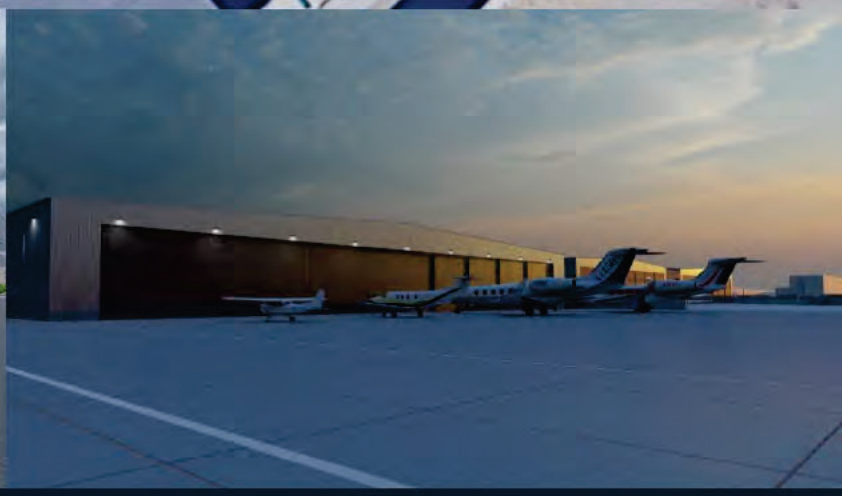


COUNTY of VENTURA
Department of Airports

Aviation Advisory Commission
Meeting Agenda
for March 11, 2026

Revised Exhibit 5

Provided to the Aviation Advisory Commission and added to the official record on March 05, 2026



Air 7 LLC

MASTER DEVELOPER OF THE REDEVELOPMENT AND REPLACEMENT SITES FOR GENERAL AVIATION AIRCRAFT HANGARS AT THE CAMARILLO AIRPORT

February 12, 2026

Exhibit 5

February 12, 2026

County of Ventura
Department of Airports
Camarillo Airport

RE: AIR 7 PROPOSAL FOR MASTER DEVELOPER OF REDEVELOPMENT AND REPLACEMENT SITES AT CMA

Dear Selection Committee Members,

Air 7 LLC and the Proposer Team are pleased to submit this proposal for development at Camarillo Airport. As the incumbent fixed base operator located adjacent to the project site, Air 7 is uniquely positioned to deliver a development that expands aeronautical services, replaces aging hangar infrastructure, and provides long-term economic and operational benefit to Ventura County while maintaining compatibility with existing airport operations and community expectations.

The proposed project represents a **total private investment of approximately $43.3 million** and includes development of new aviation facilities at both the Redevelopment Site and the Replacement Site. The project will construct Air 7's new Hangar 3 comprising 49,195 square feet for an established aircraft maintenance, repair, and overhaul (MRO) operation and aircraft storage with 8,658 square feet of associated office space. The Redevelopment Site project includes construction of approximately 66,046 square feet of new aircraft ramp and a 27,693 square foot ADG-1 taxiway to improve aircraft circulation and operational safety. Air 7 has partnered with Guardian Asset Management to develop 104,611 square feet of new hangar space at the Replacement Site, consisting of forty-six (46) new T-hangars and sixteen (16) executive 60'x60' box hangars designed to support CMA's general aviation community.

This proposal is intended to directly address identified gaps in aeronautical services at Camarillo Airport while preserving general aviation access and tenant continuity. The development introduces third-party aircraft maintenance capability that is currently unavailable on the airfield and expands modern aircraft storage capacity to meet demand. The facilities are designed to support the full spectrum of general aviation users, from light piston aircraft through turbine and business aviation aircraft, strengthening the overall service capability of the airport.

From an economic perspective, the project is expected to generate measurable benefit to Ventura County, the airport, and the surrounding community. When fully developed, the project is anticipated to bring approximately $279,000 in annual airport ground lease revenue and annual fuel flowage revenue. Over the proposed 50-year lease term, **total estimated airport revenue is projected at approximately $29.2 million, with total benefit to Ventura County exceeding $53.1 million.**

The project is also expected to generate significant community economic benefit, including around **300 construction jobs valued at approximately $5.2 million in construction payroll**, and an estimated **50 permanent skilled aviation and technical jobs supporting $4.8 million in annual payroll** impact due to expanded FBO and MRO employment associated with the development.

The Proposer Team recognizes the importance of community compatibility and responsible airport operations. The development is designed to support existing aviation demand and service gaps without increasing operational intensity. All tenants will be encouraged to participate in Ventura County's Fly Friendly Program and Pilot Guidance practices, reinforcing noise-aware operations and responsible airport use. The Proposer Team will also support community engagement through periodic facility open house opportunities and aviation education outreach coordinated with County and airport staff.

The project also supports Ventura County sustainability and climate objectives through energy-efficient building design, renewable energy generation, water conservation landscaping, and construction waste reduction practices. These sustainability measures reduce long-term operating costs, support tenant affordability, and contribute to long-term airport stability and predictable revenue. The project promotes Ventura County Climate Action and Adaptation goals through implementation of energy efficiency, renewable energy generation, water conservation, and responsible material selection practices.

The phased development approach is specifically designed to protect existing tenants and airport operations. Replacement Site hangars will be constructed and available for occupancy on a right of first refusal basis prior to demolition of existing T-hangars at the Redevelopment Site, ensuring continuity for based aircraft and maintaining stability within the airport tenant community. The development schedule assumes efficient but realistic entitlement and construction timelines while allowing for uncontrollable delays and regulatory review.

The project is privately funded without reliance on securing debt financing and supported by experienced aviation development partners with a demonstrated track record of delivering complex airport projects. This proposal reflects a bold, long-term vision for Camarillo Airport by prioritizing the highest and best aeronautical use of the site while supporting stable and sustainable revenue generation for Ventura County and maintaining compatibility with community and operational priorities. The Air 7 team is committed to working collaboratively with Ventura County and airport staff to deliver a successful project that supports the airport, its tenants, and the surrounding community for decades to come.

Sincerely,

DocuSigned by:

Robert (Bob) Oliver
Chief Executive Officer
Air 7 LLC

SUBSECTION A – DEVELOPER INFORMATION

A.1 IDENTIFICATION

Air 7 LLC, a private limited liability company and the incumbent FBO operator at Camarillo Airport (CMA), will serve as primary ground leaseholder and master developer for the Redevelopment Site. Air 7 is located adjacent to the project site and provides an established operational presence, tenant relationship, and airport coordination experience. Strategic Partners, LLC is the primary equity investor in Air 7 and will provide project financing.

Ascension Group Partners (AGP) has been engaged by Air 7 to provide project construction management services alongside JRMA Architects (JRMA) as project architect and T. Violé Construction (TVC) as general contractor for design and construction of the Redevelopment Site. This team has extensive experience delivering phased aviation redevelopment and relocation projects in complex airport environments.

Guardian Asset Management, LLC (GAM), a private real estate investment and development firm, will sublease, develop, and manage the Replacement Site for light general aviation aircraft storage. Guardian brings demonstrated experience combining aviation development execution and long-term asset management of GA facilities aligned with airport objectives. Guardian Asset Management specializes in the planning, financing, construction, and long-term management of hangar facilities that support airport revenue stability, tenant demand, and operational compatibility.

A.2 EXPERIENCE

The Proposer Team has extensive aviation and commercial development experience across active airport operating environments, with demonstrated success delivering hangar, office, ramp, and support facilities under long-term airport ground lease structures. The team's combined experience includes aviation facility development, construction management, property management, lease negotiation, and airport consulting services supporting public-use airports, tenants, and aviation businesses. References for specific projects are included in Section A.4 Track Record.

AGP brings over 40 years of aviation development and airport facility experience to the Proposer Team. AGP has delivered and managed aviation developments throughout the United States, including facilities at Long Beach Airport, Van Nuys Airport, Santa Monica Airport, and Dallas Love Field Airport. AGP's experience includes development within active airport environments requiring coordination with airport

sponsors and their stakeholders. AGP works closely with JRMA and TVC to deliver phased construction projects for new aviation facilities replacing aging infrastructure without disrupting existing operations.

GAM brings complementary expertise in aviation and industrial ground lease development, long-term asset ownership, and aviation real estate investment. GAM has developed, acquired, sold, and managed more than $500 million in real estate assets in multiple states. GAM's affiliated entities have delivered private hangar developments at multiple general aviation airports across the western and southern United States, including 26 T-hangars and 5 box hangars at Lincoln Regional Airport (CA); 16 executive box hangars, 22 standard T-hangars, and 14 executive T-hangars at Spinks Airport (TX); 16 executive hangars at Arlington Municipal Airport (TX); and executive box and corporate hangars with integrated office space totaling approximately 118,000 square feet at Chino Airport (CA). GAM's development philosophy emphasizes collaboration with airport sponsors, compatibility with FAA compliance requirements, and delivery of aviation infrastructure that supports long-term airport operational and financial sustainability.

The combined Proposer Team experience includes planning, financing, design, construction, leasing, and management of aviation facilities serving both turbine and piston aircraft operations. This experience supports the proposed development approach at Camarillo Airport, where the Redevelopment Site will provide aircraft maintenance, repair, and overhaul (MRO) services for the full spectrum of general aviation users, while the Replacement Site will deliver general aviation hangars at or below market rates to support existing tenant demand and long-term airport sustainability.

The Proposer Team is committed to serving as a cooperative development partner to municipal airports. Each development is pursued with a long-term perspective, ensuring facilities are financially viable, operationally compliant, and supportive of the broader aviation and surrounding community objectives.

A.3 FINANCIAL DATA

The total project cost of $43.3 million will be funded through internally available capital and sponsor equity without reliance on external construction financing. The Redevelopment Site total development cost of $32.7 million is funded through cash resources available to Air 7, including equity contributions from Strategic Partners, LLC. Strategic Partners serves as the primary equity investor and guarantor supporting development funding for the project. Guardian Asset Management will fund development of the projected $10.6 million in construction costs for the Replacement Project development.

Evidence of sufficient financial resources, including bank references, financial institution relationships, or other financing documentation, can be provided upon request from:

A.4 TRACK RECORD

Van Nuys Airport (VNY) North and Mid-Field Hangar Developments in Van Nuys, California
Total Project Cost of $ 37,800,000 completed in 2022 (North) and 2021 (Mid-Field)

AGP developed multiple aviation hangar and support facilities within one of the busiest general aviation airports in the United States. VNY North includes two 31,000 square-foot private hangars (Figure 1) to accommodate a full range of business aircraft with 8,400 square feet of individual attached office and over 75,000 square feet of newly renovated ramp for aircraft staging areas. VNY Mid-Field developed 50,000 square feet of hangar and 120,000 square feet of concrete ramp to support a Boeing 737 Business Jet, Gulfstream 650 and 280 for a private equity firm on Signature Flight Support's master leasehold. The facility also included 6,000 square feet of office area and a dedicated 50 stall parking lot with rooftop and carport-mounted solar systems for on-site electrical generation. AGP facilitated a proactive collaboration with project team members, airport staff, and city officials.

Reference: [redacted]

Figure 1. AGP's VNY North Hangar Development.

Dallas Love Field (DAL) Hangar and Aviation Support Facility Development in Dallas, Texas
Total Project Cost of $10,000,000 completed in 2021

Figure 2. AGP's Dallas Love Field Hangar Development.

AGP managed construction of an aviation hangar and support facility within a commercial service airport environment at Dallas Love Field. The development includes approximately 38,750 square feet of private hangar space with a 235-foot clear door opening capable of accommodating large business aircraft (Figure 2), approximately 7,000 square feet of office and shop space, associated aircraft ramp improvements, and vehicle parking to support tenant needs. The facility supports business aviation operations in a busy airport environment that required coordination with airport operations and regulatory stakeholders during design, construction, and occupancy transition.

Reference: [redacted]

Chino Airport (CNO) Hangar Development in Chino, California
Total Project Cost of $4,600,000 completed in 2018

Figure 3. GAM's Chino Airport Hangar Development.

GAM's development of executive box hangars and corporate hangars with integrated office space at CNO totals approximately 118,000 square feet (Figure 3). The development supports one of Southern California's most active general aviation airports and was delivered to accommodate strong tenant hangar demand under a long-term ground lease serving turbine and high-performance piston aircraft operations.

Reference: [redacted]

Spinks Airport (FWS) West Side and East Side Executive Hangar Developments in Fort Worth, Texas
Total Project Cost of $2,500,000 completed in 2004-2008

GAM also constructed 16 executive box hangars, 22 standard T-hangars, and 14 executive T-hangars supporting business aviation and general aviation operations serving the Fort Worth region. The development represents significant private capital investment in airport hangar infrastructure for a diverse tenant base ranging from piston aircraft to turbine business aviation users.

Reference: [redacted]

B.1 SITE CONCEPT PLANS

Redevelopment Site Concept Plan

The Redevelopment Site Concept Plan (Sheet A1.1) replaces aging and underutilized T-hangar facilities that have experienced reduced occupancy due to age, condition, and long-term safety concerns. The proposed redevelopment introduces a modern hangar and MRO facility designed to improve safety, operational efficiency, and long-term functional life while maintaining compatibility with existing airport operations surrounding the site. This design minimizes operational and safety concerns while optimizing aeronautical use of the premises. Due to the site's direct interface with existing Air 7 operations, including secured ramp access and aircraft circulation patterns, the proposed design preserves critical operational connectivity and enables coordinated development with adjacent aviation operations.

Air 7's Hangar 3 (Figure 4) will consist of a 49,195 square foot Group S-1 hangar with foam fire suppression and a 300' wide by 30' high hangar door capable of housing a wide range of general aviation aircraft. An attached two-story office structure provides approximately 8,658 square feet of Group B occupancy for administrative and shop space. The facility will be Type II-B construction and designed consistent with applicable building and fire code requirements for aircraft maintenance and storage. Hangar 3 will be physically connected to the existing Air 7 campus through an elevated pedestrian bridge, allowing for safe and efficient personnel circulation between facilities while maintaining secure separation of landside and airside operations. Redevelopment Site hangar elevations and renderings are provided in sheet R1.1.

Figure 4. Air 7's Proposed Hangar 3 and Ramp at the Redevelopment Site.

Figure 5. Aviation Drive Parking Aisle.

The site design provides approximately 66,000 square feet of concrete ramp area for aircraft staging adjacent to the hangar for efficient aircraft movement while maintaining compatibility with existing taxilane geometry and ADG-1 requirements. Landside improvements include approximately 42 vehicle parking spaces, accessible and future electric vehicle charging spaces, and bicycle parking consistent with CALGreen requirements (Figure 5). The site incorporates landscaped buffers along Aviation Drive to enhance visual compatibility with surrounding development and improve site aesthetics.

SITE SUMMARY

BUILDING SUMMARY

PARKING SUMMARY

LEGEND

LOCATION PLAN

JRMA ARCHITECTS ENGINEERS

AIR 7

SITE PLAN

AIR 7
CAMARILLO AIRPORT
575 AVIATION DRIVE
CAMARILLO, CA

Job No. 6043
02.04.2026

A1.1

AIR 7

JRMA ARCHITECTS ENGINEERS

AIR 7

EXTERIOR RENDERINGS

AIR 7
CAMARILLO AIRPORT
575 AVIATION DR VE
CAMARILLO, CA

Job No. 6043
02.04.2026

R1.1

Replacement Site Concept Plan

The Replacement Site Concept Plan (Sheet AS 1.0) includes construction of approximately 46 T-hangars and 16 executive 60'x60' box hangars designed to provide replacement capacity for existing based aircraft tenants. Replacement Site hangar elevations are provided in Sheet A 2.0. The proposed T-hangars are designed to support single-engine and light multi-engine aircraft based at CMA and are arranged to optimize aircraft circulation, minimize taxi conflict, and maximize efficient use of the available site. The executive box hangars providing expanded operational capability compared to traditional smaller box hangar formats while maintaining affordability for airport users.

While the RFP references replacement of existing box hangars of similar size, the proposed 60'x60' hangar configuration reflects current construction economics and tenant demand. Construction of smaller 40'x50' box hangars is typically not cost-efficient under current construction conditions. The proposed 60'x60' design can be delivered at a comparable cost to tenants while providing improved aircraft storage capability, supporting a wider range of general aviation aircraft, and enhancing long-term functional flexibility of the airport's hangar inventory. This approach reflects the intent of the replacement requirement while providing improved long-term value to airport users and the County.

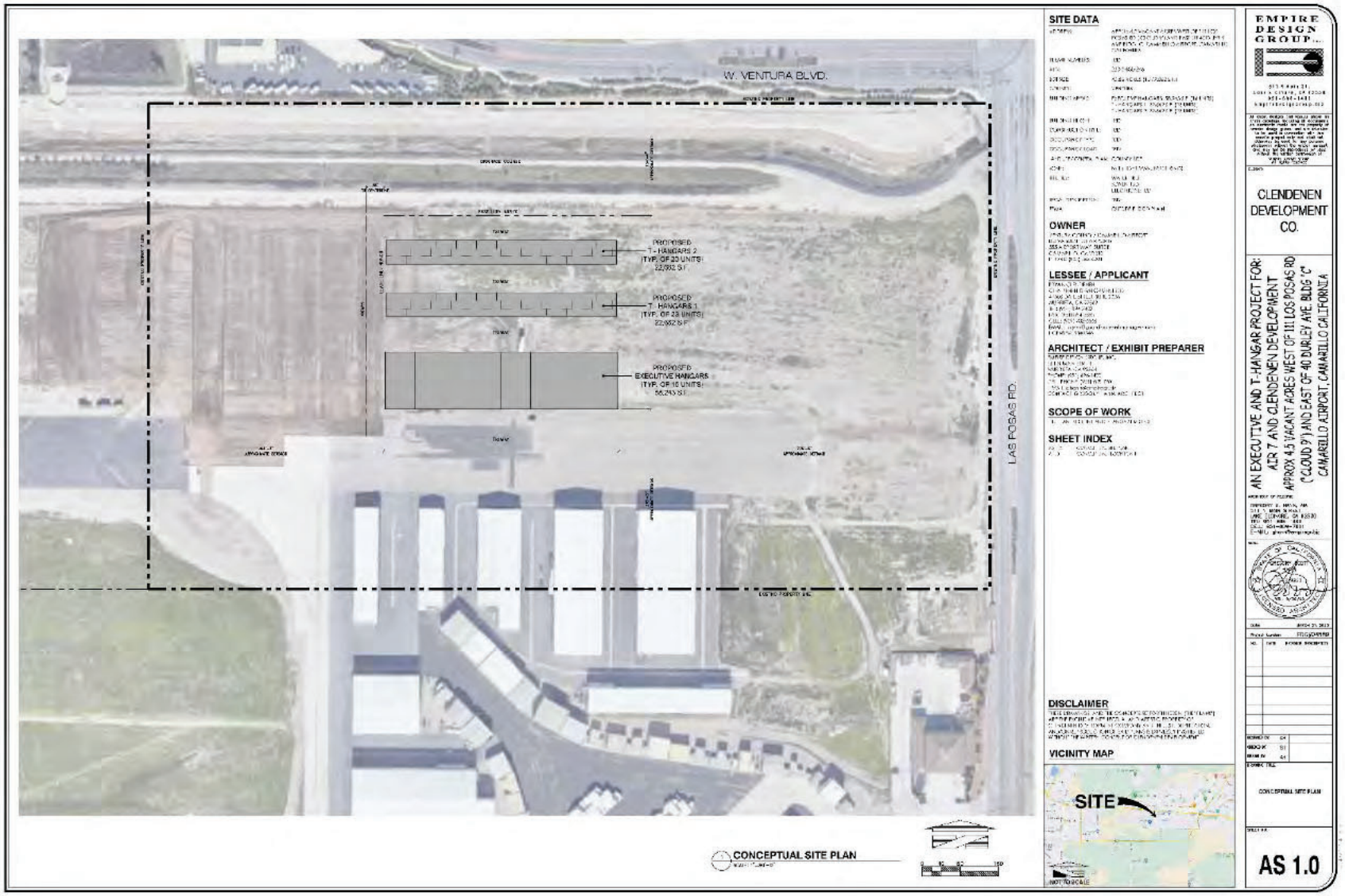
The Replacement Site is located within the secured airside operating area of the airport and does not have direct landside public access due to airport circulation and property boundary constraints. Access to the Replacement Site will be provided through existing airport-controlled vehicle access points. The Replacement Site facilities are designed to accommodate corporate aeronautical tenants and commercial aeronautical service providers that operate within secured airside environment, such as aircraft maintenance, avionics, and specialty aviation service providers.

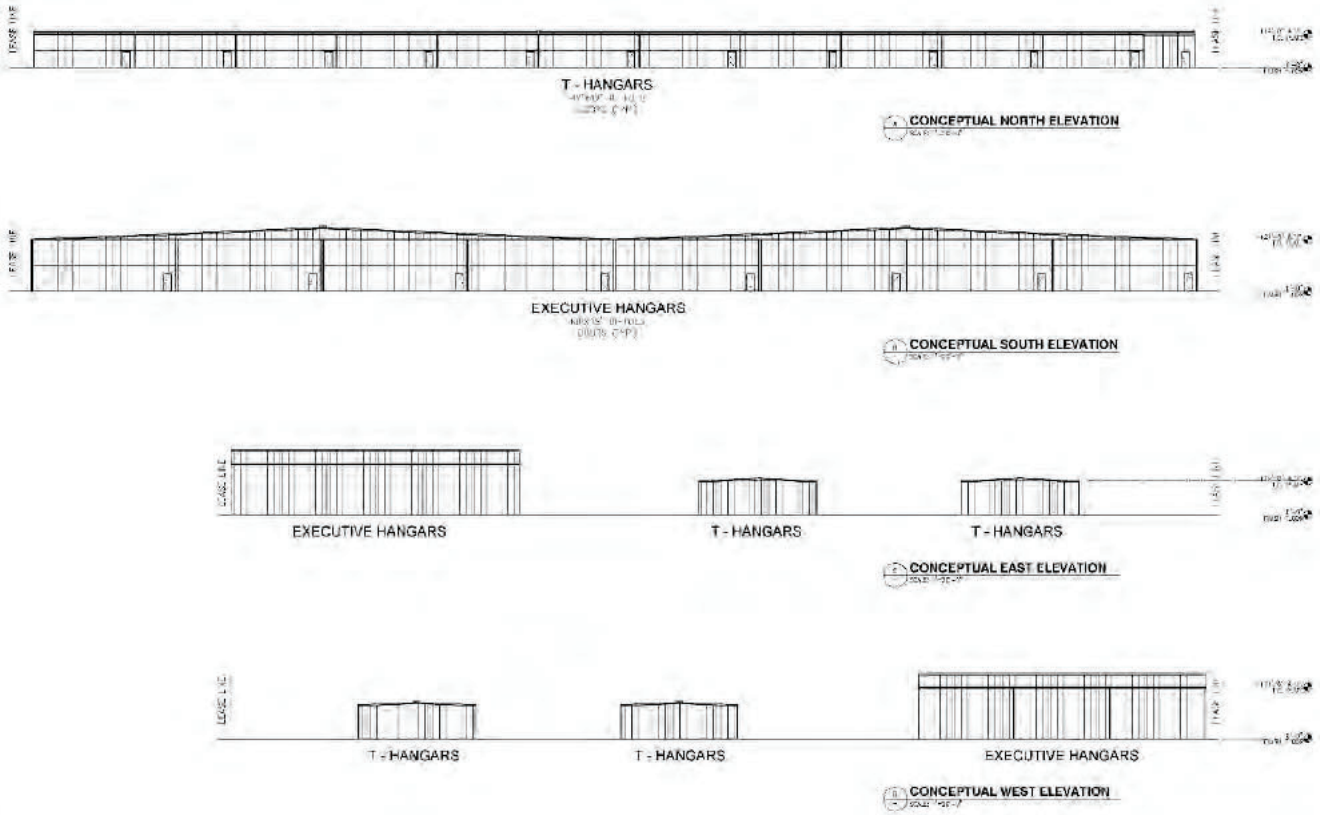
Where public access is required for certain aeronautical service providers, customer vehicle parking and landside access can be accommodated through Air 7's existing FBO parking areas. Customer and visitor access can be coordinated through FBO escorting protocols consistent with current airport operating practices. The Replacement Site design supports compliance with Ventura County Minimum Standards by providing adequate aircraft storage, support space, and aeronautical service infrastructure to support commercial aeronautical users operating within secured airport environments while maintaining compatibility with airport security, aircraft circulation, and operational safety requirements.

Project Phasing and Operational Continuity

The project is planned as a two-phase development anticipated to span approximately 24 months from entitlement through certificate of occupancy for the full project buildout.

Phase 1 consists of developing the Replacement Site hangar facilities to provide replacement capacity for existing based aircraft tenants located within the Redevelopment Site. Phase 2 will construct Air 7's Hangar 3 following completion of the Replacement Site and relocation of existing T-hangar tenants. This sequencing allows for continuity of Air 7's operation without displacing based aircraft off airport and provides for orderly tenant transition while minimizing operational disruption to surrounding users.


W. VENTURA BLVD.
LAS POSAS RD.
PROPOSED T- HANGARS 2 (TYP. OF 23 UNITS) 22,932 S.F.
PROPOSED T- HANGARS 1 (TYP. OF 23 UNITS) 22,932 S.F.
PROPOSED EXECUTIVE HANGARS (TYP. OF 10 UNITS) 56,243 S.F.
CONCEPTUAL SITE PLAN
SITE DATA
OWNER
LESSEE / APPLICANT
ARCHITECT / EXHIBIT PREPARER
SCOPE OF WORK
SHEET INDEX
DISCLAIMER
VICINITY MAP
SITE
NOT TO SCALE
EMPIRE DESIGN GROUP...
CLENDENEN DEVELOPMENT CO.
AN EXECUTIVE AND T-HANGAR PROJECT FOR:
AIR 7 AND CLENDENEN DEVELOPMENT
APPROX 4.5 VACANT ACRES WEST OF 111 LOS POSAS RD ("CLOUD 9") AND EAST OF 40 DURLEY AVE. BLDG "C"
CAMARILLO AIRPORT, CAMARILLO CALIFORNIA
CONCEPTUAL SITE PLAN
AS 1.0



EMPIRE DESIGN GROUP

CLENDENEN DEVELOPMENT CO.

AN EXECUTIVE AND T-HANGAR PROJECT FOR:
AIR 7 AND CLENDENEN DEVELOPMENT
APPROX 4.5 VACANT ACRES WEST OF 1311 LOS POSAS RD
("CLOUD 9") AND EAST OF 40 DURLEY AVE. BLDG "C"
CAMARILLO AIRPORT, CAMARILLO, CALIFORNIA

CONCEPTUAL ELEVATIONS

A 2.0

The taxiway and circulation design supporting the Redevelopment Site is intended to preserve aircraft access to the EAA Chapter 723 hangar and existing single-engine tiedowns located adjacent to the leasehold (Figure 6). As an alternative configuration, Air 7 is willing to coordinate with the County and adjacent users regarding potential leasehold boundary adjustments or tiedown reconfiguration to allow optimization of the Replacement Site taxiway alignment while preserving existing tiedown capacity.

Figure 6. Redevelopment Site ADG-1 Taxiway.

The proposed development improves overall aircraft circulation, expands usable ramp area, and supports efficient aircraft operations within the limited developable footprint while maintaining compatibility with community expectations and existing airport operational patterns. The development is designed to promote aviation and fill service gaps without introducing operational intensity beyond existing general aviation activity. The proposed facilities are also capable of supporting emergency response, disaster relief staging, or temporary public safety operations if requested by County agencies during emergency events. The development reflects a long-term vision for the airport that maximizes aeronautical functionality, supports continued aviation activity, and strengthens revenue stability for Ventura County while maintaining compatibility with community and operational priorities.

B.2 PROPOSED FACILITIES/SERVICES

Figure 7. Air 7 Campus at CMA with Hangar 3.

The proposed development program includes construction of a new hangar and support facility at the Redevelopment Site and new general aviation storage facilities at the Replacement Site designed to support long-term aeronautical activity at Camarillo Airport. Hangar 3's approximately 49,295 square feet of hangar space and approximately 8,658 square feet of office and support space (Figure 7) will be split between aircraft storage supporting Air 7's existing FBO operations and third-party aircraft maintenance and repair operations. The attached office space will support shared administrative, operational, and customer service functions coordinated through Air 7's existing FBO operations. The Replacement Site is planned to provide a flexible mix of private and corporate aircraft storage for personal use unless the Airport elects to authorize commercial aeronautical service provider operations within the executive box hangars through sublease agreements.

Latent demand exists at Camarillo Airport for both modern aircraft storage and general aviation maintenance services. Existing hangar vacancies are due to older and functionally limited facilities, while demand for modern hangar space capable of accommodating newer general aviation aircraft remains strong. In addition, Camarillo Airport currently has limited availability of general aviation aircraft maintenance and repair services located on the airfield. Air 7 is experiencing demand for managed aircraft services beyond the capacity of its existing facilities, justifying the need for expanded hangar infrastructure. Based on current demand, the Proposer Team anticipates aircraft storage occupancy rates of approximately 95 to 97 percent across both development sites within 18 months of project completion.

The proposed development is expected to generate measurable economic benefit to Ventura County, the airport, and the surrounding community through temporary construction employment, permanent skilled aviation employment, and increased aeronautical revenue. Construction activities are expected to generate approximately 300 local construction jobs with an estimated payroll value of approximately $5.2 million. Upon completion, the project will support approximately 50 permanent skilled aviation and technical jobs with an estimated annual payroll impact of over $4.8 million. The Proposer Team intends to coordinate with local aviation training programs, community colleges, and FAA Part 147 A&P programs for internship, apprenticeship, and workforce pipeline opportunities that support long-term aviation workforce development within Ventura County. The Proposer Team will also prioritize use of qualified local contractors, suppliers, and service providers participation during construction and operations.

Consistency with Airport and County Plans, Policies, and Goals

The proposed development is consistent with the Camarillo Airport Master Plan and Airport Layout Plan by facilitating continued aeronautical use of designated aviation development areas, replacing obsolete hangar infrastructure, and expanding aircraft storage and aeronautical services. It is also consistent with the 1976 Joint Powers Agreement between Ventura County and the City of Camarillo by promoting continued aviation use of airport property and long-term airport financial sustainability; consistent with the Ventura County Transportation Commission Master Plan by supporting aviation-related economic activity and regional transportation connectivity; and consistent with the Camarillo Airport Fly Friendly Program and Camarillo Airport Pilot Guidance through tenant education requirements, operational noise awareness, and voluntary adoption of noise-reduction practices where safe and operationally feasible.

The project incorporates sustainability and environmental stewardship principles through material selection focused on indoor environmental quality and reduction of airborne contaminants, use of environmentally preferred building materials including recycled content and manufacturer take-back programs, diversion of construction waste from landfills through on-site management and recycling programs, and provision of

Figure 8. Aviation Drive Public Landscaping.

occupant recycling infrastructure and water bottle refill stations to reduce single-use plastics. Building design incorporates a high Solar Reflectance Index cool roof to reduce heat absorption and building cooling demand, native and drought-tolerant landscaping designed to reduce irrigation demand by approximately 50 percent compared to conventional landscaping (Figure 8), as well as photovoltaic solar generation meeting or exceeding California Energy Code requirements with battery energy storage supporting emergency and essential building systems. These sustainability measures reduce long-term building operating costs, which supports tenant affordability, leading to long-term facility occupancy stability, and contributes to stable and predictable airport revenue performance over the lease term. The project also promotes Ventura County Climate Action and Adaptation goals through energy efficiency, renewable energy generation, water conservation, and reduced construction waste practices.

New tenants will be required to be familiar with the Ventura County Fly Friendly Program, including noise-aware operating practices such as minimizing overflight of residential areas and use of preferred runway configurations during nighttime operations when weather and safety conditions allow. Participation in Fly Friendly practices will be incorporated into tenant lease and operating expectations to reinforce consistent adherence of established airport noise and operational best practices. Air 7 will also support periodic community engagement activities such as facility open house events, airport education outreach opportunities, and coordination with County and airport staff to promote community awareness of airport operations and aviation career pathways. This commitment reduces community noise exposure and aligns tenant operations with established airport best practices.

The proposed development supports the continued operation of an established airport tenant while expanding aeronautical services available to the broader general aviation community. It also replaces obsolete hangars with modern facilities and maintaining general aviation tenant continuity without off-airport displacement by providing a right of first refusal on new hangars. The proposal presents a bold, long-term vision for Camarillo Airport by prioritizing the highest and best aeronautical use of the site while supporting stable and sustainable revenue generation for Ventura County and maintaining compatibility with community and operational priorities.

Full size exhibits of the included project site plans, elevations, and renderings have been provided as a separate supplement to this proposal and are also included below to comply with the RFP requirements.

B.3 PRO FORMA

The project pro forma (Exhibit A) reflects estimated construction costs, operating income and expenses, as well as the benefit to Ventura County based on the Proposer Team's recent experience with comparable development projects and current market conditions at Camarillo Airport. The pro forma assumes initial occupancy beginning July 2027 for the Replacement Site following tenant transition to enable occupancy of Hangar 3 in July 2028.

The total estimated project development cost is estimated at approximately $43.3 million, including tenant improvements, design/engineering, entitlements, and contingency reserves. Base construction costs are estimated at approximately $37.2 million, including site development (grading, paving, utilities, ramp, and taxiway improvements) and vertical construction of Hangar 3 and the Replacement Site hangars. Additional soft costs including permitting, environmental review, design, engineering, and technology systems are estimated at approximately $3.6 million, with development management and project contingency totaling approximately $2.5 million. Optional sustainability upgrades including photovoltaic and battery storage systems represent an additional potential investment of approximately $300,000. The ROM reflects recent comparable aviation developments and includes escalation and contractor contingencies appropriate for current conditions.

Revenue projections for Hangar 3 assume a shared-use community hangar and MRO utilization allowing multiple aircraft occupancy within the hangar footprint. For pro forma modeling purposes, this is reflected as approximately 150 percent effective utilization of rentable hangar square footage at an assumed rental rate of $1.35 per square foot per month for hangar space and $2.30 per square foot per month for associated office and support space. Replacement Site rental assumptions include T-hangars rent of $750 per month and executive box hangar rent of $3,800 per month, full service gross rental rate, reflecting current market rental prices for modern general aviation hangar facilities in Southern California. Building expenses are forecasted at $2.61 per square foot. All rates are assumed to escalate at three (3) percent annually consistent with long-term market escalation trends for aviation real estate assets.

The project is expected to generate new airport revenue through ground lease payments, increased fuel flowage, and additional economic activity associated with aircraft maintenance, storage, and aircraft operations. The pro forma also assumes incremental airport fuel flowage revenue associated with increased aircraft activity, estimated at $0.08 per gallon applied to an incremental 600,000 gallons of Year 3 fuel sales. Estimated Year 3 financial impact is anticipated to include approximately $231,000 in airport lease revenue and $48,000 in incremental fuel flowage revenue for a total airport revenue impact of $279,000 annually. Over the proposed 50-year lease term, total airport revenue is projected at approximately $29.2 million with escalation and aircraft activity assumptions.

The pro forma considers incremental sales tax generation associated with FBO operations, aircraft maintenance services, and private hangar rental activity, estimated at the 7.25 percent tax rate. Possessory in Interest taxes were also calculated at 1.1% annually on the depreciated project value over the lease term. Total estimated Year 3 benefit to Ventura County is projected at approximately $874,000, with total benefit over the proposed 50-year lease term estimated at approximately $53.1 million.

Detailed line-item income and expense projections are provided in the attached pro forma table.

EXHIBIT A
FIVE-YEAR PRO FORMA

	Year 1 2026-27	Year 2 2027-28	Year 3 2028-29	Year 4 2029-30	Year 5 2030-31
Rental Income					
Redevelopment Site Hangar Rent	-	-	1,575,902	1,623,179	1,671,875
Replacement Site Hangar Rent	-	1,199,131	1,235,105	1,272,158	1,310,323
Rental Income (New Hangar/Office Facilities)	0	1,199,131	2,811,007	2,895,337	2,982,197
Capital & Operating Expenses					
Fund Project (Equity)	(10,607,938)	(32,665,426)			
Operating Expenses	-	(289,663)	(463,350)	(477,251)	(491,568)
Ground Lease Payments	-	(49,235)	(231,091)	(238,024)	(245,165)
Subtotal Capital & Operating Expenses	-10,607,938	-33,004,323	-694,441	-715,275	-736,733
EBITDA	**(10,607,938)**	**(31,805,193)**	**2,116,566**	**2,180,063**	**2,245,464**
Depreciation	-	(218,367)	(902,083)	(902,083)	(902,083)
Possessory Interest Taxes	-	(115,298)	(463,975)	(454,052)	(444,129)
NET INCOME	**(10,607,938)**	**(32,138,858)**	**750,507**	**823,927**	**899,252**
Benefit to Ventura County					
Ground Lease Payments	-	49,235	231,091	238,024	245,165
Incremental Fuel Flowage Fees	-	3,680	48,000	49,440	50,923
Possessory Interest Taxes	-	115,298	463,975	454,052	444,129
Sales Tax on Incremental FBO/MRO Revenue	-	-	130,500	134,415	138,447
Subtotal Benefit to Ventura County	0	168,213	873,566	875,931	878,664

Notes:

B.4 DESIRED TERMS OF LEASE

The Proposer Team desires a ground lease term of forty (40) years with one ten (10) year extension at ground rents equivalent to current market rents established in the 2025-26 Ventura County Department of Airports Rent and Fee Schedule. The proposed lease structure would incorporate renewal and inclusion of Air 7's existing leasehold to provide continuity of operations and long-term stability for the airport.

Air 7 proposes a bifurcated ground rent structure by development area, reflecting differences in development intensity, infrastructure investment, and facility type. The proposed bifurcated rent allows t-hangar and box hangar rents to be kept affordable and competitive for light GA users. The ground rent is subject to an annual escalation of three percent (3%). Rent abatement is requested for the earlier of a twenty-four (24) month development period or Certificate of Occupancy for each development site, at which time full ground rent will commence in accordance with lease terms.

The Proposer Team anticipates entering into a ground lease agreement consistent with Ventura County standard airport lease terms, including insurance, indemnification, maintenance obligations, and operational requirements, subject to a mutually agreed final lease document. Air 7 is open to working collaboratively with Ventura County to finalize lease terms that support long-term airport operational stability and successful project delivery.

B.5 DEVELOPMENT SCHEDULE

The proposed project will be delivered through a phased development approach designed to maintain tenant continuity, minimize operational disruption, and comply with County requirements. Replacement hangar capacity will be delivered prior to demolition of existing occupied hangars within the Redevelopment Site. The overall development schedule is anticipated to span approximately twenty-four (24) months from project award through full project completion, subject to regulatory review timelines and normal construction conditions.

The development schedule anticipates an approximately twelve (12) month entitlement, design, and permitting period beginning immediately upon project award. Planning, engineering, and entitlement activities will be conducted concurrently for both sites to accelerate project delivery. NEPA and CEQA determinations associated with aircraft storage hangar development at the Replacement Site are understood to be complete. The project schedule assumes reasonable regulatory review durations for the Redevelopment Site and is structured to accommodate variability through concurrent Replacement Site development.

Phase 1 – Replacement Site Development (Estimated 6 Months Construction)
Phase 1 consists of constructing 46 T-hangars and 16 executive box hangars at the Replacement Site. This phase is expected to require approximately six (6) months of construction following issuance of required permits and will provide replacement hangar capacity for existing tenants currently located within the

Redevelopment Site. The Replacement Site will be completed and available for tenant occupancy prior to demolition of any existing occupied hangars within the Redevelopment Site, consistent with RFP requirements.

Phase 2 – Redevelopment Site Hangar 3 Development (Estimated 12 to 14 Months Construction)
Phase 2 consists of constructing the new Hangar 3 facility and ramp at the Redevelopment Site following completion of Replacement Site construction and relocation of existing tenants. Construction of Hangar 3 is anticipated to require approximately twelve (12) to fourteen (14) months, reflecting the complexity of a large hangar structure, fire suppression systems, office construction, and site improvements.

Throughout the development process, the Proposer Team will coordinate closely with Ventura County, airport staff, and adjacent tenants to maintain safe aircraft circulation and nearby to adjacent facilities, including the EAA Chapter 723 hangar and adjacent tiedown areas to minimize operational impacts. The Proposer Team is prepared to initiate predevelopment activities immediately upon project award and will maintain regular coordination with County staff to track milestone progress including entitlement approvals, permit issuance, construction start, tenant transition milestones, and certificate of occupancy.

B.6 PERFORMANCE DEPOSIT

Air 7 LLC confirms that a performance guaranty cashier's check in the amount of $15,000, payable to the County of Ventura, was submitted prior to proposal submission in compliance with the RFP requirements.

Proposal for Camarillo Airport: New Hangar Development Part 145 Repair Station

Submitted to:
County of Ventura
Department of Airports
by Legend Aviation, LLC

Project: RFP AIR 2026-01 February 12, 2026

Exhibit 6

Executive Summary

Legend Aviation, LLC (an Oxnard-based California registered company), proposes to design, build, operate, and finance (DBOF) **aviation infrastructure** for storage of small to medium-sized aircraft with multi-purpose offices that support administration, operations, and specialized workforce training at Camarillo Airport (KCMA).

This endeavor will be divided into **two phases** to ensure a seamless transition for current and future tenants and visiting aircraft:

Phase 1a,b,c: Construct 5 acres of **new general aviation hangars** consistent with the look, tone, and function of the adjacent hangar development to include environmental enhancements. These hangars will be **leased on a priority basis** to **tenants currently renting** at the 4.1-acre site adjacent to Air 7 and **aircraft owners on the KCMA wait list**.

Phase 2a: Demolish, recycle, or repurpose the County's 4.1-acre hangar array adjacent to Air 7.

Phase 2b: Construct a new Part 145 Repair Station and adjoining office complex for Stellar Avion, Inc.

Phase 2c: Construct and lease new corporate and executive hangars to relieve customer demand by Stellar Avion, Air 7, and aircraft owners based at or visiting Camarillo Airport.

Combining this mix of multiple phases will address the need for **well-planned infrastructure** while also supporting Ventura County's aviation capacity, economic development, and sustainability goals.

These also solutions include **new construction, facility streamlining,** and **alignment with KCMA's Advanced Air Mobility Innovation Center.**

Project Timeline

0-6 months: Design, engineering, architecture, entitlements
6-24 months: Phase 1 construction (1a, 1b, 1c)
24-30 months: Tenant relocation, Phase 2a decommissioning, Phase 2b/2c design
30-48 months: Phase 2 construction
Year 7 onward: Fully stabilized investment portfolio

$40.9M budget with a 2-phase 4-year development & implementation timeline

5 + 4.1 acre job sites with 154,449 sf of hangar capacity / expansion

5-Craft Project Labor Agreements

Operators (IUOE Local 12)
Laborers (LiUNA Local 585)
Ironworkers (AFL-CIO Local 416)
Carpenters (UBC Local 805)
Electricians (IBEW Local 952)

Key Team Members

Richard Conrad
Developer

- **Co-Founder, Legend Aviation Fixed Base Operation** (KPRC) Sold to Cutter Aviation 2024
- **As Project Manager, won the RFP on a 5-acre site at KOXR** (July 2022)
- **Entitled 203 Homes + 5-Acre Park** ("Westwind" in Oxnard)
- **Owner/Operator, The Travel Air Aircraft Company** (KOXR)
- **President/CEO, Pacific Sports Group, Inc** (2021-2023)
- **Single Point of Contact** (2004-2021)
  - ITOCHU International
  - NAHB President (2007)
  - Paragon Communities, Inc.
  - Ledcor Group of Companies

Michael T. Viola
Construction Manager

- **Viola Incorporated (Viola) Founded 1946** "80 Years of Success"
- Viola has a reputation for **quality construction;** earned and protected by a **team of employees, subcontractors, and suppliers** who take pride in their work and interact on a collaborative approach to **building successful projects.** Holds Class A&B Licenses
- **Ground Up Reconstruction, Freemont Academy** ($65M)

https://www.violainc.com

Andrew Goodwin
AIA, NCARB
Design, Architecture

- **Andrew Goodwin Design** (AGD)
- Ventura native, **California Polytechnic State University-San Luis Obispo** Adjunct Professor
- AGD is a mid-sized, people-driven architecture and design firm of 15 **spanning residential, commercial, civic, and education design.**
- **Currently Remodeling Camarillo City Hall** ($30M)

https://www.andrewgoodwin.us

Jeff McKeown
CPA, CGMA
Finance

- **Partner, APAC CPAs**
- **AMERICAS L-Acoustics Chief Financial Officer/ Director - Human Resources**
- **CBIZ MHM, LLC Senior Accountant** One of the largest accounting and financial services providers with more than 160 offices in 34 states nationwide serving the cities of Los Angeles, Santa Barbara, Orange County, Bakersfield, and Oxnard.

https://www.apaccpas.com

There are more than 14,000 Union Members living in Ventura County...

...Legend hires qualified locals first and foremost!

Key Team Members

Sean Castillo
Sub-Contractor

- **Secretary/Treasurer, Toro, Enterprises, Inc.** "Helping Build California Since 1994"
- **Serving Commercial/ Industrial, Residential, and Public Works Projects.**
- **Licensed** as both a **General Building Contractor** and a **General Engineering Contractor.**
- **2021 Constructed County hangars at KCMA**
  - $9.4M
- **Employs 400 + local laborers**

https://toroenterprises.com

Anthony Mireles
SPOC Union Labor/ Community Outreach

- **Business Manager, LiUNA Local 585** serves more than 1,000 men and women union laborers in the Ventura County region.
- **Partners with contractors, community leaders and developers to provide family-supporting careers in construction.**
- **Board Member:**
  - VCIC
  - VCESP
  - WDBVC
  - WVCBA
  - LULAC 3147
  - VC Housing Trust
  - VC Family Justice Foundation

https://local585.org

Rod Sandoval
Legacy Tenant

- **Owner, Stellar Avion, Inc. Part 145 Repair Station**
  - FAA Certified for Airframe, Power Plant, or Repairer License
  - TBM SE Turbine Aircraft Maintenance Expert
  - May 2021 - Present
- **Shop Foreman, Avex, Inc.** Dec 2005 - May 2021
- **KCMA-based for 20+ Years** Currently occupying two hangars totaling 16,000 SF to accommodate growing business.

https://stellaravion.com

Confidential
Funding Source

- **A CONFIDENTIAL FUNDING SOURCE** has documented their desire to fund with local equity partners contingent upon the timing of the award and issuance of permits from the County of Ventura.

Project Scope, Objectives

Legend Aviation LLC, teamed with local professionals & local labor, proposes the following:

- **Phase 1**: Develop a new hangar array on the 5-acre parcel optimized for KCMA's actual fleet mix consisting of (i) **forty-nine back-to-back enclosed T-hangars** accommodating small-to-large single-engine pistons, light twins, and (ii) **five large-size box hangars** to house turbo-prop and light jet executive aircraft with offices, restrooms, and storage space totaling **78,949 square feet**.
- This Phase 1 combination of standard and midsize stalls are purposely designed to serve the predominant single-engine aircraft fleet at Camarillo Airport while providing flexibility for larger piston, light twin, turbo-prop, and light jet aircraft.
- **Phase 2**: Redevelop the County hangar complex east of and adjacent to Air 7. **Demolish 47 hangars** that have outlived usefulness with (i) **two 11,250 sq ft Part 145 Repair Station maintenance hangars** and an adjoining **3,000 sq ft office and training facility** reserved for Stellar Avion, (ii) **five 4,200 sq ft corporate hangars** to accommodate Air 7 overflow customers, (iii) **six 3,000 sq ft executive hangars** for aircraft owners based at or visiting Camarillo Airport, and (iv) **seven 2,000 sq ft general aviation hangars** to accommodate Stellar Avion and its overflow customers totaling **75,500 square feet**.
- **Phase 1 + Phase 2** will provide Stellar Avion, Air 7, the State of California's Fish & Wildlife, and the underserved community of permanent and guest tenants with new infrastructure totaling **154,449 square feet of available hangar space.**

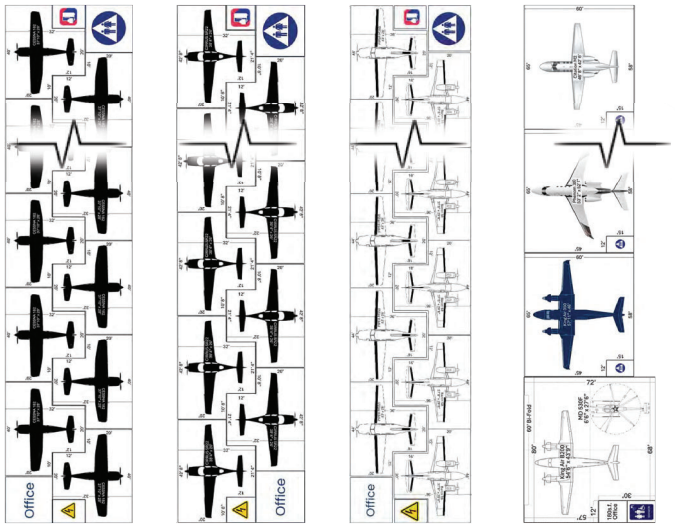
Revenue is driven by high-demand hangar leases, office, and ancillary aviation services.

Phases 1+2
Overview

Legend's Phased Institutional-Quality Aviation Infrastructure is designed to meet the needs of both conservative lenders and long-term equity partners.

Conservative underwriting with a durable hold strategy, phased delivery, predictable demand, and improving DSCR profile position this project as an institutional-quality aviation real estate investment.

Phase 1
Assumptions



(Not to Scale)

Parcel Overview & Approximate Dimensions
- 5-acre Ventura County-controlled parcel at Camarillo Airport
- Identified for Mixed-Use application
- Neighboring hangar buildings (3) ~230'- 250' x ~45'- 50' (each)
- Adjacent to dirt lot, paved staging/temporary parking pad ~100' x 280' identified for "operational versatility."

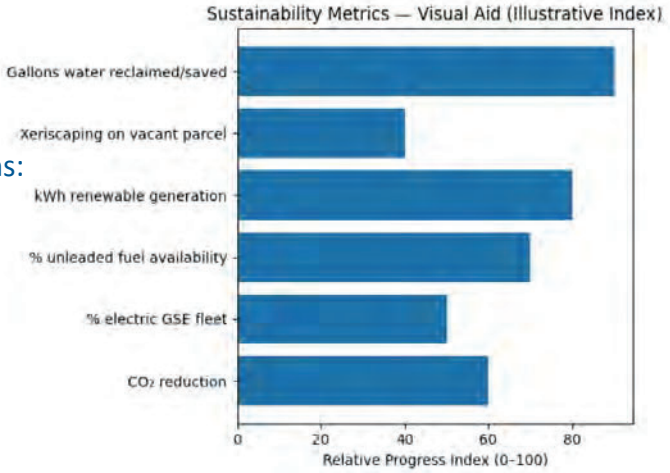
Order of Magnitude Construction Costs (2025 - 2026 SoCal)
(*Planning level numbers, not bids)*

Hard Construction Costs
- Enclosed T-hangars (steel, slab, doors, utilities) **$185 - $250 / sq ft**
- Enclosed box hangars (steel, slab, doors, utilities) **$250 - $300 / sq ft**

Soft Costs (Typical %)
- Design / engineering: **6 - 8%**
- Permitting / fees: **2 - 4%**
- Contingency: **8 - 10%**

Total Project Budget: Phase 1
- Enclosed T-hangars: **$20.7M - $25.7M**
- Enclosed box hangars: **$4.8M - $5.8M**

Sustainability/Climate Action Plan
- Develop measurable CAP contributions:
  - CO_2 reduction
  - % electric GSE fleet
  - % unleaded fuel availability
  - kWh renewable generation
  - Xeriscaping on vacant parcel
  - Gallons of water reclaimed/saved



Phase 1
New Development

Phase 1a
Facility Development
Standard Small Aircraft T-Hangars (2)
(Most Common at KCMA)

Serving: Single-engine piston aircraft
(~75-80% of KCMA based aircraft)

Per-Stall Assumption
- Stall width: **40 - 42.6 ft**
- Stall depth: **30 - 32 ft**
- Clear heights: **16 - 18 ft**
- Fire separation: **84 ft** (shared wall)
- Configuration: **Nested**
  (as opposed to stacked)

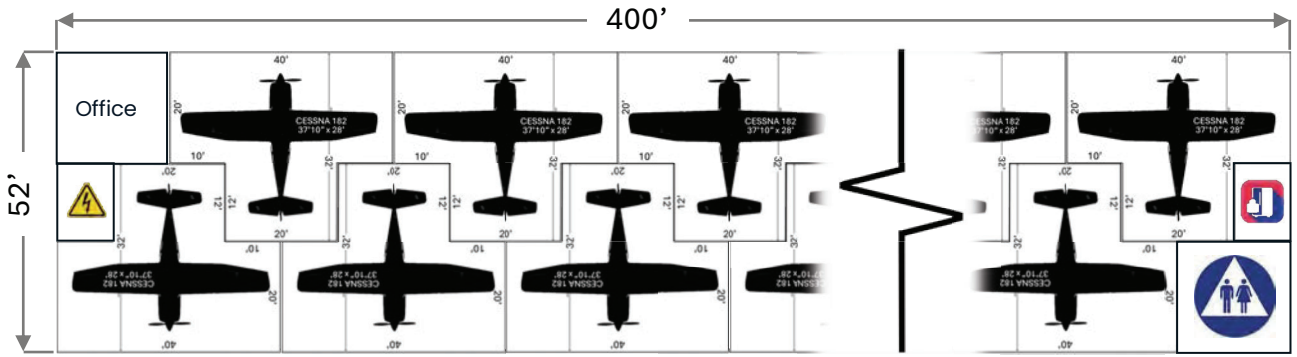
Base Assumptions
- Hangar rent: $0.75/sf/month
- Office rent: $2.50/sf/month
- Storage rent: $1.50/sf/month
- Ground lease: $0.094/sf/month
- Hangar construction: $250/sf
- Office construction: $300/sf
- Operating expenses: 15% of gross revenue
- CPI escalation: 3% annually
  (applied to rents and ground lease)
- **Total Private Investment: $9.12M**

Revenue
- **Hangars**: **$356,301** (39,589 SF × $0.75 × 12)
- **Office**: **$24,216** (807 SF × $2.50 × 12)
- **Storage**: **$5,076** (282 SF × $1.50 × 12)
- **Total Gross Revenue Yr1: $385,593**

Expenses
- **Operating Expenses: $57,839** (15%)
- **Ground Lease: $44,657** (39,589 SF × $0.094 × 12)

EBITDA Yr1: $283,097 ($385,593 - $57,839 - $44,657)
ROI Yr1 (Unlevered): 3.10% ($283,097 ÷ $9,120,000 = 0.0310)
Yr10 Projection (3% CPI): $(1.03)^{10} \approx 1.3439$
EBITDA Yr10: $380,500 ($283,097 × 1.3439)
ROI Yr10 (Unlevered): 4.17% ($380,500 ÷ $9,120,000 ≈ 0.0417)

Apron Clearance 75' for Safe Aircraft Circulation



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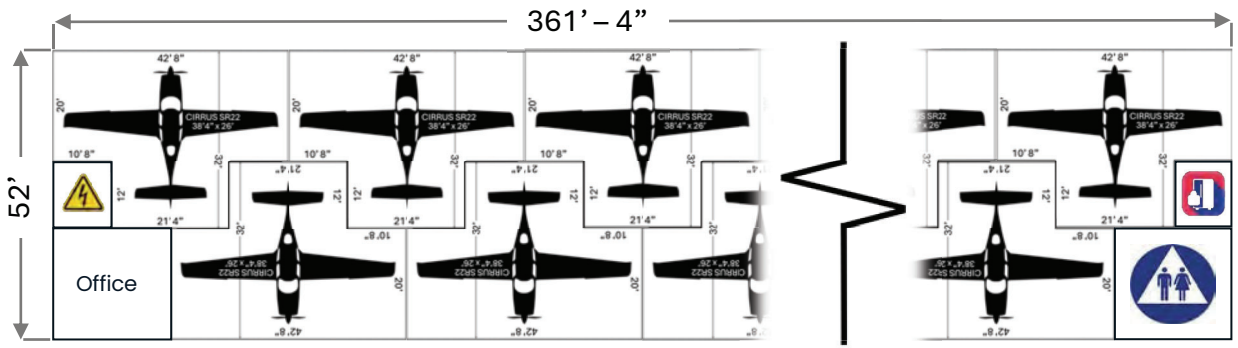


NOTAMS:
- This project is intentionally staged: six months of predevelopment, Phase 1 delivers first to stabilize cash flow, followed by tenant relocation and a second construction phase that materially lifts portfolio yield.
- This portfolio is designed as a long-term aviation infrastructure hold, not a flip.
- Year-one of operation EBITDA is approximately $283,097 producing an unlevered return of approximately 3.1%.
- With a standard 3% annual CPI escalation, EBITDA is projected to increase to ~$380,500 by Year 10, improving the unlevered return to ~4.17%.

Phase 1b
Facility Development
Mid-Size Aircraft T-Hangars
(Right-sized for KCMA, avoids over-sizing, aligns with Ventura County/FAA expectations)

Serving: Larger single-engine pistons/light twins

Per-Stall Assumption
- Std stall: **40-42w x 30-32d**
- Mid-size stall: **44 x 34-36d**
- Clear heights: **18-20 ft**
- Fire separation: **116 ft**
- Configuration: **Nested** (as opposed to stacked)

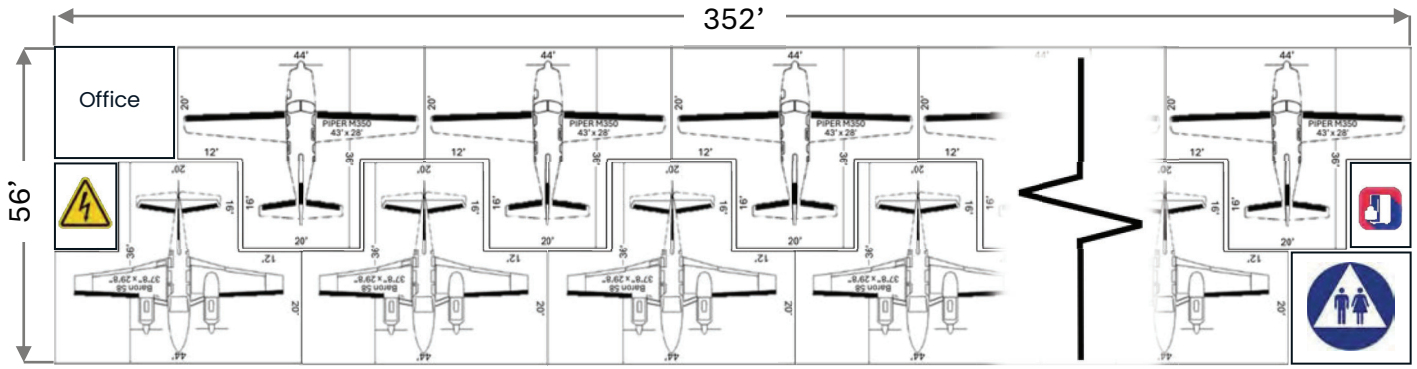
Base Assumptions
- Hangar rent: $0.90/sf/mo
- Office rent: $2.50/sf/mo
- Storage rent: $1.50/sf/mo
- Ground lease: $0.094/sf/mo
- Hangar construction: $250/sf
- Office construction: $300/sf
- Operating expenses: 15% of gross revenue
- CPI escalation: 3% annually (applied to rents and ground lease)
- **Total Private Investment: $4.93M**

Revenue
- **Hangars**: **$194,400** (18,000 SF × $0.90 × 12)
- **Office**: **$12,810** (427 SF × $2.50 × 12)
- **Storage**: **$3,384** (188 SF × $1.50 × 12)
- **Total Gross Revenue Yr1: $210,594**

Expenses
- **Operating Expenses: $31,589** (15%)
- **Ground Lease: $22,235** (19,712 SF × $0.094 × 12)

EBITDA Yr1: $156,770 ($210,594 – $31,589 – $22,235)
ROI Yr1 (Unlevered): 3.18% ($156,770 ÷ $4,928,000 = 0.0318)
Yr10 Projection (3% CPI): $(1.03)^{10} \approx 1.3439$
EBITDA Yr10: $210,800 ($156,770 × 1.3439)
ROI Yr10 (Unlevered): 4.28% ($210,800 ÷ $4,928,000 ≈ 0.0428)

Fire-Rated Separation Wall Between Rows



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NOTAMS:
- This project is intentionally staged: six months of predevelopment, Phase 1 delivers first to stabilize cash flow, followed by tenant relocation and a second construction phase that materially lifts portfolio yield.
- This portfolio is designed as a long-term aviation infrastructure hold, not a flip.
- Year-one of operation EBITDA is approximately $283,097 producing an unlevered return of approximately 3.1%.
- With a standard 3% annual CPI escalation, EBITDA is projected to increase to ~$380,500 by Year 10, improving the unlevered return to ~4.17%.

Phase 1c
Facility Development
Large-Size Aircraft Box Hangars

(Specifically-sized for KCMA, aligns with executive, corporate, and government aircraft and Ventura County/FAA needs)

Serving: Large turbo-props, light to medium business jets

Per-Stall Assumption
- Required stall: **Custom**
- Clear heights: **26 ft**
- Fire separation: **60 ft**
- Configuration: **Single row**

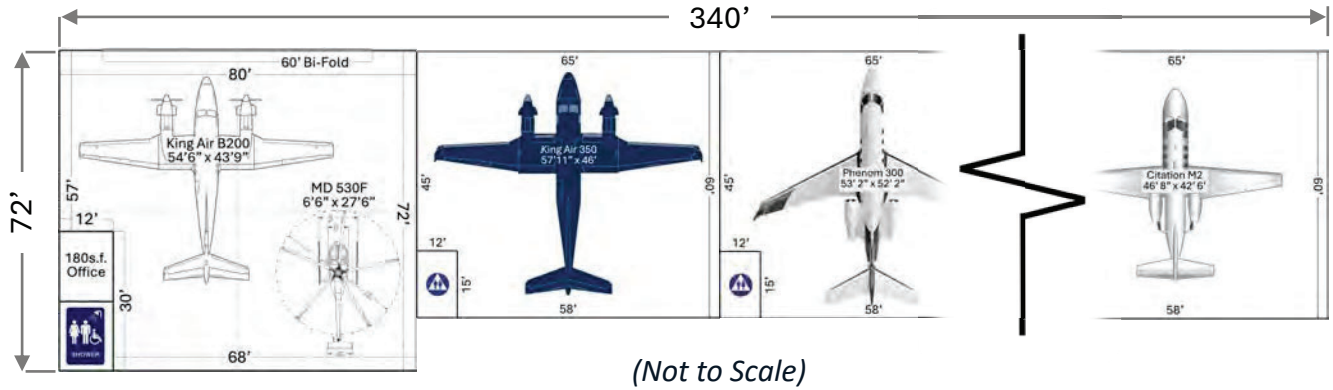
Base Assumptions
- Hangar rent: $1.10/SF/month
- Office: Included
- Bathroom: Included
- Ground lease: $0.094/SF/month
- Operating expenses: 15% of gross revenue
- CPI escalation: 3% annually (applied to rents and ground lease)
- **Total Private Investment: $5.2M**

Revenue
- **Hangars**: **$281,952** (21,360 SF × $1.10 × 12)
- **Total Gross Revenue Yr1: $281,952**

Expenses
- **Operating Expenses: $42,293** (15%)
- **Ground Lease: $23,981** (21,360 SF × $0.094 × 12)

EBITDA Yr1: $215,678 ($281,952 – $42,293 – $23,981)
ROI Yr1 (Unlevered): 4.12% ($215,678 ÷ $5,238,000 = 0.0412)
Yr10 Projection (3% CPI): $(1.03)^{10} \approx 1.3439$
EBITDA Yr10: $289,000 ($215,678 × 1.3439)
ROI Yr10 (Unlevered): 5.15% ($289,9000 ÷ $5,238,000 ≈ 0.0554)

Clear-Span Steel Framing, Sloped Roof



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NOTAMS:

- Phase 1 (a,b,c) remains financially self-supporting throughout the lease term, **requires no County capital investment**, and **generates steadily increasing ground lease revenue to the County**.
- Phase 1 stabilizes and supports Phase 2 predevelopment. Full portfolio stabilization occurs after Phase 2 delivery, at which point DSCR clears 1.25x and strengthens annually thereafter.
- The structure supports a clean senior debt position sized to stabilized NOI, with room for preferred or JV equity during Phase 2 if desired. **Phasing materially reduces execution risk**, and DSCR clears lender thresholds upon full stabilization without reliance on aggressive assumptions.
- All development, leasing, and market **risk remains with Legend Aviation, LLC**.

Phase 2a
Decommission 47 County hangars

Phase 2a
Decommission 47 County hangars

RECYCLE / SALVAGE + DEMOLISH

This assumes:

- Salvage of steel frames, doors, copper/aluminum, lighting
- Remaining structure demolished and recycled where possible

Cost & Recovery Assumptions

- Salvage labor & handling: $1–$2 / SF
- Scrap/reuse value (net): $1–$4 / SF
  (small hangars limit upside; doors and steel are the value)

Estimated Net Cost

- Gross demo cost: $364k–$728k
- Salvage revenue: ~$60k–$240k
- Salvage handling cost: ~$60k–$120k
- **Net project cost: $350k–$600k**

Benefits

- **Lower landfill fees**
- Partial cost recovery
- **Strong environmental & community narrative**
- **Easier CEQA/County justification**
- Steel doors and frames may be reusable on-airport

Downsides

- Requires coordination and sequencing
- Scrap pricing volatility
- **Schedule slightly longer than straight demolition**

NOTAMS:

DEMOLISH COUNTY HANGARS (full teardown & disposal) ~60,000 SF

Side-by-Side Summary

Scenario	Capital Cost	Revenue	Speed	Risk
Demolish	$450K-$650K	None	Fast	Low
Recycle + Demo	**$350K-$600K**	**Minimal Offset**	**Medium**	**Low**
Repurpose	$2.4M-$7.3M	High	Slow	Low

What it covers

- Pre-demolition salvage of valuable components (steel trusses/frames, large bifold doors, electrical gear, copper/AL piping, HVAC units), then demolition and sending materials to recyclers. May also include on-site metal shredding or selling intact components.

How it differs from plain demolition

- Adds an extra salvage step (labor + rigging) but yields offsetting revenue from scrap and resale of intact systems; reduces landfill and can lower disposal fees. You still often have demolition and abatement costs, but net cost is lower.

Legend addresses hangar scarcity, Coastal California demand, job training. Strategic alignment with Ventura County's Aviation Master Plan and KCMA's AAM

Phase 2b
New Facility Development

Phase 2b
Facility Development
Legend Aviation for Stellar Avion, LLC
(Consolidates operations of this FAA-Certified Part 145 Repair Station, creates efficiencies under one roof, locates next to Stellar Avion's refueler – Air 7)

Servicing: Socata TBM aircraft, Pratt & Witney engines

Hangar Rent (High Demand Market)
22,500 SF (Rate/Monthly/**Annual**)
- **High Demand Market**: $1.10/$24,750/**$297,000**

Office Rent (High Demand Market)
3,000 SF (Rate/Monthly/**Annual**)
- **High Demand Market**: $3.50/$10,500/**$126,000**

Hangar Purchase (High Demand Market Rate)
22,500 SF High Demand Market: $5.58M - $6.46M

Office Purchase
3,000 SF (Rate)
- Conservative SoCal: $570,000 - $765,000
- Moderate Market: $950,000 - $1,280,000
- **High Demand Market**: **$1.34M - $1.79M**

Cost of Construction
- **Hangar**: $300sf x 22,500sf = **$6,750,000**
- **Office**: $350sf x 3,000sf = **$1,050,000**
- **Total Project Cost: $7.8M**

NOTAMS:

Capitalization Rate Selection

Given a 50-year ground lease term with options to renew, CPI-based escalations, and infrastructure nature of the new asset, capitalization rates were selected in the range of 6.25 percent to 7.25 percent. This range reflects:
- Long-term control of the underlying land
- Predictable expense and escalation structures
- **Reduced reversion risk compared to shorter lease terms**
- Market evidence from comparable ground-leased aviation facilities

Income Capitalization Approach
Applying the selected capitalization rates to Net Operating Income, the stabilized NOI results in the value range of 7.25% to 6.25%.

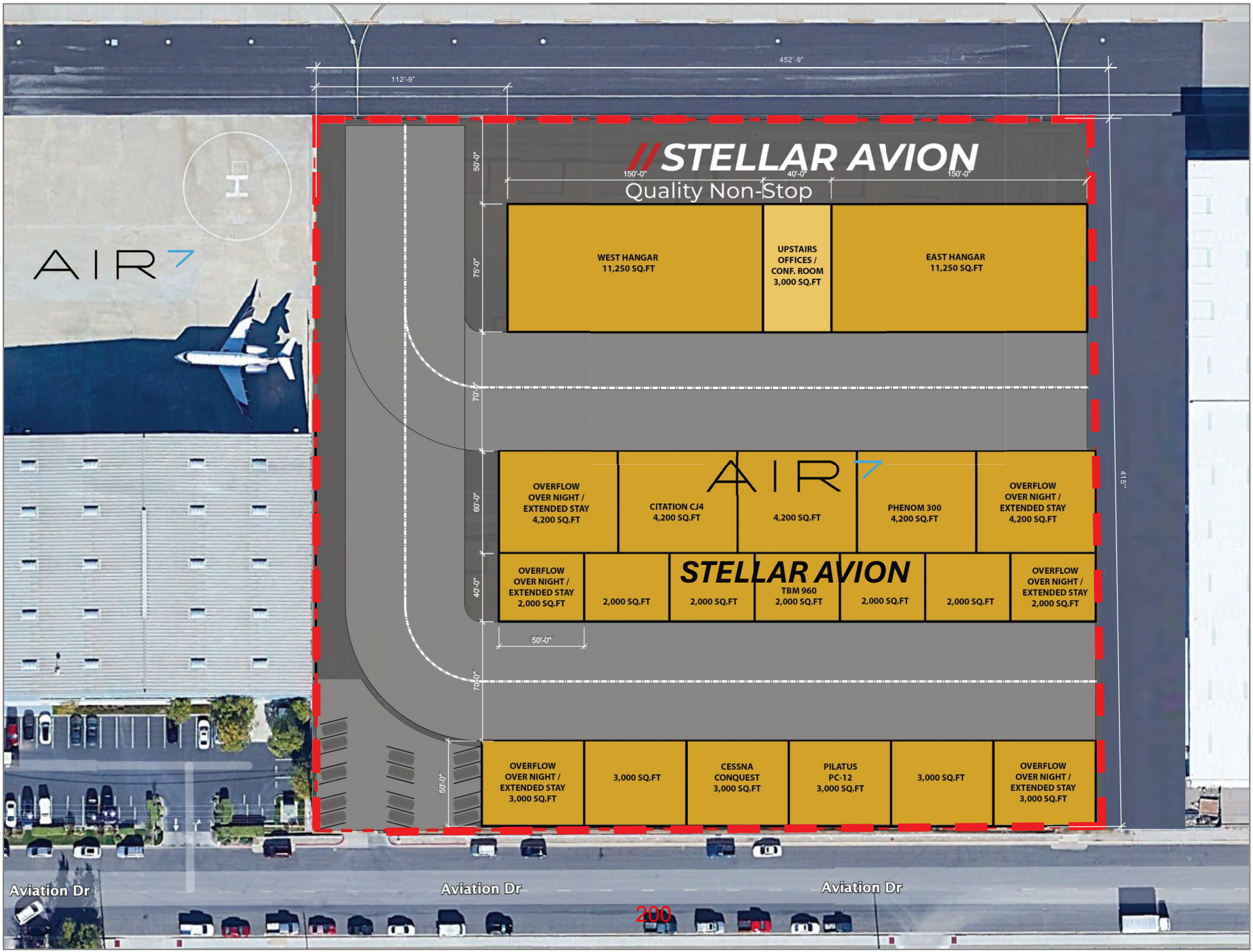
Reconciliation and Value Conclusion
Based on the Income Capitalization Approach, which is considered the most applicable method for valuing income-producing aviation facilities, the average market value of the subject 22,500 square foot hangar space is concluded to be within the range of approximately $4.0 million to $6.0 million.

Final Comment
The subject property represents a durable, income-producing aviation asset with strong long-term fundamentals and limited competitive supply.

Rental Income (High Demand)
EBITDA Yr1: $423,000
(Stabilized: Hangar + Office)
ROI Yr1: 5.42%
(Unlevered ROI = EBITDA ÷ $7.8M)
EBITDA Yr10: $568,000
(Growth Factor: 1.3439)
ROI Yr10: 7.28%
(ROI = Yr10 EBITDA ÷ $7.8M)

Immediate Sale (High Demand)
Assumed Market Value: $9,750,000
EBITDA Yr1: $1,950,000
(Unlevered: Hangar + Office)
ROI Yr1: 25%
(Unlevered EBITDA $7.8M x 25%)

Phase 2c
New Facility Development



Phase 2c
New Facility Development
Legend Aviation, LLC

Serving: Corporate and Executive Hangar complex offering priority housing for customers of Air-7, Stellar Avion, and aircraft owners based at or visiting Camarillo Airport.

Rental Income (High Demand, 100% Occupancy)

Hangar Size	Count	Rate	Annual	Total
4,200sf	5	$1.75	$73,000	$365,000
3,000sf	6	$1.85	$55,000	$330,000
2,000sf	7	$2.00	$40,000	$280,000

Total Potential Gross Rent (100%): **$975,000**

Annual Rent @ 85% Occupancy (Stabilized)

4,200sf	5	$1.75	$62,050	$310,250
3,000sf	6	$1.85	$46,750	$280,500
2,000sf	7	$2.00	$40,000	$280,000

Rental Income (High Demand, Stabilized)**: $828,750**

Cost of Construction
- **Hangars 70x60**: $250sf x 4,200sf x 5 = **$5,250,000**
- **Hangars 60x50**: $250sf x 3,000sf x 6 = **$4,500,000**
- **Hangars 50x40:** $250sf x 2,000sf x 7 = **$3,500,000**

Total Construction Cost: $13,250,00

EBITDA Yr1 (Stabilized): **$828,750**
ROI Yr1 (Unlevered): **6.26%**
EBITDA Yr10 (Growth Factor: 1.3439): **$1,113,800**
ROI Yr10 (Unlevered): **8.41%**

NOTAMS:

How This Compares to General SoCal Industrial Rates
For context: non-aviation industrial space in prime SoCal markets often runs $1.60–$2.50+/sf/yr — aviation space is usually a premium + niche above standard industrial because of:
- limited inventory
- specialized door/clearance needs
- geographic constraints of airports

Using $1.50–$2.00/sf/yr for high-demand aviation hangar rent in Camarillo aligns with broader market pressure.

Assumptions and Limitations
- **This is derived from real listings plus fee schedules**, not from an official airport published "high-demand rate card."
- Camarillo Airport has a hangar waitlist for some sizes — indicating demand > supply at market rates.
- Actual rent can vary by:
  - lease length
  - tenant improvements
  - door size & clear height
  - utilities and office finish included
  - aircraft type supported

What This Tells Us (Straight, No Spin)
- This is a **respectable aviation hold deal**
- **Year-1 operation yield clears debt cost in many scenarios**
- **Year-10 unlevered yield > 8%** is strong for airport real estate
- Still **not a merchant-build flip**, but:
  - Very defensible as a **long-term income asset**
  - Lender-palatable
  - Strategic if land cost is favorable or sunk

Summary
Phase 1, Phase 2

This portfolio represents a phased, environmentally conscious, aviation infrastructure development at Camarillo Airport (KCMA) designed for long-term ownership, conservative underwriting, and growing stabilized cash flow.

The project is delivered in two major construction phases following an initial predevelopment period, with full stabilization occurring in Year 7.

Revenue is driven primarily by high-demand hangar leases and supplemented by office, storage, and ancillary aviation revenue.

6 mo Design & Entitlements

↓

18 mo Phase 1 Construction

↓

Phase 1 Stabilization + Tenant Relocation

↓

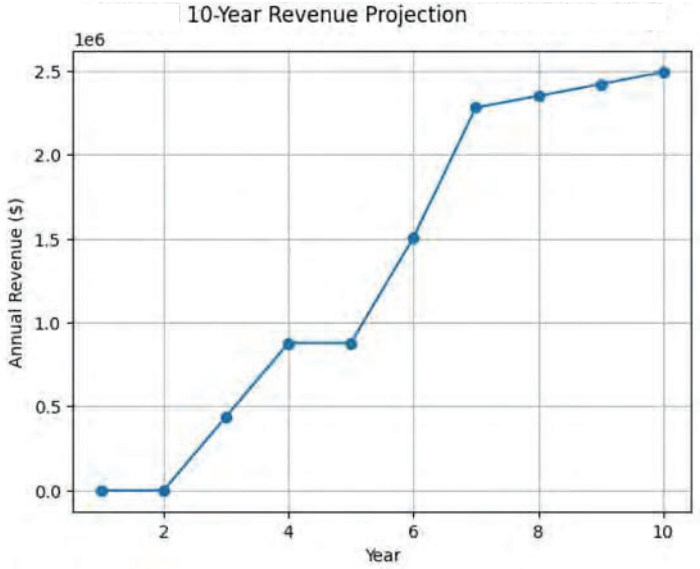
6 mo Phase 2a Decommission

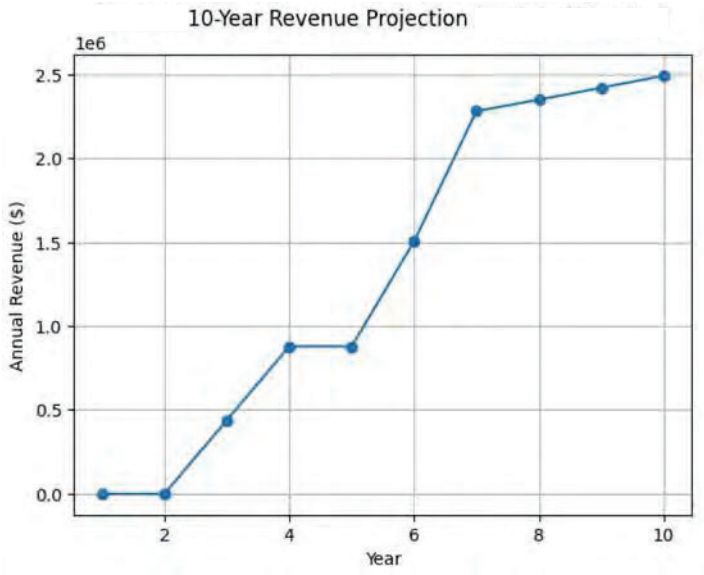
↓

18 mo Phase 2 Construction

↓

Portfolio Stabilization + CPI Growth





CONCLUSION

- Institutional-quality aviation infrastructure portfolio
- Phased execution reduces risk
- Strong alignment with debt, equity, and structured capital partners
- Durable, supply-constrained Southern California aviation real estate

Capital Phasing Strategy: (Capital Stack by Phase)

Stage 0-1 (Predev + Phase 1)

- Sponsor equity
- Possible early-stage partner
- No institutional debt pressure

Stage 2 (Stabilization Bridge)

- Construction loan converts to mini-perm on Phase 1 NOI
- Phase 1 cash flow offsets carry
- Phase 2 predevelopment funded with equity + retained cash flow

Stage 3-4 (Phase 2 Construction ➡ Stabilization)

- Re-upsized senior loan or new facility
- Debt sized to **Year-7 NOI**
- DSCR clears 1.25x **upon full stabilization**
- Optional:
  - Preferred equity
  - JV equity
  - Sponsor dilution minimized

California Department of Fish and Wildlife

From: Michael GREENHILL <Michael.Greenhill@Wildlife.ca.gov>
Date: Monday, January 26, 2026 at 11:04 AM
To: Rick CONRAD <rconrad6110@gmail.com>
Subject: CDFW hangar

Mr Conrad,

Thank you for taking the time to share hangar development plans with me.

The California Department of Fish and Wildlife currently operates a King Air 200, Cessna Caravan, three Cessna 185's, one Vulcan Air P-68 and a MD530 helicopter. In the next few years we plan to replace the Cessna 185's with Caravans and add a helicopter to be based at CMA.

Currently the hangar we lease from the county is 54ft wide and 50ft deep. Unfortunately this does not allow us to store our King Air inside. Also the Caravan does fit but it completely fills the hangar and leaves no other room for our Cessna 185. I am constantly having to use FBO services for aircraft storage.

This poses a security issue for us. Some of our aircraft are equipped with million dollar sensor packages. Also we face a dangerous threat of Drug Trafficking Organizations (DTO) possibly sabotaging our aircraft.

The need for larger secure storage is real. Our department plans on expanding our SoCal operations at CMA over the foreseeable future with additional aircraft and staff. For those reasons we are very interested in seeing additional hangar development at CMA and would love to move into a larger hangar that would fit our needs better and help us with our mission of public safety and protection of California's natural resources.

Respectfully,

Mike Greenhill #957
Warden Pilot
Air Services
California Department of Fish & Wildlife
(310) 625-6829 cell
michael.greenhill@wildlife.ca.gov

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

LiUNA! LOCAL 585
Feel the Power

Richard Conrad
Legend Aviation, LLC
1237 S. Victoria Avenue, Suite 146
Oxnard, CA 93035

Letter of Support – Camarillo Airport Hangar Development (Phases 1 & 2)

Dear Mr. Conrad,

On behalf of LiUNA Local 585 and the affiliated building and construction trade unions of Ventura County, I am writing to express our support for Legend Aviation, LLC and its proposed Phase 1 and Phase 2 aircraft hangar developments at Camarillo Airport.

The trade unions of Ventura County recognize the importance of private investment in aviation infrastructure that strengthens the regional economy, supports skilled local employment, and delivers long-term value to public assets. We view the Camarillo Airport hangar developments as projects that align well with these objectives and reflect a commitment to high-quality construction, safety, and responsible project delivery.

LiUNA Local 585 and our partner trade unions look forward to the opportunity to work collaboratively with Legend Aviation to negotiate and implement a comprehensive *Five Trades Agreement* covering both Phase 1 and Phase 2 of the hangar development. Such an agreement would ensure the use of a skilled and trained workforce, promote local hiring, and support timely and efficient project execution.

We appreciate Legend Aviation's engagement with the local construction community and its demonstrated interest in building durable aviation facilities that will serve Camarillo Airport and Ventura County for years to come. We believe this partnership approach will contribute positively to the success of the project and the broader regional economy.

Please feel free to contact me if you would like to discuss next steps or coordination related to the *Five Trades Agreement*. We look forward to working with you as these projects advance.

Sincerely,

Anthony Mireles, Business Manager
Secretary/Treasurer
LiUNA Local 585
21 S. Dos Camino Avenue
Ventura, CA 93003

Thank You for Your Consideration

We welcome the opportunity to discuss this transformative proposal for

Camarillo Airport

Contact us to schedule a detailed presentation and team meeting.

Richard Conrad, Developer
Legend Aviation, LLC
(an Oxnard-based
California registered company)

1237 [redacted] #146
Oxnard, CA 93035
KOXR Hangar #10

COUNTY of VENTURA
Department of Airports

Aviation Advisory Commission
Meeting Agenda
for March 11, 2026

Revised Exhibit 7

Provided to the Aviation Advisory Commission and added to the official record on March 05, 2026

ORBIC SKY, LLC

777 Aviation Drive
Camarillo, California 93010
Telephone : [redacted] (Ken Obi)
[redacted] (William Schultz)

February 12, 2026

Mr. Keith Freitas, Director of Airports
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, California 93010

Re: Request for Proposal
Date Issued : January 6, 2026
VCDOA Index : RFP AIR 2026-02 (Location 2)
Our File No. : 5708-13

SITE DEVELOPMENT PROPOSAL - LOCATION 2

Mr. Freitas:

Orbic Sky, LLC, 777 Aviation Drive, Camarillo, California 93010 hereby submits this Site Development Proposal to develop Location 2 as set out in the VCDOA January 6, 2026 Request for Proposal(s) ("The Development Project").

This is a unique opportunity for both Orbic Sky and the Camarillo Airport with substantial Community Benefits as set out below. We have the team, the experience, and funds to do exactly what we have always wanted to do.

A. DEVELOPER INFORMATION - OUR TEAM.

Orbic Sky, LLC and Seaview Aviation LLC present this proposal as a Joint Venture. Both will be long term users of the Location 2 Development Project.

Here is our Development Team:

1. Orbic Sky, LLC - Orbic Sky, LLC is Managed by Ken Obi and William Schultz.

Ken Obi (Resume attached, Exhibit 1) is well known to the VCDOA as a twenty (20) year resident on the Camarillo Airport operating FAA Flight

School and FAA Part 135 Air Charter Operator Orbic Helicopters, Inc. operating on the Van Nuys Airport for fifteen (15) years prior to that, along with FAA Part 145 Air Agency Repair Station Orbic Helicopters Sales and Service at Camarillo, LLC. Orbic Helicopters, Inc. is now operated by Cole Martin Carmody (Resume attached, Exhibit 2) and Orbic Helicopters Sales and Service at Camarillo, LLC is now operated by Julio Cesar Alecio (Resume attached, Exhibit 3).

Orbic Helicopters flight schools, flight instruction, and pilots have always operated in strict compliance with the Fly Friendly program. In addition to its ground and flight school programs, Orbic Helicopters for 20 years has been an active participant in the annual Airshows and provided tours, charter, medical, and special-purpose aviation to the local community. In 2025 Ken Obi received the distinguished award of Flight Instructor of The Year from VAI (Vertical Aviation International), an aviation industry giant that operates globally.

2. William Schultz - William Schultz is the Co-Manager of Orbic Sky, LLC (Resume attached, Exhibit 4) and an Aviation Attorney operating with offices on the Van Nuys Airport and Westlake Village for the past thirty (30) years, and has developed, managed, and owned various airport leaseholds throughout that time.

3. Seaview Aviation, LLC - Seaview Aviation, LLC is Managed by Stephen Cranswick.

Stephen Cranswick (Resume attached, Exhibit 5) is also well known to the VCDOA as a 5-year resident on the Camarillo Airport operating FAA Part 145 Air Agency Repair Station Seaview Aviation, LLC providing Repair, Maintenance, and Specific Purpose conversions of Sikorsky UH-60 Blackhawk Helicopters used by various Ventura, Santa Barbara, and Orange Counties along Cal-Fire and other Police, Sheriff, Fire, Medical/Medivac, and special purpose First-Responders. Seaview employs approximately sixty (60) people, soon to be 80, most of whom live in or near Camarillo. Seaview maintains four (4) condos and hotel rooms in Camarillo for its rotating employees and pilots.

4. Lewis Engineering - Lewis Engineering is a Civil Engineering Firm owned and operated by Jane Lewis Montague.

Lewis Engineering has been in business as a Civil Engineering Company located in Ventura, California since 1974. Jane Lewis Montague (Resume

attached, Exhibit 6) is the principal design engineer (water conservation, storm water, etc.) on The Development Project. Ms. Montague has served as the Civil Engineer on numerous airport projects on the Oxnard and Camarillo airports and has been a consultant to the Ventura County DOA since the 1990's.

5. Coffman Associates - Coffman Associates has provided environmental, CEQA, NEPA, and FAA Requirements for more than 1,700 Airport Development Projects and probably needs little introduction here. Coffman Associates has been in business since 1979 and provided the environmental, noise, and land use engineering for numerous projects on the Camarillo Airport including the Northeast Hangars and Cloud Nine hangar complex. Judi Krauss, AICP, (Resume attached, Exhibit 7) will be the principal environmental design engineer on The Development Project.

6. Mark Carl Johnston Construction, Inc. - Mark Carl Johnston Construction, Inc. is a General Contractor owned and operated by President Mark Johnston (Resume attached, Exhibit 8) since 1982. Mark Johnston is himself a pilot flying from Camarillo Airport, and has worked airport projects in the past.

7. Self-Financing - The Development Project will be self-financed and no lenders will be involved.

B. INTENDED USE(S) OF THE DEVELOPMENT PROJECT.

The hangar(s) will be occupied by Orbic Sky and Seaview Aviation, with any remaining space to be subleased to Aviation business in the Camarillo area.

C. DEVELOPMENT PROPOSAL.

1. Site Plan. The Site Plan (attached, Exhibit 9) consists of two (2) large hangars, one that is 15,000 minimum square feet (could be enlarged) including 3,000 square feet of office space, and one that is 11,000 minimum square feet (could also be enlarged) with 2,000 square feet of office space. Two (2) helicopter landing pads and 25 parking spaces are included. Orbic Sky, LLC will also retain it’s pre-existing leasehold at 777 Aviation Drive

along with Orbic Sky's two (2) pre-existing helipads, all of which will be combined into one (1) single Master Lease. A new electric VCDOA vehicle access gate with security camera(s) and secure entry will be constructed for Control Tower and Airport access, East of The Development Project off Orbic's Sky's Master Leasehold.

Additionally, as Orbic Sky's pre-existing 777 Aviation Drive leasehold will be connected to Location 2, Orbic Sky will consider a "Phase II" of the Development Project that extends Orbic Sky's existing hangar East to Location 2.

2. Proposed Facilities/Services. Consistent with the VCDOA Master Plan, Current Airport Layout Plan, and 1976 Joint Powers Agreement, the hangars will be built for maximum sustainability, energy efficiency, and environmental sensitivities. Helipad locations are set out on the Site Plan (Exhibit 9) between the hangars and the South taxiway. Landscaping is desert design, drought resistant, and low water use. The Flight School, Flight Instruction, written materials and all flight operations from Orbic Helicopters is, and has always been, in strict compliance with the long-standing Camarillo Airport Fly Friendly Program.

3. Pro Forma. Our Pro Forma (attached, Exhibit 10) is summarized here:

Predevelopment Costs	:	$200,000+, See the Pro Forma Estimates
Hard/Construction Costs	:	$4-7 Million Estimated At This Time
Soft/Financing Costs	:	None, self-financed

4. Desired Term. The desired term is fifty (50) years.

5. Development Schedule. Our preliminary project schedule, from the date the Master Lease is signed, is summarized here:

Plans and Permitting	:	12+ months
Demo and Ground Prep	:	2 months
Construction of Hangars	:	6 months
Landscaping and Finish	:	1 month
Contingency	:	1 month
TOTAL TIME ESTIMATED		20 Months

This schedule, of course, assumes there are no delays beyond our control.

6. Performance Deposit. On February 5, 2026, Orbic Sky's $15,000 Cashier's Check payable to County of Ventura was delivered to the VCDOA office at 555 Airport Way, Suite B, Camarillo 93010.

Sincerely,

William H. Schultz, Co-Manager
Orbic Sky, LLC
Direct : [redacted]
Office :

WHS:ffs
Enc.

Exhibits:

1. Resume, Ken Obi, Manager Orbic Sky
2. Resume, Cole Martin Carmody, Orbic Helicopters
3. Resume, Julio Cesar Alecio, Orbic Sales & Service
4. Resume, William Schultz, Aviation Attorney and Co-Manager
5. Resume, Stephen Cranswick, Seaview Aviation
6. Resume, Jane Lewis Montague, Lewis Engineering
7. Resume, Judi Krauss, Coffman Associates
8. Resume, Mark Carl Johnston, Mark Carl Johnston Construction
9. Site Plan
10. Pro Forma

KEN OBI

777 Aviation Drive
Camarillo, California 93010
Telephone : [redacted]
Email : [redacted]

EDUCATION

1978
Meiji Highshinakano High School
Tokyo, Japan

1980-81 Airplane Flight School - Gunnell Aviation
Santa Monica Airport

1981-1982 Helicopter Flight School - Helical Flight School
Van Nuys Airport

EXPERIENCE

1987-89
Helical Flight School
Flight Instructor
Van Nuys Airport

1990-2005
Orbic Helicopters, Inc.
Owner, President, Flight Instructor, Charter Pilot
Van Nuys Airport

2005-2025
Orbic Helicopters, Inc.
Owner, President, Flight Instructor, Charter Pilot
Camarillo Airport

Orbic Helicopters Sales and Service at Camarillo, LLC
Owner, Manager, Designated Representative for Robinson Helicopters
Camarillo Airport

PROFESSIONAL LICENSES & AWARDS

FAA Commercial Pilot ASEL and Rotorcraft, Flight Instructor Rotorcraft
Robinson Helicopter Factory Pilot School Instructor 2002-2017
Robinson Helicopter Authorized Dealership 2005-2025
Vertical Aviation International (VAI) Flight Instructor of The Year, 2025
19,000 Hours Flight Time, 13,000 Hours Instruction (Dual)

Cole Carmody

Phone:([redacted]
Email:[redacted]

Commercial Helicopter Pilot

Qualifications

- **Commercial Certificate: Rotorcraft Helicopter**
  Certificate Number:4356869
  Issued: 9/2020
- **Instrument Rating: Rotorcraft Helicopter**
  Issued:7/2020
- **Second Class Medical Certificate**
  Issued: 1/2025
- **Flight Weight**
  190 LBS

Flight Experience

Rotorcraft Helicopter - Total Time: 1900 hours

- R22: 152
- R44: 1377
- Bell 206: 346
- R66:25
- PIC:1853
- Night: 72
- IFR Simulator: 39
- Cross Country: 198

Professional Experience

Owner
Sky High Helicopters-Santa Barbara, CA *01/2024-Present*
Orbic Helicopters-Camarillo, CA *07/2025-Present*
- Own and operate helicopter companies, managing pilots and aircrafts

Operations Lead Asheville/Tour Pilot *04/2022-01/2024*
Scenic Helicopter Tours-Sevierville, TN & Asheville, NC
- Pilot helicopter tours in and around appalachian mountain chain in TN and NC

Tour Pilot *01/2022–04/2022*
Lite Flight Helicopters-Los Angeles, CA
- Consistent flight and communication in class B, C, D airspace

Ground Crew Coordinator *03/2021–01/2022*
Agricultural Air Services-FT Pierce, FL
- Ground liaison with pilot for real–time operational planning and problem–solving

Education

Palm Beach Helicopters, Lantana Airport (KLNA) Lantana FL, USA 01/2020-09/2020

Julio Alecio

[redacted]

Work Experience

JUNE 2015 – PRESENT

Helicopter Mechanic / Orbic Helicopters, Camarillo, CA

Performed Helicopter Maintenance duties such as completing 50 hour, 100 hour, and annual inspections on the following Aircraft, R22, R44, and R66. Interpret blueprints, drilling, rivet layout, countersinking, pro sealing, skin covering, repairs on cracked seems and spars, completed modifications under 14 CFR Part 91, 135, 145 regulation, fabrication, assembly, remove and install main rotor blades to perform T-Inspections, remove engines and send out for overhaul, remove and replace various fluid lines and fittings, remove and replace oil filter and services the oil, completed main rotor/tail rotor track and balance, engine balance, remove and replace time service items, and perform modifications as needed.

JUNE 2004 – PRESENT

Helicopter Mechanic / City Of Los Angeles Helicopter Maintenance Facility

Performed Helicopter Maintenance duties such as completing 100 hour, and annual inspections on the following Aircraft, AS350-B2-B3, Bell 206, Bell 212, Bell 407, Bell 412, Bell 505, AW109, AW139 Interpret blueprints, drilling, rivet layout, countersinking, pro sealing, skin covering, repairs on cracked seems and spars, completed modifications under 14 CFR Part 91, 135, 145 regulation, fabrication, assembly, remove and install main rotor blades to perform T-Inspections, remove engines and send out for overhaul, remove and replace various fluid lines and fittings, remove and replace oil filter and services the oil, completed main rotor/tail rotor track and balance, engine balance, remove and replace time service items, and perform modifications as needed.

JAN 2004 – MARCH 2006

Helicopter Mechanic / Rotor Craft Support, INC

Performed Helicopter Maintenance duties such as completing 50 hour, 100 hour, and annual inspections on the following Aircraft, AS350-B2, B3, Bell 206, and B105. Interpret blueprints, drilling, rivet layout, countersinking, pro sealing, skin covering, repairs on cracked seems and spars, completed modifications under 14 CFR Part 145 regulation, fabrication, assembly, remove and install main rotor blades to perform T-Inspections, remove engines and send out for overhaul, remove and replace various fluid lines and fittings, remove and replace oil filter and services the oil, completed main rotor/tail rotor track and balance, engine balance, remove and replace time service items, and perform modifications as needed.

SEPTEMBER 1993 – FEBRUARY 2003

Helicopter Mechanic / Sun Air Aviation

Performed Helicopter Maintenance duties such as completing daily 25/30 day, 100 hour, and annual inspections on the following Aircraft, Bell 206 and Agusta. Completed a 3 year main rotor head T-T Straps replacement on the Bell 206 and adjust friction on main rotor swash plate. Interpret blueprints, drilling, rivet layout, countersinking, pro sealing, skin covering, repairs on cracked seems and spars, completed modifications under 14 CFR Part 135 regulation, fabrication, assembly, remove and install main rotor blades to perform T-Inspections, remove engines and send out for overhaul, remove and replace various fluid lines and fittings, remove and replace oil filter and services the oil, completed main rotor/tail rotor track and balance, engine balance, remove and replace time service items, and perform modifications as needed.

Education

OCTOBER 2015 – MARCH 2018

Robinson Helicopter Company Maintenance course

Major Courses of Study

Federal Aviation Administration Approved Aircraft Airframe & Power plant training program. Areas of study involve Reciprocating Engines, Turbine Engines, Engine inspection, Fuel systems, Fuel metering systems, Unducted fans and Auxiliary power units, Lubrication Systems, Induction Systems, Cooling Systems, Exhaust systems, Fire Systems and Propellers, Electrical and Instrument systems in specifications to RHC 22, RHC R44, and R66.

Airbus Safety / Maintenance course

Major Courses of Study

Federal Aviation Administration Approved Aircraft Airframe & Power plant training program. Areas of study involve Reciprocating Engines, Turbine Engines, Engine inspection, Fuel systems, Fuel metering systems, Unducted fans and Auxiliary power units, Lubrication Systems, Induction Systems, Cooling Systems, Exhaust systems, Fire Systems and Propellers, Electrical and Instrument systems in specifications to Airbus Helicopters

Bell Helicopters / Maintenance course

Major Courses of Study

Federal Aviation Administration Approved Aircraft Airframe & Power plant training program. Areas of study involve Reciprocating Engines, Turbine Engines, Engine inspection, Fuel systems, Fuel metering systems, Unducted fans and Auxiliary power units, Lubrication Systems, Induction Systems, Cooling Systems, Exhaust systems, Fire Systems and Propellers, Electrical and Instrument systems.

Skills

- 30+ years Aircraft Maintenance experience
- Excellent problem solving
- Fast learner and follow policy and procedures
- Able to work in a fast-paced environment
- Able to meet deadlines
- Able to work in different types of work environments
- Leadership skills
- Excellent organizational skills
- Excellent verbal and communication skills
- Competent with aircraft tooling and manufacturing methods and processes.
- Competent and able to read and interpret Maintenance Manual, IPC, Service Bulletins, Airworthiness Directives Regulations and other applicable references. Ability to represent the company in a professional manner.
- Experience in the Aeronautical field working with various tools: wrenches, screwdrivers, air tools, engine and transmission removal, wiring charts, wire harnesses, fuel systems, and hydraulic systems.
- Airframe & Powerplant Licenses & IA

WILLIAM H. SCHULTZ

32123 Lindero Canyon Drive Suite 203
Westlake Village, California 91361-5412
Telephone : [redacted] Office
[redacted] Cell Phone
Email : [redacted]

EDUCATION

1972 B.A./B.S., Mathematics
California State University at Northridge

1979 J.D., Law
LaVerne College of Law (SFV COL)

EXPERIENCE

1979-1985
Engstrom, Lipscomb, & Lack
Trial Attorney - Aviation Products Liability Defense
Los Angeles, California

1985-1998
Schultz & Lee
Owner and Attorney, Aviation Law and Real Estate
Van Nuys Airport

1998-Present
Schultz Law Firm
Owner and Attorney, Aviation Law and Real Estate
Van Nuys Airport & Westlake Village

PROFESSIONAL LICENSES & AWARDS

FAA Private Pilot Airplane Single Engine Land (ASEL)
Colorado General Building Contractor, 1973
California Attorney, 1979
California Real Estate Broker, 1985

SCHULTZ LAW FIRM

Westlake Village, California

REPRESENTATIVE CLIENTS

Million Air Aviation Companies; Great Atlantic & Pacific Aeroplane Company; Chrysler Aviation, Inc.; Santa Paula Aircraft, Inc.; Randy Gagne Precision Aerobatics; Lloyds of London Aviation Insurers, USAIG, AIG, Omni Aviation Insurers, Inc.; Silverado Aviation Insurance Company; Piedmont Aviation Insurance Company; Interocean Aviation Insurance Companies; Albion Aviation Insurance Brokers, Inc.; Cloud Nine Aviation, Inc.; McInturff Aircraft Sales, Inc.; American Aviation, Inc; Executive Propeller, Inc.; Delaware Aircraft Holdings, LLC; Helical Aviation, Inc.; Orbic Helicopters, Inc.; Catalina Helicopters, Inc.; Asker Airlines, Inc.; National Jet Charter, Inc.; Millennium Air Xpress, Inc.; Air Sources, Inc.; Citicopters, Inc.; D&S Crop Dusters, Inc.; Rex Catt Ag Cats, Inc.; Johnson Crop Dusting, Inc.; Camacho Ariel Service; Heaton Aviation; Onstott Crop Dusters, Inc.; Sky High Hot Balloons, Inc.; Kit Aircraft Tools, Inc.; Pease Helicopters, Inc.; AV Aviation, Inc.; Air LA, Inc.; Mohave Helicopters, Inc.; Group B Aviation; RS Aviation, Inc.

Stutz Motorcar Companies; Galpin Motors, Inc.; Dick Simon Trucking, Inc.; Nikita Corporation; Nevada Commercial Transport, Inc.; Bigg Transport, Inc.; Castaneda Trucking, Inc.; Construction Trucking, Inc.; Van's Manufacturing, Inc.; Turbotech, Inc.; Vanguard Auto Body; Ford Auto Body, Inc.

Conrock, Inc.; Salazar Construction Company, Inc.; M&A Concrete, Inc.; O&B Equipment, Inc.; Sage Electric, Inc.; Roger's Custom Cabinets, Inc.; Skyline Construction, Inc; R&L Builders, Inc.; Mark V Development, Inc.; Industrial Concrete Corporation; Granada Tilt-Up Concrete; K&C Rebar, Inc.; Technicon Laser Screeds, Inc.; Valencia General Engineering, Inc.; Digg Equipment Corporation; A&B Excavating, Inc.; Caneel Construction Corporation; LNJ Land Development Corporation; Mark V Land Development, Inc.; R&R Grading, Inc.; Fire Retardant Treated Wood, Inc.; K-West General Engineering, Inc.; Foundation Pile Company; Fraizer Park Sand & Gravel, Inc.; Valencia Sheet Metal, Inc.; AWB General Engineering, Inc.; Nationwide Gunite Corporation; Felix Electrical Corporation; Surety Company of the Pacific; Amwest Surety Insurance Company; INSCO-DICO Surety Company

Kanan Land Holdings; Lawyers Realty, Inc.; Professional Realty Associates, Inc.; Landcor, Inc.; Sun Time Travel Agency; Storage Site Development, Inc.; Paradise Farms; Tommassetti Livestock

Merle Haggard; HAG, Inc.; Silverthorne Resort, Inc.; Silver Screen Productions, Inc.; Rollyn Productions, Inc.; Sideline Film Productions, Inc.; Real to Reel Special Effects, Inc.; Gervasi Records; Larry Dean; Mark Hummel

The Beverly Hills Companies, Inc.; Liz Voros Industries, Inc.; Richmoor Corporation; Escor Financial, Inc.; Epicor, Inc.; DeLight Ville, Inc.; Swingtime Dance Studios, Inc.

Stephen Cranswick

265 Durley Ave
Camarillo, CA, 93010
Phone: [redacted]
[redacted]

PERSONAL

Date of Birth: 21/02/1988
Place of Birth: Gisborne, New Zealand
Citizenship: New Zealand & USA
Residency: USA

EMPLOYMENT

Seaview Aviation LLC. **www.svaviation.com**
Owner- President May 2019 – Current Date
Helicopter maintenance and helicopter consulting company

Kaman Aerospace Corporation. **www.kaman.com**
Contract bases.
Kmax K-1200 technical representative
Maintenance class instructor

Helicopter Express Inc. **www.helicopterexpress.com**
June 2018 – May -2019
Kaman Aerospace Kmax Helicopter technician

Helinet Aviation LLC. **www.helinet.com**
April 2016 to June 2018
Helicopter technician

HeliScope PNG **www.heliscope.net**
February 2015 to April 2016
Director of maintenance

Skywork Helicopters. **www.skyworkhelicopters.com**
September 2010 to February 2015
Senior touring maintenance engineer

Oceania Aviation. **www.oceania-aviation.com**
September 2007 to September 2010
Maintenance engineer

EXPERIENCE

Helicopter Experience:

- **MD 500 series & 600**
- **Bell 206 & 206L series**
- **Airbus AS350 series and AS355 series including FX and Super D series.**
- **Airbus EC130 B4**
- **Airbus BK117, BO105 & H145**
- **Schweizer 300 series**
- **Kaman Kmax K1200**
- **Sikorsky S76 Series**
- **Agusta 109 Series**
- **UH-60A/L Blackhawk**

Engine experience:

- **LTS 101 series**
- **Arriel 1 & 2 series**
- **Rolls Royce engine C20, C30, C47**
- **Lycoming piston engines**
- **Honeywell T-53 engine**
- **PT6 Engine series**
- **GE T700 & T701 series**

EDUCATION

Licensed and rated aircraft engineer as of January 2010.

Diploma in maintenance certification January 2010

- Power plant
- Rotorcraft

Nelson Marlborough institute of technology
Certificate in Advanced aircraft maintenance
February 2006 to September 2007

MD Helicopter factory course 500D-E
June 2008

Rolls Royce Allison engine series type rating course. C20, C30, C47 including FADEC
November 2010

Eurocopter AS350 series helicopter Airframe course
November 2010

Turbomeca Arriel 1 & 2 series including FADEC engine rating course
December 2010

Honeywell T-53 series Engine Heavy Maintenance rating course
March 2011

Eurocopter EC135 (Turbomeca Arruis 2B) E3
Eurocopter MBB-BK 177 A/B (Honeywell LTS 101) E3
Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1)
Eurocopter MBB-BK 117 C2 (Turbomecca Arriel 1)
Eurocopter SA 365N (Turbomeca Arriel 1) E2
Eurocopter SA 365N1, AS 365N2 (Turbomeca Arriel 1) E2
Sikorsky S-76A (RR Corp 250) E2
Sikorsky S-76A (Turbomeca Arriel 1) E2
Sikorsky S-76C (Turbomeca Arriel 1) E2
Sikorsky S-76C (Turbomeca Arriel 2) E2
Small/non rated Aircraft (RR Corp 250)
Small/non rated Aircraft (Turbomeca Arriel)
Small/non rated Aircraft (Lycoming T53)

Subcategory B1.4 Licence
E1, E13, E33, E4, E5, I-1

FAA Airman Certificate

American Federal Aviation Airman Certificate
Mechanical Airframe and Powerplant License

USA Helicopter Commercial Pilot License

FAA helicopter commercial pilot license

CASA PNG Aircraft Maintenance Engineer License

Engine Ratings
GRP 22 Alison 250-C series
GRP 22 Lycoming LTS101
GRP Arriel

Airframe ratings
GRP 02
GRP 19

Skills

Communication
Computer literate
Can do attitude
Team leadership skills
Team player
Personal Interests – outdoor sports, water sports, motorsport

QUALIFICATIONS

OF

JANE LEWIS MONTAGUE, P.E., CFM

PROFESSIONAL BACKGROUND

Actively engaged in the Civil Engineering Profession since 1983 (43 years). Principal and Owner of **Lewis Engineering**.

Prior to assuming ownership of Lewis Engineering in 1994, Ms. Montague was a partner in Lewis Engineering from 1987 through 1994 with George B. Lewis, founder of the company.

PROFESSIONAL ORGANIZATIONS

Member, American Society of Civil Engineers, Santa Barbara/Ventura Chapter; Member, American Public Works Association; Member, Association of State Floodplain Managers, Member, Institute for Sustainable Infrastructure.

CERTIFICATIONS

Registered Professional Engineer, State of California. RCE No. 40877, expires March 31, 2027.

Certified Floodplain Manager, Association of State Floodplain Managers, Certificate No. US-17-09843, issued June 2017.

EDUCATION

Loyola Marymount University, Bachelor of Science in Engineering, Civil, 1983

SCOPE OF EXPERIENCE

Public and Private - road design, street design, sewer, water, and storm drain design, grading design, drainage improvements, specialty airport design services
Commercial - office buildings, medical buildings, retail centers
Industrial - manufacturing buildings, warehouses, transfer stations, mining operations
Residential - single family rural custom homes, urban single family, and multi-family/mixed use
Institutional – public and private schools, religious institutions
Open Space – land trusts, parks, sports complexes, equestrian complexes, orchards, farmland, mountainous regions, biologically sensitive areas, coastal zones

CONTACT INFORMATION

Lewis Engineering, 1143 East Main Street, Ventura, California, 93001
Phone [redacted]
Email [redacted]
Website Lewis-Engineering.com

PARTIAL LIST OF CLIENTS

PUBLIC AGENCIES

County of Ventura Public Works Agency
County of Ventura General Services Agency
County of Ventura Department of Airports
County of Ventura Library Agency
County of Ventura Health Care Agency
City of Ventura
City of Ojai
City of Carpinteria
City of Port Hueneme
City of Fillmore
City of Oxnard
City of Thousand Oaks
City of Santa Paula
City of Camarillo
Channel Islands Harbor District
Utility districts and associations
School districts
Community colleges
California State University system

PRIVATE ENTITIES

Non-governmental organizations
Landowners
Developers
Architects
Landscape Architects
Contractors
Law Firms

JUDI KRAUSS, AICP

Judi is a native of California with extensive environmental experience in the west and southwest regions of the United States. Since joining Coffman Associates, Judi has managed or contributed to numerous environmental evaluations associated with airport development and planning projects under both federal and applicable state regulations. She has participated in Part 150 studies, airport land use compatibility plans, and airport master plans. Prior to joining Coffman Associates, Judi worked as an environmental analyst for the Arizona Department of Transportation's Environmental Planning Section and as an environmental planner and project manager for a large, multidisciplinary environmental consulting firm. Her expertise lies in managing complex environmental projects under the *National Environmental Policy Act* (NEPA), the *California Environmental Quality Act* (CEQA), and other special purpose laws, as well as in conducting socioeconomic studies.

Relevant experience includes:

Camarillo Airport, California
Project: Northeast Hangar Development Project Initial Study/Mitigated Negative Declaration (CEQA)
Role: Environmental Planner/Project Manager
Description: Coffman Associates completed an Initial Study on Camarillo Airport's proposed Northeast Hangar Development Project. The proposed project included the development of approximately 20 acres of open land on the northeast quadrant of the airport. The purpose of the proposed project was to provide additional county-owned hangars at the airport, which had a waiting list of 130 people, requiring an approximate five- to six-year wait. Based on the conclusions of the draft Initial Study, the Ventura County Department of Airports adopted a Mitigated Negative Declaration for the project.

Camarillo Airport, California
Project: Northeast Hangar Development Project Environmental Assessment (NEPA)
Role: Environmental Planner/Project Manager
Description: Coffman Associates completed an environmental assessment on Camarillo Airport's Northeast Hangar Development Project. The project includes development of approximately 20 acres of open land on the northeast quadrant of the airport. The purpose of the proposed project is to provide additional county-owned hangars at the airport. The airport currently has a waiting list of 130 people, which typically involves an approximate five- or six-year wait.

Camarillo Airport, California
Project: Initial Study/Mitigated Negative Declaration (CEQA)
Role: Environmental Planner/Project Manager
Description: This proposed project (CloudNine at Camarillo) involved the development of approximately seven acres of open land on the northeast quadrant of the airport with four private commercial hangars and offices under a leasehold from the airport. Total building area proposed for the project is 100,800 square feet (sf) of hangar space and 20,650 sf of hangar office space. A two-way vehicular driveway was proposed in the northeast corner of the project site from Las Posas Road. The proposed hangars would be accessed by a ramp/apron on the south side of the hangars, with a portion of an existing taxilane reconstructed south of the ramp.

Coffman Associates has also completed numerous Categorical Exclusions under NEPA for hangar projects at Camarillo Airport.

Professional Information

- Associate Vice President
- 28 Years of Experience in the Public and Private Sectors
- M.A. Economics, Emphasis in Natural Resource Economics, University of California, Santa Barbara (1989)
- B.A. Environmental Studies, Minor in Biology, California State University, Sacramento (1984)

Member

- American Institute of Certified Planners (AICP)/American Planning Association
- Arizona Airports Association
- Association of California Airports (ACA)
- Nevada Aviation Association
- National and California Association of Environmental Professionals
- Southwest Chapter AAAE

Planning Experience at Coffman Associates

LEGEND
- Environmental Study
- Part 150 Study
- Special Study

Summary of Experience

Environmental Studies	106
Part 150 Studies	3
Special Studies	3
Total Studies	**112**

Mark C Johnston Construction, INC General Building Contractor
Resume

Established in 1979

Incorporated in 1983

General Building Contractor

Forty six years of building experience

Built over fifty custom residences, !979- present
Remodeled over two hundred homes1979- present
Developed, built and sold two condominium
complexes The Garden Street Condominiums, 1984. And The Victoria Street Condominiums1985
Retro fitted two dozen commercial buildings in the State Street corridor 1990- 1994
Built some restaurants , Fat Burger, Somethings Fishy, Cadario, Carp Kitchen, The German House 1990- present
Several commercial remodels and Tis, 1988 - present
Remodeled the entire Shoreline Condominium complex 56 units 2010-2012
Santa Barbara Airport project, Removed the Hangar Five in order to move the rental car area, for the expansion of two new jetways.
Will resurrect hangar five in the in the Castilian Industrial Park, Goleta, later this year.
Currently remodeling some houses and rebuilding a house that burned last year.

PARKING REQUIREMENTS TABLE	ALLOWABLE USE: BASED ON 20 PARKING SPACES
OFFICE SPACE:	
1 PER 300 S.F	6000 SF
COMMERCIAL USE:	
1 SPACE PER 300 SQ. FT. OF GFA LONG TERM: 1 SPACE PER 25 EMPLOYEES SHORT TERM: 2% OF REQUIRED MOTOR VEHICLE SPACES	6000 SF

N34°12'38.88"

PROPOSED LEASE AREA = 90,340.71 S.F.

PROPOSED HANGAR BUILDING
15,000 S.F.

PROPOSED HANGAR BUILDING
10,875 S.F.

EX. SELF SERVE FUEL

BUILDING 50

BUILDING 51

BUILDING 52

BUILDING 53

BUILDING 54

BUILDING 55
EX. SELF SERVE FUEL

BUILDING 56
EX. POWER & FUTURE BEACON

BUILDING 57
EX. BATHROOMS

BUILDING 58

BUILDING 59

BUILDING 60

BUILDING 61

SUN AIR JET'S LEASE AREA

KCMA TOWER LEASE AREA

EX. ORBIC LEASE AREA

KCMA Tower 128.2

TAXIWAY B

TAXIWAY F

AVIATION DRIVE

2 HANGER - STUDY 1

811 Know what's below. Call before you dig.

REV.	DESCRIPTION OF REVISION	RCE	DATE	APP.	APP. DATE
4					
3					
2					
1					
0					

REV. AUG 2022

PREPARED BY:
LEWIS ENGINEERING
1145 E.MAIN STREET
VENTURA, CALIFORNIA 93001
PHONE: (805)-648-1353
RCE 40877 EXP. 3-31-25 DATE

REGISTERED PROFESSIONAL ENGINEER
JANE L. MONTAGUE
No. 40877
Exp. 3-31-25
CIVIL
STATE OF CALIFORNIA
PREP BY: AR

PLAN DATE: 12/27/24

APPROVED FOR GRADING & DRAINAGE IMPROVEMENTS:

LAND DEVELOPMENT SERVICES
ENGINEERING SERVICES
VENTURA COUNTY PUBLIC WORKS AGENCY
DATE

VENTURA COUNTY
PUBLIC WORKS AGENCY
LAND DEVELOPMENT SERVICES

SPEC. NO.

PROJ. NO.

OVERALL SITE PLAN
ORBIC HELICOPTERS
777 AVIATION DRIVE CAMARILLO, CALIFORNIA
LEASE EXHIBIT

SHEET
OF
VCPWA DRAWING NO.

Hangar 1 — 15,000 SF Helicopter Maintenance (6-Ton Crane)

Line Item	
Design, aviation engineering & permitting	$135k – $240k
Site prep, grading & utilities	$85k – $200k
Reinforced foundation & slab	$390k – $620k
Structural steel & building shell	$780k – $1,180k
Roof & exterior cladding	$180k – $300k
Hangar doors	$150k – $300k
6-ton overhead crane	$130k – $240k
Electrical & high-bay LED lighting	$125k – $230k
HVAC & ventilation	$110k – $200k
Plumbing & restrooms	$65k – $120k
Fire sprinklers & alarm system	$85k – $180k
Office / shop interior build-out	$130k – $240k
Apron & taxiway tie-in	$85k – $200k
Contingency (10–15%)	$210k – $360k
Subtotal Hangar 1	**$2.39M – $3.76M**

Hangar 2 — 10,875 SF General Hangar

Line Item	
Design, engineering & permitting	$100k – $200k
Site prep & grading	$75k – $200k
Foundation & slab	$300k – $550k
Structural steel & shell	$600k – $1,050k
Roof & exterior siding	$150k – $275k
Hangar doors	$175k – $350k
Electrical & lighting	$100k – $200k
HVAC	$100k – $200k
Plumbing & restrooms	$60k – $120k
Fire sprinklers & alarms	$75k – $175k
Office build-out	$150k – $300k
Apron & taxiway tie-in	$75k – $200k
Contingency (10–15%)	$175k – $325k
Subtotal Hangar 2	**$2.05M – $3.47M**

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: Receive and File a Staff Update on the Camarillo Runway 8-26 Rehabilitation Project

Recommendation:

Receive and file a staff update on the recent stakeholder presentation regarding the Camarillo Runway 8-26 Rehabilitation Project.

Discussion:

The Airport is advancing planning and design for the rehabilitation of Runway 8-26 at Camarillo Airport.

On January 26, 2026, Staff hosted a virtual stakeholder presentation to provide early communication regarding the project background and construction phasing options under consideration. Invitations were sent to representative aviation tenants and airport users most directly affected by the project.

Staff plans to share a brief update with the Commission regarding the stakeholder presentation, the construction phasing alternatives evaluated, and the recommended approach currently under consideration.

If you have any questions regarding this item, please call Danielle Tarr at (805) 388-4205, or me at (805) 388-4200.

KEITH FREITAS, A.A.E., C.A.E.
Director of Airports

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

March 11, 2026

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

Subject: Receive and File viation dvisory Commission d oc Committee Chair Update on the Continuation of Discussion Re ardin ffectiveness and fficiency of the viation dvisory Commission

Recommendation:

Receive and file by the Ad Hoc Committee Chair (Clarke) regarding their recommendation(s) on possible changes to increase the effectiveness and efficiency of the Aviation Advisory Commission (AAC).

Fiscal andates mpact:

This item is presented for information only and it does not require consideration by the Board of Supervisors at this time. There are no fiscal impacts associated with the recommended action.

Discussion:

This item is a continuation of an agenda item at the January 7, 2026 AAC meeting regarding the effectiveness and efficiency of the AAC. During that meeting, an Ad Hoc Committee was established, to further research, discuss and recommend options to make the AAC more effective and efficient. The Committee, comprised of four AAC members (Abramson, Cramer, Tannehill and Weyek), is tasked with meeting to research, evaluate, analyze this highly complex matter and ultimately making a recommendation(s) to the full AAC for consideration.

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

KEITH FREITAS, A.A.E, C.A.E.
Director of Airports

COUNTY of VENTURA
Department of Airports

MONTHLY ACTIVITY REPORT

Month ending December 31, 2025

Hangars and Tie-downs:

Camarillo				Oxnard			
	Inventory	Occupied	Available		Inventory	Occupied	Available
Hangars				**Hangars**			
Private	170	170	0	Private	76	76	0
County	166	166	0	County	61	61	0
Out of Service	16	0	0	Out of Service	9	0	0
Total	352	336	0	Total	146	137	0
Tie-downs				**Tie-downs**			
County	96	56	40	County	0	0	0
AVEX	25	18	7	Axis Air	12	11	1
Channel Island Aviation	35	30	5	Urban Air Mobility	26	6	20
Visitor	35			Visitor	4		
Total	191	104	52	Total	42	17	25

Airport Operations:

	Camarillo	Oxnard
Current year for the month	12,905	9,077
Last year for the month	12,226	7,768
% Change	6%	17%
Current year to date	186,679	111,172
Last year to date	180,162	89,505
% Change	4%	24%

Aircraft Incidents:

	Camarillo	Oxnard
Current Month	6	0
Current year to date	28	13

CMA: 12/1, In-flight emerg.
12/6, Unauthorized take off 12/8, Disabled A/C
12/9, Alert 1 engine issues
12/10, Disabled A/C
12/24, A/C not tied down
OXR: N/A

Other:

	Camarillo	Oxnard
Airside Citations Issued	0	0
Landside Citations issued	0	6
Cards issued to transient overnight aircraft	31	1
Other aircraft ** (Estimate)	120	15
Hangar Waiting List	24	3

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

COUNTY of VENTURA
Department of Airports

MONTHLY ACTIVITY REPORT

Month ending January 31, 2026

Hangars and Tie-downs:

Camarillo				Oxnard			
	Inventory	Occupied	Available		Inventory	Occupied	Available
Hangars				**Hangars**			
Private	170	170	0	Private	76	76	0
County	166	166	0	County	61	61	0
Out of Service	16	0	0	Out of Service	9	0	0
Total	352	336	0	Total	146	137	0
Tie-downs				**Tie-downs**			
County	96	56	40	County	0	0	0
AVEX	25	18	7	Axis Air	12	11	1
Channel Island Aviation	35	30	5	Urban Air Mobility	26	6	20
Visitor	35			Visitor	4		
Total	191	104	52	Total	42	17	25

Airport Operations:

	Camarillo	Oxnard
Current year for the month	14,305	9,890
Last year for the month	11,990	8,549
% Change	19%	16%
Current year to date	14,305	9,890
Last year to date	11,990	8,549
% Change	19%	16%

Aircraft Incidents:

	Camarillo	Oxnard
Current Month	3	1
Current year to date	3	1

CMA: 1/12, Flat tire
1/16, Engine issue
1/27, Bird Strike
OXR: 1/27, Alert 2 gas smell cockpit

Other:

	Camarillo	Oxnard
Airside Citations Issued	0	0
Landside Citations issued	0	10
Cards issued to transient overnight aircraft	20	3
Other aircraft ** (Estimate)	120	15
Hangar Waiting List	23	2

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

COUNTY of VENTURA
Department of Airports

Camarillo Noise Comment Report
December 2025

Comments by Location	Number of Comments	Total Number of Households
East Neighborhoods	1	1
Midtown/Old Town	163	1
North Neighborhoods	1	1
Unspecified/Other	28	4

Type of Operation	
Takeoff/Departure	2
Landing/Arrival	152
Traffic Pattern	22
Unspecified	17

Total Comments = 193

Time of Day	
12 a.m. – 5 a.m.	0
5 a.m. – 8 a.m.	2
8 a.m. – 6 p.m.	176
6 p.m. – 12 a.m.	15

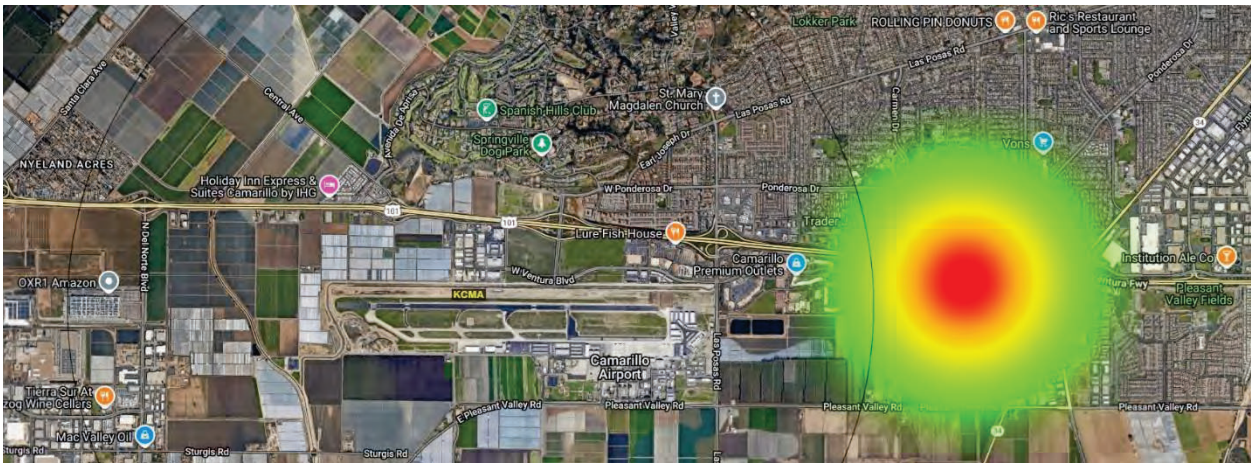
Comment Breakdown:

Household #1:
163 (84%)

Household #2:
24 (12%)

Household #3:
1 (.005%)

Type of Aircraft	
Single Engine Piston	1
Multi-Engine Piston	0
Turboprop	19
Turbo Jet	163
Helicopter	2
Unspecified	8



COUNTY of VENTURA
Department of Airports

Oxnard Noise Comment Report
December 2025

Comments by Location	Number of Comments	Total Number of Households
West of Victoria & South of 5th (Channel Islands, Oxnard Shores, Seabridge, etc.)	8	3
South Neighborhoods (Via Marina, etc.)	3	1
East Neighborhoods	51	1
North Neighborhoods	2	2
Other/Unspecified	1	Unknown

Type of Operation	
Takeoff/Departure	0
Landing/Arrival	0
Traffic Pattern	51
Unspecified	14

Time of Day	
12 a.m. – 5 a.m.	0
5 a.m. – 8 a.m.	7
8 a.m. – 6 p.m.	55
6 p.m. – 12 a.m.	3

Type of Aircraft	
Single Engine Piston	0
Multi-Engine Piston	0
Turboprop	0
Turbo Jet	1
Helicopter	2
Unspecified	62

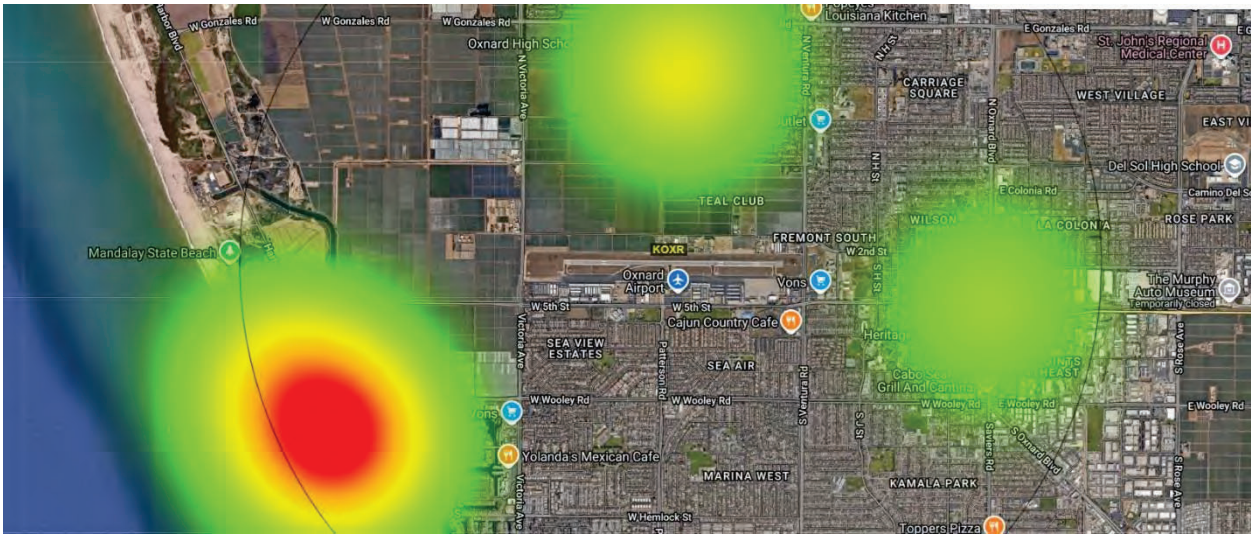
Total Comments = 65

Comment Breakdown:

Household #1:
51 (78%)

Household #2:
5 (8%)

Household #3:
2 (3%)



COUNTY of VENTURA
Department of Airports

Camarillo Noise Comment Report
January 2026

Comments by Location	Number of Comments	Total Number of Households
East Neighborhoods	0	0
Midtown/Old Town	120	1
North Neighborhoods	0	0
Unspecified/Other	21	2

Type of Operation	
Takeoff/Departure	0
Landing/Arrival	120
Traffic Pattern	20
Unspecified	1

Total Comments = 141

Time of Day	
12 a.m. – 5 a.m.	2
5 a.m. – 8 a.m.	0
8 a.m. – 6 p.m.	114
6 p.m. – 12 a.m.	25

Type of Aircraft	
Single Engine Piston	0
Multi-Engine Piston	1
Turboprop	21
Turbo Jet	109
Helicopter	2
Unspecified	8

Comment Breakdown:

Household #1:
120 (85%)

Household #2:
20 (14%)

Household #3:
1 (.007%)

COUNTY of VENTURA
Department of Airports

Oxnard Noise Comment Report
January 2026

Comments by Location	Number of Comments	Total Number of Households
West of Victoria & South of 5th (Channel Islands, Oxnard Shores, Seabridge, etc.)	28	4
South Neighborhoods (Via Marina, etc.)	1	1
East Neighborhoods	61	1
North Neighborhoods	1	1
Other/Unspecified	0	Unknown

Type of Operation	
Takeoff/Departure	2
Landing/Arrival	0
Traffic Pattern	61
Unspecified	28

Time of Day	
12 a.m. – 5 a.m.	0
5 a.m. – 8 a.m.	7
8 a.m. – 6 p.m.	81
6 p.m. – 12 a.m.	3

Type of Aircraft	
Single Engine Piston	2
Multi-Engine Piston	0
Turboprop	0
Turbo Jet	1
Helicopter	2
Unspecified	86

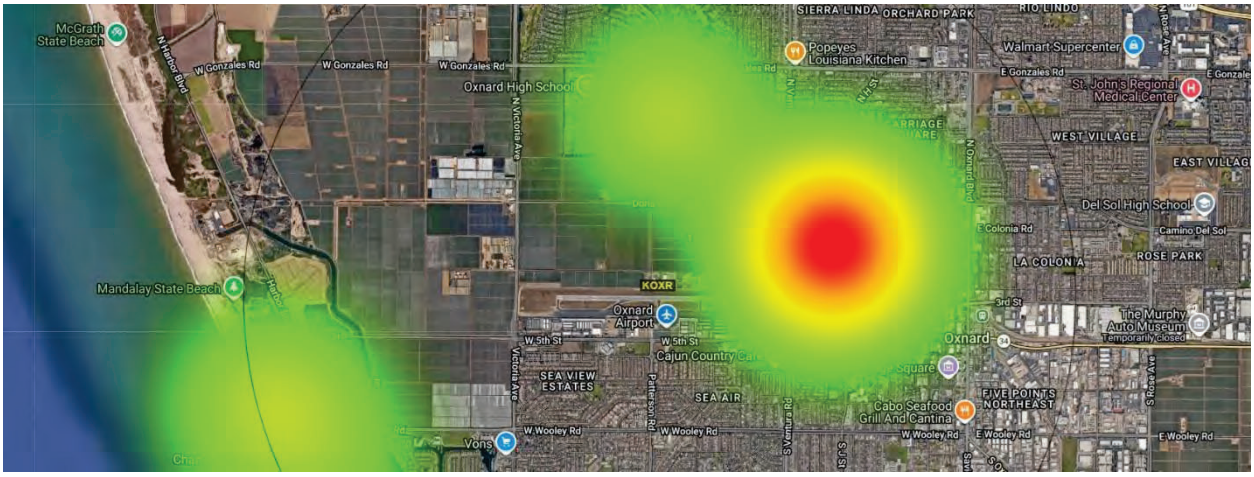
Total Comments = 91

Comment Breakdown:

Household #1:
61 (67%)

Household #2:
12 (13%)

Household #3:
10 (11%)



DECEMBER 2025

CAMARILLO AIRPORT – PART 150 NOISE COMPATIBILITY STUDY

Status Update:

- Combined NEM and NCP documents for Board of Supervisors approval submission.

Upcoming Action Items:

- Support presentation to Airport Authority and Board of Supervisors in January.
- Coordinate NCP submittal to FAA.

Project Percent Complete: The project is 83.2% complete through December 2025.

OXNARD AIRPORT – PART 150 NOISE COMPATIBILITY STUDY

Status Update:

- Combined NEM and NCP documents for Board of Supervisors approval submission.

Upcoming Action Items:

- Support presentation to Airport Authority and Board of Supervisors in January.
- Coordinate NCP submittal to FAA.

Project Percent Complete: The project is 82.5% complete through December 2025.

ASP STANDARD DEVELOPMENT BROCHURE (AEA No. 25-01, WO No. 3)

Status Update:

- Created graphic representation of available hangar space for OXR airport.

Upcoming Action Items:

- Produce online and print version of final brochure for distribution.

Project Percent Complete: The project is 82.3% complete through December 2025.

OXNARD ATCT CATEGORICAL EXCLUSION (CatEx) (AEA No. 24-01/AEA No. 25-01)

Status Update: No change from last month.

- Revised previously submitted CatEx to the new SOP 5.2 format. Submitted to the County on August 25, 2025.

Upcoming Action Items:

- FAA to review. May need to respond to comments.

Project Percent Complete: The project was billed final on February 28, 2025.

JANUARY 2026

CAMARILLO AIRPORT – PART 150 NOISE COMPATIBILITY STUDY

Status Update:

- Provided full study for Board of Supervisors approval on January 27, 2026.

Upcoming Action Items:

- Coordinate NCP submittal to FAA.
- Revise NCP based on FAA feedback.

Project Percent Complete: The project is 83.6% complete through January 2026.

OXNARD AIRPORT – PART 150 NOISE COMPATIBILITY STUDY

Status Update:

- Provided full study for Board of Supervisors approval on January 27, 2026.

Upcoming Action Items:

- Coordinate NCP submittal to FAA.
- Revise NCP based on FAA feedback.

Project Percent Complete: The project is 82.9% complete through January 2026.

ASP STANDARD DEVELOPMENT BROCHURE (AEA No. 25-01, WO No. 3)

Status Update:

- Revised graphic representation of available hangar space for OXR airport.

Upcoming Action Items:

- Produce online and print version of final brochure for distribution.

Project Percent Complete: The project is 82.3% complete through January 2026.

OXNARD ATCT CATEGORICAL EXCLUSION (CatEx) (AEA No. 24-01/AEA No. 25-01)

Status Update:

- Revised previously submitted CatEx to the new SOP 5.2 format. Submitted to the County on August 25, 2025.
- FAA provided comments on revised CatEx and previously submitted historic report on December 10, 2025, with clarification on their comments on January 16, 2026.

Upcoming Action Items:

- Coffman is revising CatEx and historic report per FAA comments.

Project Percent Complete: The project was billed final on February 28, 2025.

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

January 16, 2025

Erin Powers
Deputy Director of Airports – Business & Administration
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – December 2025

Dear Mrs. Powers,

Below is a summary of the tasks completed by Woolpert during the month of December 2025 for the Camarillo Airport:

Conceptual Design for Runway/Taxiway Reconstruction (County Project No. AEA 22-10)

- There is no update on this project from December 2025.
- **Upcoming:**
  - County to provide comments on the Conceptual Design package.

Final Design for Runway Reconstruction (AIP Project No. 3-06-0339-044-2024)

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 29, 2025, Woolpert provided the County with a proposed project schedule for this project and the County provided it to the FAA on December 30th.
- **Upcoming:**
  - Continued coordination on this project with the County.
  - County will coordinate a design meeting with the FAA and Woolpert.
  - Woolpert provided date and times for the last week of January for stakeholder meeting.
  - Woolpert to revise rehabilitation justification memo per the 3-inch versus 5-inch mill and fill.

Airport Pavement Management System (APMS) Update

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 14, 2025, Woolpert provided the County with the draft APMS report.
- **Upcoming:**
  - Woolpert will continue project coordination with the County and Applied Pavement Technology (APT).

Woolpert, Inc.
1300 Eastman Ave., Suite 214
Ventura, CA 93003
+1 303.524.3030

Airport Capital Improvement Plan (ACIP) Update

- The County and Woolpert discussed this task during the coordination meetings on December 4 and 18, 2025.
- On December 8 and 9, 2025, Woolpert provided the County with updated ACIP summary and data sheets.
- On December 12, 2025, the County provided comments on the updated ACIP summary and data sheets.
- **Upcoming:**
  - Woolpert will continue to coordinate with the County to get the ACIP completed.
  - Woolpert will prepare the ACIP exhibits.

If you have any comments, please do not hesitate to contact me.

Sincerely,

Woolpert, Inc.

Matt Gilbreath, P.E.
Project Manager, Aviation

cc: Mr. Keith Freitas, Ms. Sujin Beck, Ms. Danielle Tarr – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Arlando Gilbert, Mr. Sabour Samim – Woolpert, Inc.
File

Woolpert, Inc.
1300 Eastman Ave., Suite 214
Ventura, CA 93003
+1 303.524.3030

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

February 11, 2026

Erin Powers
Deputy Director of Airports – Business & Administration
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – January 2026

Dear Mrs. Powers,

Below is a summary of the tasks completed by Woolpert during the month of January 2026 for the Camarillo Airport:

Conceptual Design for Runway/Taxiway Reconstruction (County Project No. AEA 22-10)

- There is no update on this project from January 2026.
- **Upcoming:**
  - County to provide comments on the Conceptual Design package.

Final Design for Runway Rehabilitation (AIP Project No. 3-06-0339-044-2024)

- The County and Woolpert discussed this project during the coordination meetings on January 8 and 22, 2026.
- On January 9, 2026, Woolpert provided the County with dates and times of availability for the stakeholder meeting.
- On January 16, 2026, the County informed Woolpert that the stakeholder meeting is scheduled for January 26, 2026.
- On January 22, 2026, the County provided a draft outline for the stakeholder meeting. The County and Woolpert met to review the outline and discuss roles for the meeting.
- On January 26, 2026, the County and Woolpert presented in the stakeholder meeting.
- On January 27, 2026, the County and Woolpert coordinated on estimated bid schedule timing.
- **Upcoming:**
  - Continued coordination on this project with the County.
  - County and Woolpert will meet weekly for design review meetings.
  - Woolpert will provide a new rehabilitation justification memo for the 3-inch versus 5-inch mill and fill.

Airport Pavement Management System (APMS) Update

- The County and Woolpert discussed this project during the coordination meeting on January 8, 2026.
- On January 9, 2026, the County and Woolpert met to discuss the review comments from the County on the draft APMS report.

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1300 Eastman Ave., Suite 214
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- On January 14, 2026, Woolpert met with Applied Pavement Technology (APT) to discuss the review comments from the County on the draft APMS report.
- **Upcoming:**
  - Woolpert will continue project coordination with the County and APT.
  - APT will provide updated sections of the APMS report to Woolpert for review.
  - Woolpert will provide updated sections of the APMS report to the County review.

Airport Capital Improvement Plan (ACIP) Update

- The County and Woolpert discussed this task during the coordination meeting on January 8, 2026.
- On January 16, 2026, Woolpert provided the County with updated ACIP summary and data sheets. Woolpert also provided ACIP exhibits to the County.
- On January 27, 2026, the County and Woolpert coordinated on ACIP revisions.
- On January 28, 2026, the County provided comments on the ACIP summary, data sheets, and exhibits. Woolpert provided updated ACIP files which were revised for the County's comments.
- On January 29, 2026, the County provided comments on the ACIP summary, data sheets, and exhibits. Woolpert provided updated ACIP documents which were revised for the County's comments.
- On January 30, 2026, the County submitted the ACIP documents to the FAA.
- On February 5, 2026, Woolpert provided ACIP files to the County.
- **Upcoming:**
  - Woolpert will continue to coordinate with the County as needed.

If you have any comments, please do not hesitate to contact me.

Sincerely,

Woolpert, Inc.

Matt Gilbreath, P.E.
Project Manager, Aviation

cc: Mr. Keith Freitas, Ms. Sujin Beck, Ms. Danielle Tarr – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Arlando Gilbert, Mr. Sabour Samim – Woolpert, Inc.
File

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January 16, 2025

Erin Powers
Deputy Director of Airports – Business & Administration
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – December 2025

Dear Mrs. Powers,

Below is a summary of the tasks completed during the month of December 2025, by Woolpert and our subconsultants for Oxnard Airport:

AIP Project No. 03-06-0179-042-2022 – Connector Taxiways A-E Reconstruction

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 12, 2025, County provided the FAA with the Construction Closeout Report and letter.
- **Upcoming:**
  - FAA to review the Construction Closeout Report and provide comments if revisions are needed.

AIP Project No. 03-06-0179-044/045-2023 – Taxiway A Reconstruction (Construction Management (CM))

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 29, 2025, Woolpert provided the County with a proposed project closeout schedule for this project and the County provided it to the FAA on December 30th.
- **Upcoming:**
  - Woolpert will continue project coordination with the County, Security Paving, and Royal Electric.
  - Airport Lighting Company will send a new Master Control Unit (MCU) to the County for the REILs. Woolpert will coordinate with Royal Electric on installation once the new MCU is delivered.

Air Traffic Control Tower (ATCT) Improvements

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 3, 2025, Woolpert submitted the proposed fees to the County.
- On December 18, 2025, Woolpert provided the draft IIJA ATP grant application to the County. The County and Woolpert coordinated on the information shown in the grant application.
- **Upcoming:**
  - The County will review the proposed fees from Woolpert.

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- The County and Woolpert will coordinate on the IIJA ATP grant application so it can be submitted before the January 15, 2026 deadline.

Airport Pavement Management System (APMS) Update

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 16, 2025, Woolpert provided the County with the draft APMS report.
- **Upcoming:**
  - Woolpert will continue project coordination with the County and Applied Pavement Technology (APT).

Airport Capital Improvement Plan (ACIP) Update

- The County and Woolpert discussed this project during the coordination meetings on December 4 and 18, 2025.
- On December 8 and 9, 2025, Woolpert provided the County with updated ACIP summary and data sheets.
- On December 12, 2025, the County provided comments on the updated ACIP summary and data sheets.
- **Upcoming:**
  - Woolpert will continue to coordinate with the County to get the ACIP completed.
  - Woolpert will prepare the ACIP exhibits.

If you have any comments, please do not hesitate to contact me.

Sincerely,
Woolpert, Inc.

Matt Gilbreath, P.E.
Project Manager, Aviation

cc: Mr. Keith Freitas, Mrs. Sujin Beck, Ms. Danielle Tarr – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Arlando Gilbert, Ms. Tracey Salazar,
Mr. Sabour Samim – Woolpert, Inc.

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WOOLPERT
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February 11, 2026

Erin Powers
Deputy Director of Airports – Business & Administration
County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Re: Monthly Airport Project Status Update – January 2026

Dear Mrs. Powers,

Below is a summary of the tasks completed during the month of January 2026, by Woolpert and our subconsultants for Oxnard Airport:

AIP Project No. 03-06-0179-042-2022 – Connector Taxiways A-E Reconstruction

- The County and Woolpert discussed this project during the coordination meeting on January 8, 2026.
- **Upcoming:**
  - FAA to review the Construction Closeout Report and provide comments if revisions are needed.
  - Federal grant closeout.

AIP Project No. 03-06-0179-044/045-2023 – Taxiway A Reconstruction (Construction Management (CM))

- The County and Woolpert discussed this project during the coordination meeting on January 8, 2026.
- On January 5, 2026, the County informed Woolpert that the new Master Control Unit (MCU) was received from Airport Lighting Company.
- On January 29, 2026, Woolpert provided the County with the cost from Royal Electric to install the new MCU.
- **Upcoming:**
  - Woolpert will continue project coordination with the County and Royal Electric.
  - County to provide direction to Woolpert on the cost from Royal Electric to install the new MCU.
  - Woolpert will coordinate with Royal Electric on installation of the new MCU.

Air Traffic Control Tower (ATCT) Improvements

- The County and Woolpert discussed this project during the coordination meeting on January 8, 2026.
- On January 14, 2026, the County and Woolpert met to discuss the draft IIJA ATP grant application. The County requested Woolpert revise the scope of work and fee for this project.
- On January 15, 2026, Woolpert provided the County with an updated IIJA ATP grant application.
- On January 16, 2026, Woolpert provided the County with an IIJA FCT grant application.
- On January 30, 2026, Woolpert provided the County with an updated IIJA FCT grant application.
- On February 5, 2026, Woolpert and the County coordinated on the revised the scope of work and fee.

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- **Upcoming:**
  - Woolpert will submit the revised scope of work and fee to the County for review.

Airport Pavement Management System (APMS) Update

- The County and Woolpert discussed this project during the coordination meeting on January 8, 2026.
- On January 9, 2026, the County and Woolpert met to discuss the review comments from the County on the draft APMS report.
- On January 14, 2026, Woolpert met with Applied Pavement Technology (APT) to discuss the review comments from the County on the draft APMS report.
- **Upcoming:**
  - Woolpert will continue project coordination with the County and APT.
  - APT will provide updated sections of the APMS report to Woolpert for review.
  - Woolpert will provide updated sections of the APMS report to the County review.

Airport Capital Improvement Plan (ACIP) Update

- The County and Woolpert discussed this task during the coordination meeting on January 8, 2026.
- On January 16, 2026, Woolpert provided the County with updated ACIP summary and data sheets. Woolpert also provided ACIP exhibits to the County.
- On January 27, 2026, the County and Woolpert coordinated on ACIP revisions.
- On January 28, 2026, the County provided comments on the ACIP summary, data sheets, and exhibits. Woolpert provided updated ACIP files which were revised for the County's comments.
- On January 29, 2026, the County provided comments on the ACIP summary, data sheets, and exhibits. Woolpert provided updated ACIP documents which were revised for the County's comments.
- On January 30, 2026, the County submitted the ACIP documents to the FAA.
- On February 5, 2026, Woolpert provided ACIP files to the County.
- **Upcoming:**
  - Woolpert will continue to coordinate with the County as needed.

If you have any comments, please do not hesitate to contact me.

Sincerely,
Woolpert, Inc.

Matt Gilbreath, P.E.
Project Manager, Aviation

cc: Mr. Keith Freitas, Mrs. Sujin Beck, Ms. Danielle Tarr – County of Ventura Department of Airports
Mr. Travis Vallin, Mr. JD Ingram, Mr. Jason Virzi, Mr. Arlando Gilbert, Ms. Tracey Salazar,
Mr. Sabour Samim – Woolpert, Inc.

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PROJECT STATUS REPORT

Ventura County, Department of Airports

Prepared by Mead & Hunt, Inc
Revision Date 2025-10-31

Mead & Hunt No. County No. Grant No.	Airport	Description	Status	Percent Complete	Action Item
2206900-221833.01 AEA 23-03 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **ON-CALL SERVICES (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Contract executed. b) Mead & Hunt finalized and submitted beacon study at CMA. c) Base Part 26 DBE Program Consultation complete, goals computed and approved, and public notice of goals underway for County to post for 30-day review period (Mead & Hunt provided May 30th). d) Mead & Hunt assisting the Wings Over Camarillo team with graphics; draft graphics submitted to Air Show staff. e) Mead & Hunt prepared final OXR and CMA SWPPP mapping for County submission. f) Mead & Hunt final design for CMA beacon: Mead and Hunt provided and posted bid documentation. Bid process began September 14, with bids due October 3rd, 2023. g) Mead & Hunt assisted with grant closeout documentation for CMA AIP -037 and OXR AIP - 037.	60%	a) None
2206900-221958.01 CT 5020FY23000000000022 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Fully executed contract received. b) Mead & Hunt submitted final plan for perimeter road alignment. c) Mead & Hunt prepared leasehold graphic for OXR and CMA. d) Mead & Hunt to assist the County with lease graphics and lease area calculations for Airport Properties Limited.	37%	a) None
2206900-221958.02 CT 5020FY24000000000022 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2023-2024)** On-call services at the request of the County. Period is effective from July 1, 2023 through June 30, 2024.	a) Fully executed contract received.	0%	a) None
2206900-221958.02 AEA 25-03 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2024-2025)** On-call services at the request of the County. Period is effective from July 1, 2024 through June 30, 2026.	a) Mead & Hunt Continue Coordination effort and answer RFIs from Contractor. b) Mead & Hunt contiue coordination with maufacturer to address damaged to beacon pole. c) Mead & Hunt coordinated with manufacturer and contractor installation efforts.	10%	

PROJECT STATUS REPORT

Ventura County, Department of Airports

Prepared by Mead & Hunt, Inc
Revision Date **2025-11-30**

Mead & Hunt No. County No. Grant No.	Airport	Description	Status	Percent Complete	Action Item
2206900-221833.01 AEA 23-03 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **ON-CALL SERVICES (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Contract executed. b) Mead & Hunt finalized and submitted beacon study at CMA. c) Base Part 26 DBE Program Consultation complete, goals computed and approved, and public notice of goals underway for County to post for 30-day review period (Mead & Hunt provided May 30th). d) Mead & Hunt assisting the Wings Over Camarillo team with graphics; draft graphics submitted to Air Show staff. e) Mead & Hunt prepared final OXR and CMA SWPPP mapping for County submission. f) Mead & Hunt final design for CMA beacon: Mead and Hunt provided and posted bid documentation. Bid process began September 14, with bids due October 3rd, 2023. g) Mead & Hunt assisted with grant closeout documentation for CMA AIP -037 and OXR AIP - 037.	60%	a) None
2206900-221958.01 CT 5020FY23000000000022 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Fully executed contract received. b) Mead & Hunt submitted final plan for perimeter road alignment. c) Mead & Hunt prepared leasehold graphic for OXR and CMA. d) Mead & Hunt to assist the County with lease graphics and lease area calculations for Airport Properties Limited.	37%	a) None
2206900-221958.02 CT 5020FY24000000000022 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2023-2024)** On-call services at the request of the County. Period is effective from July 1, 2023 through June 30, 2024.	a) Fully executed contract received.	0%	a) None
2206900-221958.02 AEA 25-03 AIP - N/A	CMA & OXR	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2024-2025)** On-call services at the request of the County. Period is effective from July 1, 2024 through June 30, 2026.	a) Mead & Hunt Continue Coordination effort with FAA for the Final Determination. b) Mead & Hunt contiue coordination with maufacturer to address damaged to beacon pole. c) Mead & Hunt coordinated with manufacturer for warranty replacement of Beacon pole.	10%	

PROJECT STATUS REPORT
Ventura County, Department of Airports

Prepared by Mead & Hunt, Inc
Revision Date 2025-12-31

Mead & Hunt No. County No. Grant No.	Airport	Description	Status	Percent Complete	Action Item
2206900-221833.01 AEA 23-03 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **ON-CALL SERVICES (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Contract executed. b) Mead & Hunt finalized and submitted beacon study at CMA. c) Base Part 26 DBE Program Consultation complete, goals computed and approved, and public notice of goals underway for County to post for 30-day review period (Mead & Hunt provided May 30th). d) Mead & Hunt assisting the Wings Over Camarillo team with graphics; draft graphics submitted to Air Show staff. e) Mead & Hunt prepared final OXR and CMA SWPPP mapping for County submission. f) Mead & Hunt final design for CMA beacon: Mead and Hunt provided and posted bid documentation. Bid process began September 14, with bids due October 3rd, 2023. g) Mead & Hunt assisted with grant closeout documentation for CMA AIP -037 and OXR AIP - 037.	60%	a) None
2206900-221958.01 CT 5020FY23000000000022 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Fully executed contract received. b) Mead & Hunt submitted final plan for perimeter road alignment. c) Mead & Hunt prepared leasehold graphic for OXR and CMA. d) Mead & Hunt to assist the County with lease graphics and lease area calculations for Airport Properties Limited.	37%	a) None
2206900-221958.02 CT 5020FY24000000000022 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2023-2024)** On-call services at the request of the County. Period is effective from July 1, 2023 through June 30, 2024.	a) Fully executed contract received.	0%	a) None
2206900-221958.02 AEA 25-03 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2024-2025)** On-call services at the request of the County. Period is effective from July 1, 2024 through June 30, 2026.	a) Mead & Hunt Continue Coordination effort with FAA for the Final Determination. b) Mead & Hunt contiue coordination with maufacturer to address damaged to beacon pole. c) Mead & Hunt coordinated with manufacturer for warranty replacement of Beacon pole.	10%	

PROJECT STATUS REPORT
Ventura County, Department of Airports

Prepared by Mead & Hunt, Inc
Revision Date **2026-01-31**

Mead & Hunt No. County No. Grant No.	Airport	Description	Status	Percent Complete	Action Item
2206900-221833.01 AEA 23-03 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **ON-CALL SERVICES (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Contract executed. b) Mead & Hunt finalized and submitted beacon study at CMA. c) Base Part 26 DBE Program Consultation complete, goals computed and approved, and public notice of goals underway for County to post for 30-day review period (Mead & Hunt provided May 30th). d) Mead & Hunt assisting the Wings Over Camarillo team with graphics; draft graphics submitted to Air Show staff. e) Mead & Hunt prepared final OXR and CMA SWPPP mapping for County submission. f) Mead & Hunt final design for CMA beacon: Mead and Hunt provided and posted bid documentation. Bid process began September 14, with bids due October 3rd, 2023. g) Mead & Hunt assisted with grant closeout documentation for CMA AIP -037 and OXR AIP - 037.	60%	a) None
2206900-221958.01 CT 5020FY23000000000022 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2022-2023)** On-call services at the request of the County. Period is effective through June 30, 2023.	a) Fully executed contract received. b) Mead & Hunt submitted final plan for perimeter road alignment. c) Mead & Hunt prepared leasehold graphic for OXR and CMA. d) Mead & Hunt to assist the County with lease graphics and lease area calculations for Airport Properties Limited.	37%	a) None
2206900-221958.02 CT 5020FY24000000000022 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2023-2024)** On-call services at the request of the County. Period is effective from July 1, 2023 through June 30, 2024.	a) Fully executed contract received.	0%	a) None
2206900-221958.02 AEA 25-03 AIP - N/A	**CMA & OXR**	**DESIGN SERVICES** **GENERAL SERVICES AGENCY PURCHASE ORDER (2024-2025)** On-call services at the request of the County. Period is effective from July 1, 2024 through June 30, 2026.	a) Mead & Hunt Continue Coordination effort with FAA for the Final Determination. b) Mead & Hunt contiue coordination with maufacturer to address damaged to beacon pole. c) Mead & Hunt coordinated with manufacturer for warranty replacement of Beacon pole.	10%	a) Follow up with Maico (Pole manufacturer) for installation of reinforced pole

COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
FAA GRANT PROJECTS

February 2026

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claims	Design Engr. Contractor	Estimated Schedule or Actual Dates				% Compl Design/ Const.	Remarks
					Bid Date	Contract Award	Const Start	Const Comp		
5	CMA Final Design for RWY Rehabilitation Project	$1,928,510		Woolpert	N/A	9/10/25	N/A	N/A	60	Final design of the CMA Rwy is a rehabilitation project stemming from CMA Conceptual Design. Woolpert has completed all geotechnical surveys, and provided pavement recommendations. Design is underway. Stakeholder meeting as held on 1/26/26 to inform airport tenants about the project, expected schedule and receive public comments.
5	CMA Conceptual Design for 2025 RWY and TWY Reconstruction	$187,260		Woolpert	N/A	9/19/22	N/A	N/A	90	FAA requested NOFO grant application was submitted to FAA. FAA followed up with request for FY2023 Supplementary Discretionary Grant for the NOFO. The Supplementary Discretionary Grant was submitted. FAA has requested an updated runway grant per FAA comments and memo to investigate full depth reconstruction. FAA grant to cover the final design of the CMA-239 Runway 8-26 and Taxiway project complete and granted. Approved by BOS. Geotechnical evaluation complete. Report is forthcoming to determine what the best method will be for the runway.

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claims	Design Engr. Contractor	Estimated Schedule or Actual Dates				% Compl Design/ Const.	Remarks
					Bid Date	Contract Award	Const Start	Const Comp		
5	CMA Part 150 Noise Compatibility Study	$770,943		Coffman Associates	N/A	9/30/22	N/A	N/A	83.6	Noise Compatibility Plan for the upcoming listening and technical sessions in process. Listening and technical sessions on October 8, 2024. Currently collecting public comments to incorporate into the study. Draft meeting summary held on 10/7/2024 has been distributed. Revised Noise Exposure Map in response to FAA comments were received on 11/26/2024 and being addressed. Part 150 public hearing set for Aug 4 at VCOE. Full study presented and accepted by BOS on January 27, 2026.
3	OXR RWY & TWY Connector Transitions Reconstruction	$12,832,636 $12,274,001	$124,906	Mead Hunt Sully-Miller Inc.	4/29/21	7/20/21	7/23/21	2/28/22	100 99	Final project closeout underway.
3	OXR TWY Connector Reconstruction Construction Management Services	$674,799		Woolpert	N/A	12/21/21	4/3/23	8/15/23	99 99	Construction began April 3, 2023. Project was completed in September 2023. Jviation will be working on final project and grant closeout items.
3	OXR TWY F (A) Reconstruction	$16,142,731 $17,365,010		Woolpert Security Paving	6/27/23	10/20/23	TBD	TBD	100 100	Security Paving has substantially completed the project. Change order pavement work to start on November 13-15 with final striping to be completed in 12/16, 12/17, and 12/18.. Stockpiles of dirt was removed on 12/13, 12/16, and 12/17. Change Order 5 approved. Pay App # 5 approved. DOA is currently

Sup. Dist.	Project Name Spec. Number	Estimate Low Bid	CCO's Claims	Design Engr. Contractor	Estimated Schedule or Actual Dates				% Compl Design/ Const.	Remarks
					Bid Date	Contract Award	Const Start	Const Comp		
										waiting of delivery of REIL system for SP's subcontractor to install to finish out the project. 3/17 Change Order #6 agreed upon with SP. Updated sign and marking plan approved by DOA staff. Pay Application #6 circulated for signatures. Staff is working on FAA grant closeout..
3	OXR Part 150 Noise Compatibility Study	$770,943		Coffman Associates	N/A	9/30/22	N/A	N/A	82.9	Noise Compatibility Plan for the upcoming listening and technical sessions in process. Listening and technical sessions set for October 7, 2024. Public comments were being received through 12/16/24. Part 150 public hearing set for Aug 5 at the Oxnard Marriott. Coffman revised public responses based on comments received from public and City of Oxnard.

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

COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
NON-GRANT PROJECTS

February 2026

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 RWY Centerline and TWY Alpha Repair	116,505		Woolpert Granite Construction		9/13/22	8/27/2024	9/	100 100	Project complete. Final payment being circulated for signature. It will be issued 35-days NOC process. NOC filed 2/4/2025. Final Pay app #3 received on 3/18/25. Woolpert is closing out the projects section. PROJECT COMPLETE AND CLOSED OUT.
5	CMA Beacon Siting Study and Relocation Design	8,500 52,544		GSA/MTM Mead & Hunt	N/A	On-call	N/A	N/A	75 100	GSA services being utilized for construction contract. NTP has been issued and materials are on order. Build and Safety permits have been pulled and paid for. Contractor has submitted materials for approval. Pre-construction meeting was 7/3/2025. Project start date was 7/10/2025. Rebar cage for the foundation delivered on 7/16/2025. On 7/17-18/2025, concrete and rebar cage were installed for the tower base. Installation completed on 11/18/2025. However, during training on the tilt-down tower, the tower failed structurally (the steel member bent under the weight of the structure and cable reel that was in tension) at the joint. Tower was uninstalled and shipped back to the manufacturer on 12/1/2025. Per GSA PM,

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		
										Lisa Ochoa, the tower will be re-fabricated with reinforcing at the failed section of the tower, delivered, and re-installed sometime in the new year.
3	OXR PFAS Supplemental Plan/Sampling & Monitoring	$6,500 137,000	$226,018	Ninyo & Moore	N/A	1/19/21	N/A	3/29/21	100 90	The CA State Water Board requires Part 139 Airports that have discharged firefighting foam to develop a work plan and perform testing to assist in the State's PFAS investigation. Coordination with the State Water Board to satisfy workplan and sampling/monitoring goals continues. This work is separate from project-related testing. RFQ advertised in VC Star starting 10/25/2024. Advertised in SWAAAE on 10/25/24. Qualification deadline is November 15, 2024.
4	Airport Pavement Management System (APMS)	$478,734		Woolpert					55	APMS project NTP was 1/23/2025. The project started in June 2025 with utility DigAlert, geotechnical cores and visual inspections. All geotechnical work was completed on 6/27/2025. Revised draft outline of the report was submitted for approval on 8/29/2025. Draft reports submitted on 12/12 and 12/14. Staff has completed initial review and comments have been sent back to Woolpert.

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

AIRPORT TENANT
PROJECT STATUS
February 2026

CAMARILLO

- Airport Properties Limited (APL) Row project: NEPA approval on February 5, 2026. CEQA NOE filed on February 13, 2026. Department has given conceptual approval with condition for the project.
- Airport Properties Limited (APL) Row L project: NEPA approval on February 5, 2026. CEQA NOE filed on February 13, 2026. Department has given conceptual approval with condition for the project.

OXNARD

- None

COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS
Fund E300: AIRPORTS ENTERPRISE

FINANCIAL STATEMENTS
Fiscal Year 2024-25
For the 13 Months Ending July 18, 2025

UNAUDITED

Contents:

- Statement of Net Position
- Statement of Revenues, Expenditures, and Changes in Fund Net Position (Combined)
- Budget to Actual
  - Camarillo Airport
  - Oxnard Airport

County of Ventura
Department of Airports
Fund: E300
Statement of Net Position
As of June 30, 2025
(Unaudited)

ASSETS		
Current Assets:		
Cash		11,727,084
Petty Cash/Change Funds		550
Current Lease Receivable		988,855
Accounts Receivable		905,001
Interest Receivable		202,258
Due from Other Governmental Agencies		4,434,547
Due from Other funds		76,354
	Total Current Assets	18,334,649
Non-Current Assets:		
Long-Term Lease Receivable		28,819,082
Capital Assets		
Nondepreciable:		
Land		9,362,489
Easements		598,993
Construction in progress		48,089,601
Depreciable and amortizable:		
Land improvements		51,953,055
Structures and improvements		12,644,654
Equipment		2,092,529
Vehicles		1,013,211
Less Accumulated Depreciation		(42,358,570)
	Total Non-Current Assets	112,215,045
TOTAL ASSETS		130,549,694
DEFERRED OUTFLOWS OF RESOURCES		
Deferred Pension Contributions		1,675,435
TOTAL DEFERRED OUTFLOWS OF RESOURCES		1,675,435
TOTAL ASSETS & DEFERRED OUTFLOWS OF RESOURCES		**132,225,129**

County of Ventura
Department of Airports
Fund: E300
Statement of Net Position
As of June 30, 2025
(Unaudited)

LIABILITIES		
Current Liabilities:		
Accounts Payable		1,721,609
Compensable Absences - Current Portion		113,502
Accrued Liabilities		128,530
Due to Other funds		103,633
	Total Current Liabilities	2,067,273
Non-Current Liabilities:		
Deposits & Other Liabilities		1,027,369
Unearned Revenue		850,145
Net Pension Liability		864,699
Net OPEB Liability		494,432
Compensable Absences - Noncurrent		273,024
	Total Non-Current Liabilities	3,509,669
TOTAL LIABILITIES		5,576,942
DEFERRED INFLOWS OF RESOURCES		
Deferred Inflows - Lease Receivables		29,807,936
Deferred Inflows - Pension		680,014
Deferred Inflows - OPEB		1,946
TOTAL DEFERRED INFLOWS OF RESOURCES		30,489,896
NET POSITION		
Invested in Capital Assets, Net of Related Debt		83,395,963
Unrestricted Net Position		12,762,328
TOTAL NET POSITION		96,158,291
TOTAL LIABILITIES, DEFERRED INFLOWS & NET POSITION		**132,225,129**

County of Ventura
Airport Enterprise Fund
Statement of Revenues, Expenditures, and Changes in Fund Net Position
July 1, 2024 thru June 30, 2025
(Unaudited)

	Camarillo Airport	Oxnard Airport	Capital Projects	Total
Operating Revenues:				
Licenses/Permits	$ 395,048	$ 3,386	$ -	$ 398,434
Fines/Forfeitures/Penalties	25,213	4,264	-	29,477
Rents and concessions	4,146,020	721,868	-	4,867,888
Percentage lease rents	130,436	119,778	-	250,215
Tiedown rents	76,882	10,556	-	87,438
Hangar rents	1,026,726	314,565	-	1,341,291
Land rent - hangars	439,817	117,580	-	557,397
Transient tiedown rents	1,615	232	-	1,847
Landing fees	167,240	34,773	-	202,013
Parking fees	2,727	11,844	-	14,571
Fuel Flowage Fees	296,689	52,901	-	349,590
Other Revenues	32,002	20,501	-	52,503
Total operating revenues	$ 6,740,415	$ 1,412,248	$ -	$ 8,152,663
Operating Expenses:				
Salaries & Benefits	$ 3,718,586	$ 1,157,498	$ 17,079	$ 4,893,164
Professional & Specialized Services	379,304	187,877	491,029	1,058,211
ISF Charges	870,130	127,723	510	998,363
Utilities	403,440	115,736	-	519,176
Household Expense	56,808	41,453	-	98,261
Insurance	193,279	78,484	-	271,763
Maintenance	199,570	89,354	-	288,924
Cost Allocation Plan	97,044	23,413	-	120,457
Office Expense	78,209	11,431	-	89,641
Misc Other Services & Supplies	41,158	60,360	-	101,518
Rent & Leases Equipment	30,677	24,722	-	55,398
Minor Equipment	3,831	30,182	-	34,013
Transportation & Travel	23,830	4,612	-	28,442
Conferences & Seminars	5,850	-	-	5,850
Bad Debts	84	34	-	118
Depreciation	862,945	752,480	870,741	2,486,167
Total operating expenses	$ 6,964,744	$ 2,705,361	$ 1,379,360	$ 11,049,465
Operating income (loss)	$ (224,329)	$ (1,293,113)	$ (1,379,360)	$ (2,896,803)
Nonoperating Revenues (Expenses):				
Insurance Proceeds	$ 8,807	$ 32,778	$ -	$ 41,585
Gain/Loss form Disposal of Capital Assets	204	81	(184)	101
Interest Earnings	490,199	-	-	490,199
Investment Earnings	1,279,754	100,712	-	1,380,465
Total nonoperating revenues (expenses)	$ 1,778,965	$ 133,570	$ (184)	$ 1,912,351
Income (loss) before capital contributions and transfers	1,554,636	(1,159,543)	(1,379,544)	(984,452)
Capital grants and contributions				
Federal Grants	$ -	$ 11,417	$ 7,118,291	$ 7,129,709
State Grants	-	-	14,038	14,038
Donated Capital Assets	-	300,000	-	300,000
Transfers Out to Other Funds	(3,921)	(64,472)	-	(68,393)
Change in Net Assets	**$ 1,550,715**	**$ (912,597)**	**$ 5,752,785**	**$ 6,390,902**

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2024 thru June 30, 2025
(Unaudited)

	Adopted Budget as of June 2025	Adjusted Budget as of June 2025	YTD Actuals & Accruals thru June 2025	Available Balance	% Variance
Operating Revenues:					
Licenses/Permits	$ 37,983	$ 37,983	$ 395,048	$ (357,065)	1040%
Fines/Forfeitures/Penalties	11,874	11,874	25,213	(13,339)	212%
Rents and concessions	5,312,196	5,312,196	4,146,020	1,166,176	78%
Percentage lease rents	106,248	106,248	130,436	(24,188)	123%
Tiedown rents	147,101	147,101	76,882	70,219	52%
Hangar rents	1,023,931	1,023,931	1,026,726	(2,795)	100%
Land rent - hangars	446,097	446,097	439,817	6,280	99%
Transient tiedown rents	3,045	3,045	1,615	1,430	53%
Landing fees	133,484	133,484	167,240	(33,756)	125%
Parking fees	-	-	2,727	(2,727)	0%
Fuel Flowage Fees	292,613	292,613	296,689	(4,076)	101%
Other Revenues	56,505	56,505	32,002	24,503	57%
Total operating revenues	$ 7,571,077	$ 7,571,077	$ 6,740,415	$ 830,662	89%
Operating Expenses:					
Salaries & Benefits	$ 4,005,158	$ 3,715,158	$ 3,718,586	$ (3,428)	100%
Professional & Specialized Services	988,065	2,138,404	379,304	1,759,100	18%
ISF Charges	424,223	450,145	870,130	(419,985)	193%
Utilities	365,327	365,327	403,440	(38,113)	110%
Household Expense	30,220	37,194	56,808	(19,614)	153%
Insurance	198,642	198,748	193,279	5,469	97%
Maintenance	502,430	767,174	199,570	567,604	26%
Cost Allocation Plan	97,044	97,044	97,044	-	100%
Office Expense	112,508	126,849	78,209	48,640	62%
Misc Other Services & Supplies	92,192	92,525	41,158	51,367	44%
Rent & Leases Equipment	30,800	39,039	30,677	8,362	79%
Minor Equipment	57,437	57,437	3,831	53,606	7%
Transportation & Travel	59,259	59,259	23,830	35,429	40%
Conferences & Seminars	21,000	21,000	5,850	15,150	28%
Bad Debts	18,500	500	84	416	17%
Depreciation	874,949	829,949	862,945	(32,996)	104%
Total operating expenses	$ 7,877,754	$ 8,995,752	$ 6,964,744	$ 2,031,008	77%
Operating income (loss)	$ (306,677)	$ (1,424,675)	$ (224,329)	$ 1,200,346	16%

County of Ventura
Airport Enterprise-Camarillo
Budget to Actual
July 1, 2024 thru June 30, 2025
(Unaudited)

	Adopted Budget as of June 2025	Adjusted Budget as of June 2025	YTD Actuals & Accruals thru June 2025	Available Balance	% Variance
Nonoperating Revenues (Expenses):					
Insurance Proceeds	-	-	8,807	(8,807)	0%
Gain/Loss form Disposal of Capital Assets	-	-	204	(204)	0%
Interest Earnings	527,760	527,760	490,199	37,561	93%
Investment Earnings	-	-	1,279,754	(1,279,754)	0%
Total nonoperating revenues (expenses)	527,760	527,760	1,778,965	(1,251,205)	337%
Income (loss) before capital contributions and transfers	221,083	(896,915)	1,554,636	(50,859)	-173%
Capital grants and contributions					
Federal Grants	$ -	$ -	$ -	-	0%
State Grants	-	-	-	-	0%
Donated Capital Assets	-	-	-	-	0%
Transfers Out to Other Funds	(3,921)	(3,921)	(3,921)	-	100%
Net Gain/(Loss)	**$ 217,162**	**$ (900,836)**	**$ 1,550,715**	**$ 2,451,551**	**-172%**
			-		
Net Gain/(Loss) before Depreciation	**$ 1,092,111**	**$ (70,887)**	**$ 2,413,660**	**$ 2,484,547**	**-3405%**

County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2024 thru June 30, 2025
(Unaudited)

	Adopted Budget as of June 2025	Adjusted Budget as of June 2025	YTD Actuals & Accruals thru June 2025	Available Balance	% Variance
Operating Revenues:					
Licenses/Permits	$ 3,945	$ 3,945	$ 3,386	$ 559	86%
Fines/Forfeitures/Penalties	4,064	4,064	4,264	(200)	105%
Rents and concessions	876,229	876,229	721,868	154,361	82%
Percentage lease rents	151,053	151,053	119,778	31,275	79%
Tiedown rents	10,116	10,116	10,556	(440)	104%
Hangar rents	354,876	354,876	314,565	40,311	89%
Land rent - hangars	118,134	118,134	117,580	554	100%
Transient tiedown rents	537	537	232	305	43%
Landing fees	23,741	23,741	34,773	(11,032)	146%
Parking fees	29,865	29,865	11,844	18,021	40%
Fuel Flowage Fees	65,525	65,525	52,901	12,624	81%
Other Revenues	1,500	1,500	20,501	(19,001)	1367%
Total operating revenues	$ 1,639,585	$ 1,639,585	$ 1,412,248	$ 227,337	86%
Operating Expenses:					
Salaries & Benefits	$ 1,134,977	$ 1,159,977	$ 1,157,498	$ 2,479	100%
Professional & Specialized Services	345,259	276,559	187,877	88,682	68%
ISF Charges	178,579	178,579	127,723	50,856	72%
Utilities	111,203	111,203	115,736	(4,533)	104%
Household Expense	62,600	68,941	41,453	27,488	60%
Insurance	71,274	71,298	78,484	(7,186)	110%
Maintenance	176,145	195,519	89,354	106,165	46%
Cost Allocation Plan	23,413	23,413	23,413	-	100%
Office Expense	35,162	37,532	11,431	26,101	30%
Misc Other Services & Supplies	49,764	58,491	60,360	(1,869)	103%
Rent & Leases Equipment	7,200	7,200	24,722	(17,522)	343%
Minor Equipment	5,368	5,368	30,182	(24,814)	562%
Transportation & Travel	37,277	37,277	4,612	32,665	12%
Conferences & Seminars	1,300	1,300	-	1,300	0%
Bad Debts	15,000	15,000	34	14,966	0%
Depreciation	756,142	756,142	752,480	3,662	100%
Total operating expenditures	$ 3,010,663	$ 3,003,799	$ 2,705,361	$ 298,438	90%
Operating income (loss)	$ (1,371,078)	$ (1,364,214)	$ (1,293,113)	$ 71,101	95%

County of Ventura
Airport Enterprise-Oxnard
Budget to Actual
July 1, 2024 thru June 30, 2025
(Unaudited)

	Adopted Budget as of June 2025	Adjusted Budget as of June 2025	YTD Actuals & Accruals thru June 2025	Available Balance	% Variance
Nonoperating Revenues (Expenses):					
Insurance Proceeds	$ -	$ -	$ 32,778	(32,778)	0%
Gain/Loss form Disposal of Capital Assets	-	-	81	(81)	0%
Interest Earnings	-	-	-	-	0%
Investment Earnings	-	-	100,712	(100,712)	0%
Total nonoperating revenues (expenses)	-	-	133,570	(133,570)	0%
Income (loss) before capital contributions and transfers	(1,371,078)	(1,364,214)	(1,159,543)	(62,470)	85%
Capital grants and contributions					
Federal Grants	$ -	$ -	$ 11,417	(11,417)	0%
State Grants	-	-	-	-	0%
Donated Capital Assets	-	-	300,000	(300,000)	0%
Transfers Out to Other Funds	-	(64,500)	(64,472)	(28)	100%
Net Gain/(Loss)	**$ (1,371,078)**	**$ (1,428,714)**	**$ (912,597)**	**$ 516,117**	**64%**
Net Gain/(Loss) before Depreciation	**$ (614,936)**	**$ (672,572)**	**$ (160,117)**	**$ 512,455**	**24%**

2026 Meeting Schedules

Aviation Advisory Commission	Camarillo & Oxnard Airport Authorities
The **Aviation Advisory Commission** meets on the Wednesday preceding the second Thursday of the month at 6:30 p.m. in the Department of Airports Administration Office, 555 Airport Way, Suite B, Camarillo, CA 93010, unless otherwise noted on the agenda. Changes or cancellations may occur.	The **Camarillo & Oxnard Airport Authorities** meet jointly on the second Thursday of the month at 6:30 p.m. in the Department of Airports Administration Office, 555 Airport Way, Suite B, Camarillo, CA 93010, unless otherwise noted on the agenda. Changes or cancellations may occur.
January 7	January 8
February 4* CANCELED	February 5* CANCELED
March 11	March 12
April 8	April 9
May 13	May 14
June 10	June 11
July 8	July 9
August 12	August 13
September 9	September 10
October 7	October 8
November 4*	November 5*
December 9	December 10

*February 4 & 5 rescheduled due to holiday conflict
*November 4 & 5 rescheduled due to holiday conflict

COUNTY of VENTURA
Department of Airports

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

REQUEST FOR PROPOSALS

(RFP AIR 2026-02)

SELECTION PROCESS

OF A MASTER DEVELOPER FOR AN APPROXIMATE 1.9 ACRE SITE FOR COMMERCIAL AVIATION DEVELOPMENT

AT THE CAMARILLO AIRPORT

Release Date:
January 5, 2026
555 Airport Way, Suite B
Camarillo, CA 93010

I. INTRODUCTION

The Ventura County Department of Airports ("County") is issuing a Request for Proposal ("RFP") to solicit proposals for the improvement and development of an approximate 1.9 acre aviation parcel at the Camarillo Airport ("Airport") in the City of Camarillo, California at the west end of the airfield, east of the existing Orbic Helicopters business and the Air Traffic Control Tower. The desired improvement/development proposal shall include aviation facilities beneficial to and compatible with the community, airport users and customers, and consistent with the existing Airport Master Plan and recent Airport Layout Plan Update. The County seeks to select the most qualified and experienced developer who best meets the stated criteria/objectives for the site.

II. PURPOSE

The purpose of this RFP is to obtain prescribed information from all prospective parties in order to select the most qualified applicant who best meets the overall development, community and economic benefit, use and financial objectives for development of the aviation site at the Camarillo airport (the "Master Developer"). Upon completion of the selection process, County will negotiate a long –term ground lease with the Master Developer for the development of the site.

Objectives

The following objectives for this development have been established:

- Participate in, support and enhance the Airport's "Fly Friendly" program;
- Minimize noise impacts upon adjacent land uses and corridors.
- Development and construction of aviation facilities that enhance the economic self-sufficiency of the Airport and support regional economic endeavors to benefit the County as a whole.
- This development and associated business/services should help the Camarillo Airport expand its community outreach and connection to the community.
- Expand the businesses on Airport property to service the aviation industry.
- Create a pattern of development that is compatible with and complements current Airport facilities, land use and the Airport's long term Master Plan (See website https://airports.venturacounty.gov/guiding-documents/).
- Address the County of Ventura's Sustainability goals to include implementation of water conservation measures, reduction of air pollution from ground operations (GHG, VOCs, and Carbon emissions), reduce the use of leaded aviation fuel, and incorporate and promote the use of biofuels and Sustainable Aviation Fuel (SAF); see https://sustain.venturacounty.gov/climate-action-adaptation/

Ventura County Department of Airports is a public agency and is subject to the requirements of the California Public Records Act.

III. BACKGROUND ON CAMARILLO AIRPORT

Site History

Originally constructed by the California State Highway Department in 1942 with a 5,000-foot runway, the Airport's runway was extended to 8,000 feet by the Army Corps of Engineers in 1951 in response to the Cold War and the need to bolster coastal air defense. Renamed the Oxnard Air Force Base, additional construction of a community of administration buildings, enlisted housing, recreational facilities (including a theatre) were constructed along with a concrete ramp, further extension of the runway including ILS, VOR, and safety overruns, and four alert hangars. In December 1969, the Department of Defense deactivated Oxnard Air Force Base, and the land became federal surplus property.

In October 1976, the General Services Agency approved the County of Ventura's application for 650 acres of land and various buildings, and the County acquired the property by Quitclaim Deed. A Joint Powers Agreement was signed in 1976 with the City of Camarillo, which contained a restriction on the runway length of 6,000 feet and use restrictions. The County Department of Airports was created in 1985 to manage the renamed Camarillo and Oxnard airports.

The Camarillo Airport has grown to include commercial aviation businesses and has attracted development of executive hangars for smaller business aircraft, but remains a General Aviation Airport with a diverse collection of over 560 production, home built, and WWII aircraft with active chapters of the Experimental Aircraft Association and the Commemorative Air Force as well as the County Sheriff and Fire Air Unit and a privately operated separate Ultralight Field.

Beyond the airfield borders, the Airport Business Park is home to various local businesses and recreational facilities, and also hosts additional County operations and facilities, including the Agricultural Commissioner, County Sheriff, and Fire Training Facilities and Fire Station, Behavioral Health, Public Health, Emergency Response, Ventura County Office of Education, and Oxnard Union High School alternative education facilities.

Current and Projected Airport Operations

Camarillo Airport is home to approximately 600 based aircraft and it presently supports over 186,000 flight operations annually. The airport is included in the Federal Aviation Administration/ National Plan of Integrated Airport Systems as a Reliever Airport. The current tenants and aviation business located at the Airport include:

- 4 fixed based operators
- 6 specialty aviation businesses
- 4 flight schools
- 3 retail aviation fuel services and a self-serve facility
- FAA Air Traffic and Control Tower
- 90 Executive aircraft private hangars between 3,000 – 25,000 square feet
- 166 County hangars for general aviation Aircraft

- 170 privately owned hangars for general aviation aircraft
- Active EAA Chapter, Civil Air Patrol Squadron 61
- Commemorative Air Force Museum
- Separate Ultralight Field

Existing Site Conditions

The **approximate 1.9-acre site** (Exhibit 1) at the west end of the airport is located east of the existing Orbic Helicopters business and southeast of the FAA Air Traffic Control Tower, and includes a shared airport gate access from Aviation Way. To the east of the site is located the Airport tilt up beacon and self-serve fuel facility. Currently this area includes County tie downs which will be vacated for this development. However, the two existing designated helipad locations and a mechanized entry gate ("V-12"), which is part of the County's shared airfield access system, must be addressed in the proposed development. The site surface is asphalt.

The Airport has access from Pleasant Valley Road and the Las Posas / Hwy 101 Interchange.

Camarillo Airport Highlights:

Runway Length:	RWY 8-26 – 6,000' X 150'
Runway Strength:	Maximum weight 115,000 lbs.
Full Parallel Taxiway	
Federal Air Traffic Control Tower	

The site is designated for aviation use on the Airport Master Plan. Site planning considerations include building location, building heights, and the opportunity to construct facilities which can respond to present day aircraft hangar requirements, including aircraft of the future such as prospective ADG-lll aircraft and the prospect of electric aircraft and/or eVTOL operations.

Review process: The development plan may be subject to review by the County Board of Supervisors, Ventura County Transportation Commission, Airport Advisory Committee, and the Camarillo Airport Authority, as well as the County of Ventura Building & Safety and Planning Divisions. Although the Airport is located in the City of Camarillo, the Airport property is owned by the County of Ventura, which makes it the lead agency for permitting approvals.

IV. SUBMISSION REQUIREMENTS

A. Developer Information

Completed proposals must be submitted online through the County of Ventura Bonfire eProcurement portal at https://ventura.bonfirehub.com and must contain all of the following information:

- **Identification**: Name of developer and type of entity. Provide known members of the development team such as project manager, construction company, architect, civil engineer, major equity investors, etc. and role of developer and any partners in implementation of development.
- **Experience**: Provide a complete description of the developer's and key team members' commercial aviation development experience. Please be specific and indicate references for each project.
- **Financial Data**: Provide information indicating total estimated project cost and evidence of sufficient financial resources to undertake the project. Provide bank or other financing references where appropriate.
- **Track Record**: List at least two (2) developments that are similar in design and complexity to the project described in this information request and provide brief narratives for each project (including size, cost, and year developed).

B. Development Proposal

The Development Proposal Package shall provide a narrative description of the type of development envisioned and its market orientation. **The Package shall be limited to 20 pages, including exhibits/attachments.** Proposers are responsible for ensuring their proposals are received by the Ventura County Department of Airports on or before the Proposal Submittal Deadline: **1:00 p.m. on Thursday, February 12, 2026**. The time and date recorded by the Bonfire system shall be the official time of receipt. No hard copy, oral, telegraphic, email, facsimile, or telephone proposals or modifications will be accepted.

1. **Site Concept Plan**. Site Plan illustrating proposed improvements location and other facilities as required in the Minimum Standards (see MINIMUM STANDARD REQUIREMENTS FOR AIRPORT AERONAUTICAL SERVICES). Consideration needs to be given to interaction with neighboring aviation facilities and access from the airport business park.

2. **Proposed Facilities/Services**. Detail type of buildings, facilities and anticipated business uses to be provided. Please include proposed square footage by use and specificity of component. For example, if office space is being proposed, indicate the total square footage and project tenant/use mix to be provided.

   A written description must include the estimated income and benefits to the County plus a business plan for the proposed project. The narrative should also include a statement of consistency with the Airport Master Plan, Airport Layout Plan (ALP), the 1976 Joint Powers Agreement between County and City of Camarillo (see Exhibit 3), the current Ventura County Transportation Commission master plan (Cover 2), the existing Fly Friendly Program and Pilot Guidance CMA Pilot Guide (Exhibit 4 and 5) in place at the airport, and other prevailing policies. If the two existing designated helipad locations and the mechanized entry gate ("V-12"), which is part of the

County's shared airfield access system are to be modified, alternative locations must be addressed in the proposed development.

Ventura County encourages development that is ecologically sustainable. Please indicate which of the following elements, and/or others not specified, will be incorporated:

- Energy efficiency, and the consideration of natural resources.
- The avoidance of environmentally damaging materials.
- Site design to enhance natural environment, and drought tolerant landscaping.
- "Green Building Program" tenets to minimize construction waste.

3. **Pro Forma**. The proposal shall include:
   - Development pro forma for the project including, but not limited to, predevelopment and construction costs.
   - A description of the proposed financing.
   - An estimate of the total value of the project
   - The pro forma should reflect all income and expense line items including, but not limited to, ground lease payments, with sufficient detail and clarity for the proposal to be properly evaluated by the County.

4. **Desired Term of Lease**. The proposal should include the desired business terms that the developer will seek in a ground lease (i.e. construction rent amount and duration, initial ground rent, ground rent annual increases, etc.).

5. **Development Schedule**. Include a preliminary phase and time schedule in the proposal. Please note timeline and benchmarks if the project is anticipated to be developed in phases.

6. **Performance Deposit**. Prior to the closing time of this proposal, each submittal must be accompanied by a fifteen-thousand-dollar ($15,000) performance guaranty cashier's check PAYABLE TO THE COUNTY OF VENTURA. Copies will not be accepted. The performance guaranty amount will be returned to unsuccessful parties at the completion of the selection process. For the successful candidate, the guaranty will be applied to cover the cost of the projects' lease development process; any remaining funds can be applied to the ground rent or refunded (please note that Airport's staff does not charge for their time in this process). Please provide contact name and information in the event the performance guaranty is returned.

Performance deposit must be received at:

Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Note: Site Plan will be considered a conceptual plan and will be subject to adjustment and County approval once a developer has been selected and the details of the project are finalized through the negotiation process.

V. SELECTION PROCESS

The County will select a developer for the development site whose experience and proposal most closely satisfy the needs of Ventura County. County expects to negotiate with the developer on the aspects of the development project, including a long-term lease for the property.

After evaluation of the submittal materials and oral interview, if deemed necessary, Airport staff will negotiate lease and development terms with the top ranked party. A negotiated and mutually agreed upon final detailed project scope, terms, conditions, and schedule will set the parameters for creating a final lease that will be scheduled for review and approval by the Ventura County Board of Supervisors. Any selected developer will be required to honor the terms, conditions, and scope contained in the executed lease document.

VI. EVALUATION PROCESS/ SCORING CRITERIA

The proposals will be evaluated for their overall responsiveness to County's stated objectives for development, as well as the submittal requirements contained in this document. The County reserves the right to assess and reject any or all proposals after careful review by staff and the Selection Committee. Top candidates may be invited to present and discuss their project to the Selection Committee. Submittals will be ranked on the following criteria:

- Provides community benefit, which may include community outreach, education programs, and community events, etc. and will implement programs/business practices that will support the Ventura County Fly Friendly and Pilot Guidance programs to minimum impact to neighbors (30%)

- Brings new business and services to the airport and fulfills unmet or deficient aviation services at the airport, such as maintenance & repair facilities (20%)

- Project land use and site plan, including quality, type, and amount of aviation/commercial space plus conceptual design of facilities (15%), noting County's sustainability goals https://sustain.venturacounty.gov/climate-action-adaptation/

- Developer's financial strength and project financial plan, including ground lease and other business terms (10%)

- Proposed development schedule (10%)

- Proposed investment amount (10%)

- Overall qualifications, track record, and relevant experience of development team (5%)

VII. COMPLIANCE WITH COUNTY/AIRPORT POLICIES

A. **Compliance.** Proposed project must be consistent with all applicable local, state, and federal aviation regulations, planning/land use requirements, environmental regulations, insurance requirements, and entitlement and permitting processes.

B. **Right of Rejection**. The County reserves the right to reject any or all proposals, to request a new proposal, to revise the information request, withdraw this information request, or not make a selection, or accept a proposal where only a single RFP response is received. Information request revisions, if any, will be mailed to all potential proposers who were mailed this document. The receipt of proposals shall not, in any way, obligate the County to enter into a project lease or any other contract of any kind with any proposer. All submitted proposal copies will become the property of Ventura County.

VIII. IMPORTANT DATES AND SUBMISSION PROCESS

A. **Tentative Schedule***

Information Request Release Date:	January 5, 2026
Questions Submittal Deadline	1:00 pm on February 2, 2026
Detailed Proposals Due	1:00 pm on February 12, 2026
Applicant Interviews, if deemed necessary	February 17, 2026
Target Committee Recommendation/Selection Date	Week of February 23, 2026

**Dates subject to change*

B. **Submission Time, Place, Date, Contact**

Proposal submittals: written responses must be prepared in accordance with content and sequence as specified within this request for information. No changes or additions to a proposal may be made after the submittal date.

Completed proposals must be submitted online through the County of Ventura Bonfire eProcurement Portal at https://ventura.bonfirehub.com.

Proposers are responsible for ensuring their proposals are received by the Ventura County Department of Airports on or before the Proposal Submittal Deadline: **1:00 p.m. on Thursday, February 12, 2026, local time.** The time and date recorded by the Bonfire system shall be the official time of receipt. No hard copy, oral, telegraphic, email, facsimile, or telephone proposals or modifications will be accepted.

IX. QUESTIONS AND REQUESTS FOR ADDITIONAL INFORMATION

All questions concerning this Proposal should be submitted online under the "Messages" tab.

All other questions regarding access to Bonfire may be directed to Madeline Herrle by email at madeline.HERRLE@venturacounty.gov

X. ATTACHMENTS/EXHIBITS

1. Site location map
2. Airport Location Map
3. Joint Powers Agreement
4. Fly Friendly Program
5. CMA Fly Friendly Pilot Guidance
6. Application Checklist

EXHIBIT 1
SITE LOCATION MAP

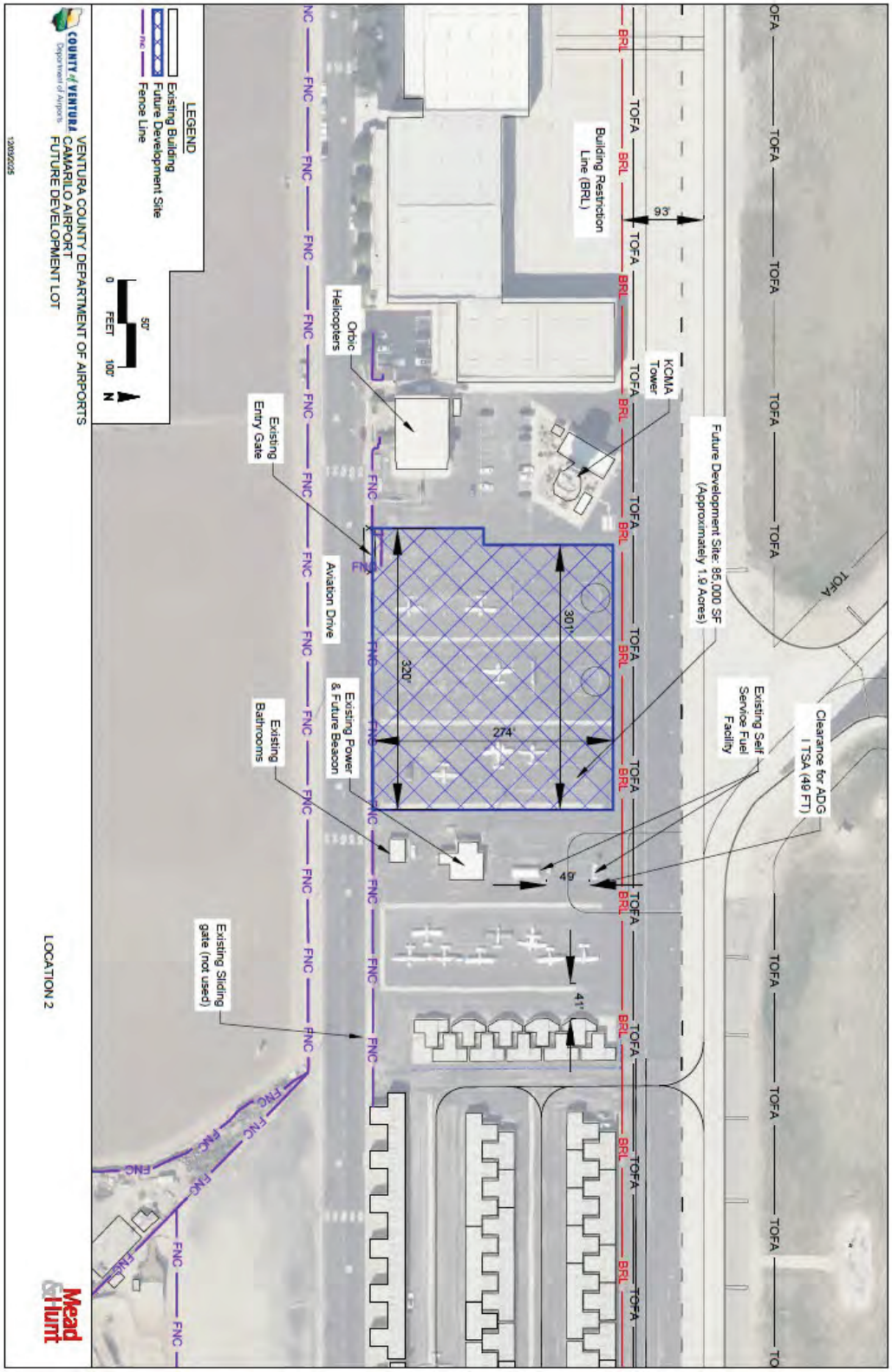


EXHIBIT 2
CAMARILLO AIRPORT LOCATION MAP

EXHIBIT 3
JOINT POWERS AGREEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COUNTY OF VENTURA

By _____
Chairman, Board of Supervisors

ATTEST:

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

By _____
Deputy Clerk

CITY OF CAMARILLO

By _____
Mayor

ATTEST:

By _____
City Clerk

EXHIBIT A

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

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

EXHIBIT B

CAMARILLO AIRPORT RESTRICTIONS

1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.

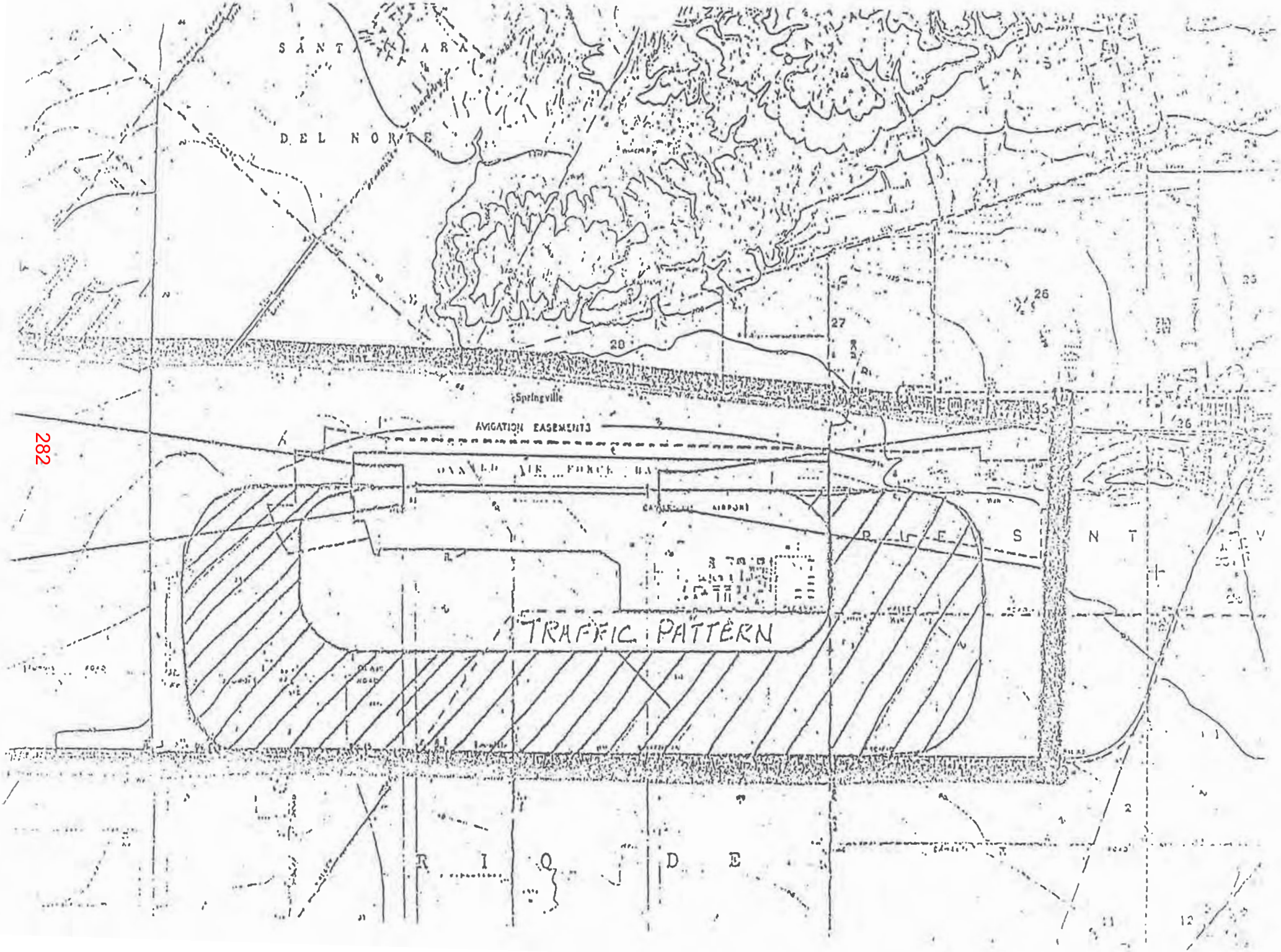
2. The airport operating hours will be from 7:00 AM to 10:00 PM.

3. The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.

4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.

5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.

6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.


SANTA
DEL NORTE
Springville
AVIGATION EASEMENTS
TRAFFIC PATTERN
R I O J D E
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ATTACHMENT 1

GENERAL AVIATION

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

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

(a) CAB Certificate of Convenience & Necessity covers all interstate common carriers (services offered to public at large) on a regular schedule and route. CAB also certificates interstate air taxi and charter aircraft with more than 30 seats which operate for revenue on a non-scheduled basis. CAB certificates all interstate common carrier freight airlines also, including air taxi over 7,500 pounds of cargo carried.

(b) PUC certificates all air carrier (people) of any size which operate on a regularly scheduled basis over scheduled routes for revenue. This includes third level carriers such as Golden West. PUC does not certificate intrastate freight air carriers.

AMENDMENT #1

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

1. WHEREAS, the County of Ventura and the City of Camarillo, in October of 1976, entered into a joint powers agreement pertaining to Airport Development and Surrounding Land Use: and

2. WHEREAS, said agreement provides for the formation of the Oxnard Airport Authority and selection of members thereof; and

3. WHEREAS, the Authority now wishes to amend the "Agreement" to allow alternate members to be appointed and vested with certain voting authority;

4. NOW, THEREFORE, it is hereby resolved that the "AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOPMENT AND SURROUNDING LAND USE" be amended as follows:

pg 2 para 2 "Composition of Authority"

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

EXHIBIT 4
FLY FRIENDLY PROGRAM

VENTURA COUNTY DEPARTMENT OF AIRPORTS

Fly Friendly VC

What is Fly Friendly VC?

Fly Friendly is a program utilized throughout the nation that has been implemented locally by the Ventura County Department of Airports. Fly Friendly VC provides alternate flight patterns for pilots and flight schools utilizing Oxnard and Camarillo airports with an end goal of minimizing air traffic and noise over residential communities.

How Does it Work?

Flight schools and pilots are provided with ongoing education that includes presentations and training materials that prioritize pilot safety while addressing community concerns related to noise. The Airports also work with the towers in Camarillo and Oxnard to address concerns related to flight patterns and safety.

What You Need to Know...

Camarillo and Oxnard airports are part of the national transportation system and are home to 2,000 local jobs and 75 businesses and counting. Up to an estimated 4,000 flight instructors and pilots visit the airports annually, and most have been trained to fly patterns that were developed decades ago. The full implementation and introduction of the new flight patterns for Fly Friendly VC will take time, but we expect to see significant progress by the end of 2022 and early into 2023.

We Want to Connect With You!

The Ventura County Department of Airports is committed to improving airport operations in Camarillo and Oxnard. For more information or to connect with us, visit vcairports.org.

FLY FRIENDLY VC

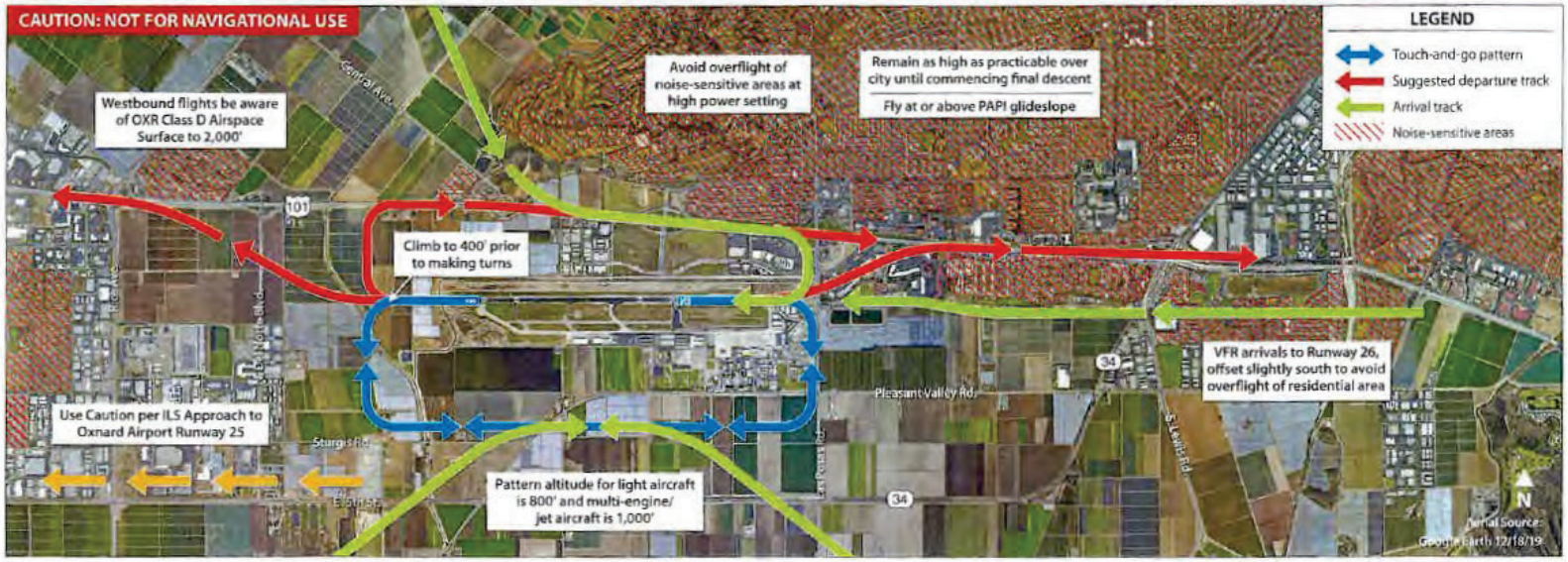
COUNTY of VENTURA
Department of Airports

vcairports.org

EXHIBIT 5 (2 pages)
FLY FRIENDLY CMA PILOT GUIDANCE

CAMARILLO AIRPORT FLY FRIENDLY PROGRAM

COUNTY of VENTURA
Department of Airports



RECOMMENDED VOLUNTARY NOISE ABATEMENT PROCEDURES:

The airport environs are noise-sensitive in all quadrants. Aircraft operators are requested to practice noise abatement fly quiet procedures whenever possible consistent with safety.

- No aircraft departures between 0000-0500 without prior approval from the Airport Director.
- Remain as high as practicable over residential areas during overflight, approaches, and departures.
- Use best rate of climb when departing any runway.
- No formation takeoffs or landings without prior permission from the Airport Director.
- Utilize low energy approaches.
- North traffic fly downwind over Highway U.S. 101.
- Fly at or above PAPI glide slope on final approach.
- When departing Runway 8, use best rate of climb and when altitude permits turn so as to avoid residential overflight before proceeding on course.
- When the control tower is closed, arrivals to Runway 8 should plan RIGHT downwind to avoid overflight of city.
- Exercise extreme caution when departing Runway 8 due to opposite direction instrument approach traffic.
- Runway 8 arrivals use RIGHT traffic to avoid overflight of the City.
- Late night arrivals use GPS Runway 8 approach when wind, weather, and safety permit.
- Runway 8 departure to the east fly over Highway U.S. 101.
- When departing Runway 26, remain on runway heading until beyond the departure end of runway and reaching 400' before proceeding on course.
- When flying straight-in visual approaches to Runway 26, remain at or above PAPI glide path and avoid overflight of noise-sensitive areas north of extended centerline.
- Aircraft should depart on Runway 26 when practicable.
- Follow all ATC instructions.
- Aircraft over published runway weight limit shall contact airport administration for approval and instructions.
- No aircraft operations allowed by aircraft weighing over 115,000 pounds except for emergencies.

Compliance with recommended noise abatement procedures is encouraged. No procedure should be allowed to compromise flight safety.

555 Airport Way, Suite B, Camarillo, California 93010 • phone: 805-388-4372 • vcairports.org/camarillo-airport-noise-abatement-procedures • October 2022

CAMARILLO AIRPORT FLY FRIENDLY PROGRAM

COUNTY of VENTURA
Department of Airports

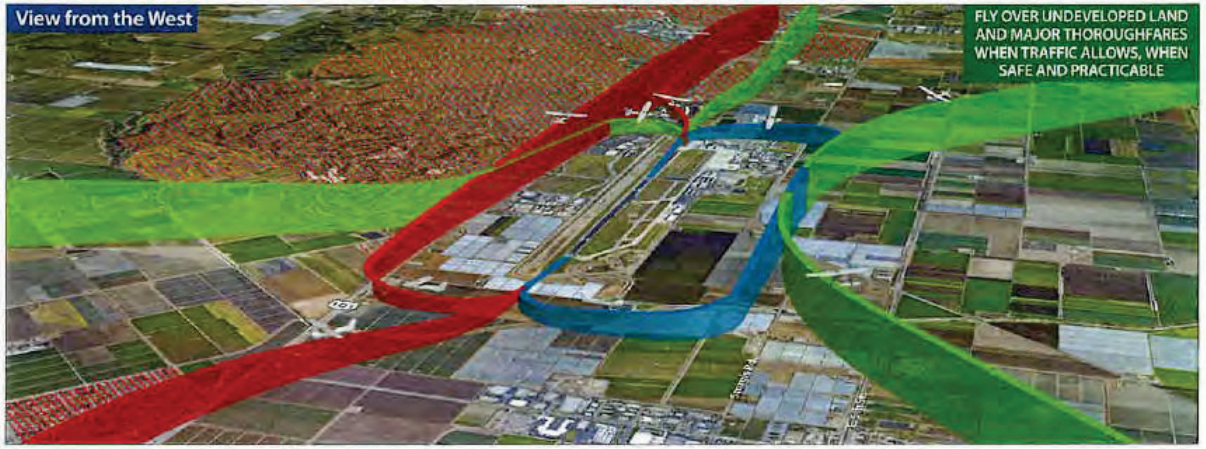
LOCATION:
FAA Identification: CMA
Lat/Long: 34-12.825000N 119-05.661667W
Proximity to Camarillo: 3 miles west of city
Field elevation: 77'
Runway 08-26: 6,010' x 150'

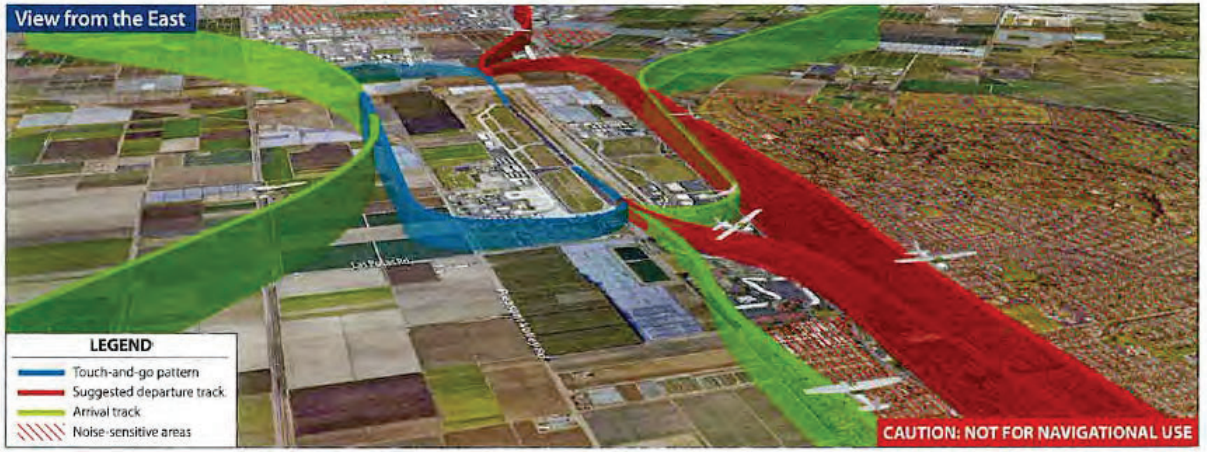
TRAFFIC PATTERN ALTITUDES:
Light Aircraft - 800'
Multi-engine/Jet Aircraft - 1,000'

COMMUNICATIONS:
CTAF: 128.20 (Pilot Controlled Lighting)
ATIS: 126.02
Camarillo Ground Control: 121.8
Camarillo Tower: 128.20 (7:00 a.m. - 9:00 p.m.)
Point Mugu App/Dep Control: 124.7
Los Angeles Center: 135.5
Santa Barbara RCAG: 327.1
ASOS: 126.025 (ATIS freq.)
CMA VOR (on field): 115.8

LANDING FEE:
Landing fees apply to aircraft over 12,500 lbs.

AIRPORT SERVICES:
Full Service FBOs:
- ***Avex Aviation*** (805) 603-4799
  AVFuel: 100LL and Jet A
- ***AIR 7*** (805) 383-1100
  AVFuel: 100LL and Jet A
- ***Channel Islands Aviation*** (805) 987-1301
  AVFuel: 100LL and Jet A
- ***Sun Air Jets*** (805) 389-9301
  AVFuel: 100LL, Jet A, and SAF





555 Airport Way, Suite B, Camarillo, California 93010 • phone: 805-388-4372 • vcairports.org/camarillo-airport-noise-abatement-procedures • October 2022

EXHIBIT 6
CAMARILLO AIRPORT PROPOSED DEVELOPMENT PROJECT
APPLICATION CHECKLIST
(Must be completed and returned with application)

Use the following checklist to ensure that your application is complete**. <u>The Proposal package must not exceed 20 pages, including exhibits/attachments.</u>**

Application Checklist

Cover letter

☐ Cover letter submitting application signed by the firm's Principal.

Submission Requirements

☐ Completed Subsection A. Developer Information

- ☐ Identification – Name of developer, type of entity and development team members.
- ☐ Experience – Complete description of developers' and key team members' recent aviation/commercial development experience and references.
- ☐ Financial Data – Information indicating total estimated project cost and evidence of sufficient financial resources to undertake the project, including bank or other financing references where appropriate.
- ☐ Track record – Developer references for projects of similar design and complexity (including size, cost and year developed)

☐ Completed Subsection B. Development Proposal

- ☐ Site Concept Plan – Depicting buildings, parking, hardscape, and including building façade elevations.
- ☐ Proposed Facilities/Services – Detailed building and user information, type of use (example: Repair & Maintenance, Office, Storage only), estimated income and benefits, business plan, and consistency with Airport Master Plan, Airport Layout Plan, Joint Powers Agreement, Ventura County Transportation Commission Master Plan and other prevailing policies, Community engagement and outreach, and Fly Friendly Program. Identify which project elements help address the County's Sustainability Goals.
- ☐ Pro Forma – Development pro forma for predevelopment, construction, income and expenses, cost, and proposed financing.
- ☐ Desired Terms of Lease – Description of desired lease terms.
- ☐ Development Schedule – Phasing plan (if applicable) and anticipated development timeline.
- ☐ Performance Deposit – Performance Guaranty cashier's check for $15,000 made payable to COUNTY OF VENTURA

COUNTY of VENTURA
Department of Airports

555 Airport Way, Suite B
Camarillo, Ca. 93010
Phone: (805) 388-4372
Fax: (805) 388-4366
https://airports.venturacounty.gov

January 9, 2026

Governor's Office of Business and Economic Development (GO-Biz)
California Jobs First Council
Regional Investment Initiative Implementation Phase

Re: Letter of Commitment for FATHOMWERX Proving Ground

Dear California Jobs First Council Members:

The County of Ventura Department of Airports is pleased to provide this Letter of Commitment in support of the Ventura County Economic Development Collaborative's application for the California Jobs First Regional Investment Initiative (RII) Implementation Phase funding. We are committed to supporting the FATHOMWERX Proving Ground, which is part of the Build-Test-Launch by California Capabilities Corridor (C3) project cluster focused on advancing aerospace and defense advanced manufacturing in California.

As the administrator of the Area 805 Advanced Air Mobility Test Range and two County-owned airports, the Department of Airports brings more than $500M in airport infrastructure assets and expertise in advanced aviation sector trends. Our organization has successfully managed the establishment and development of Area 805—a 300-square-mile FAA-authorized test range—while coordinating complex stakeholder relationships across military, commercial, and regulatory partners to support autonomous systems testing and Advanced Air Mobility sector growth.

In support of this project, the Department of Airports commits to:

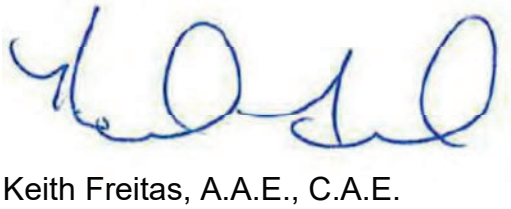
- Providing testing infrastructure access at Area 805 for project participants
- Providing no-cost lease of a 3,000 square-foot office space at Camarillo Airport

We understand the 24-month period of performance for this project and commit to maintaining our support throughout the implementation period through March 31, 2028, and continuing our partnership beyond the grant period to ensure long-term sustainability of project outcomes.

We are confident that this project will strengthen California's multi-domain autonomous testing infrastructure, accelerate commercialization of dual-use technologies across aerial and maritime domains, and create pathways to quality jobs in the advanced manufacturing sector throughout the state. The Department of Airports is honored to be

part of this collaborative effort and looks forward to contributing to the success of the Build-Test-Launch by C3 project cluster.

Sincerely,



Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)

COUNTY of VENTURA
Department of Airports

AREA 805

ATCT Teams and Department of Airports Build Partnership to Bridge Gap Between the Community and the Sky

The Air Traffic Control teams at any airport in the nation are the backbone of ensuring the safe and efficient movement of aircraft through the layered complexities of airspace. They are at the mercy of the weather – whether it be cloud cover, winds, or rain – and are repeatedly stretched to capacity on the busiest of days. All the while, they are expected to perform with incredible attention to detail, utilizing every element of their intense and high demand training to keep everyone safe, whether in the air or on the ground.

The Ventura County Department of Airports is fortunate to have established partnerships with the air traffic control teams at both Camarillo and Oxnard airports – partnerships that are deeply rooted in the shared goals of process

improvement, transparency, and the building of relationships with the community.

When Fly Friendly VC launched in September 2022, it was immediately clear that the success of the program was dependent on, quite frankly, buy-in from the air traffic control teams who operate independently from the Department of Airports as a critical piece of the Federal Aviation Administration puzzle. Without hesitation, the tower managers at both Camarillo Airport and Oxnard Airport were on board with Fly Friendly VC, knowing that improvements to airport operations with all stakeholders in mind would play a vital role in the overall success of the airports.

Since the launch, there now exists an established line of communication between Department of Airports' staff and both towers with monthly reports of operations data and, most importantly, immediate access to information related to air traffic in the area. That access not only provides Department of Airports' staff with a clear understanding of the conditions surrounding a particular operation, but it also allows staff to establish consistent communication with the public with an ultimate goal of building awareness and trust. Additionally, that line of communication provides the Department of Airports the opportunity to ensure that Fly Friendly VC remains a priority and that the program itself continues to improve with feedback from not just neighbors in the community and pilots, but also from members of the tower teams themselves.

Of equal importance is the mutual effort between the Department of Airports and both tower teams to bridge the gap between the community and air traffic control operations, not just through communication but through access to the top of the towers where the teams are hard at work. Through the Department of Airports' tour program, of which both towers are a part, members of the community have direct access to seeing the work of the air traffic controllers firsthand, providing what becomes an exciting experience for younger visitors and an educational experience for older visitors like Logan, a local high school junior, who is interested in pursuing a career as an air traffic controller and who was able to speak with Lee Westfall, the tower manager at Oxnard Airport, who

has invested nearly 50 years as an air traffic controller in airports throughout the region. That kind of direct access not only inspires careers, feeding the future of the industry, but it provides an opportunity to better understand the complex nature of the federal regulations surrounding airspace and why programs like Fly Friendly VC operate the way they do. Moving forward, the Department of Airports will remain committed to this partnership and to the ongoing work of strengthening the connection between the community and the sky.

Department of Airport News dated January 9,2026

Update Regarding Changes to OXR Operational Hours

COUNTY of VENTURA
Department of Airports

AREA 805

This communication is a follow-up to our November 3rd notice regarding staffing shortages at the Oxnard Air Traffic Control Tower. Beginning in November, the Oxnard tower was experiencing staffing shortages and was operating on a shortened schedule on Wednesdays and Saturdays only. We are pleased to share that the Oxnard Tower now has additional, temporary staff. The tower will now operate daily at their regular hours, which are from 7 a.m. – 9 p.m. This is expected to continue through late March.

As a reminder, it is important to note that the towers at Camarillo and Oxnard Airports operate under the jurisdiction of the Federal Aviation Administration and not under the authority of the County of Ventura.

We will continue to provide updates with any additional changes that may arise.

Department of Airports News dated January 13,2026

COUNTY of VENTURA
Department of Airports

AREA 805

FAA Continues Work on Transition to Unleaded Fuel

The Federal Aviation Administration (FAA) has drafted a plan to transition to unleaded aviation gasoline as they continue to work toward completing the transition by 2030.

Click here to view the FULL Draft Transition Plan to Unleaded Aviation Gasoline

The transition plan was developed as part of the FAA's work with the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative. The draft plan proposes a phased approach to eliminating the use of low-lead fuel by the end of 2030 for most of the country, with an extended timeline for Alaska (2032).

Department of Airport News dated January 23, 2026

COUNTY of VENTURA
Department of Airports

Clarification Regarding Camarillo Airport Hangar Replacement Project

The Ventura County Department of Airports would like to provide regular updates regarding the Requests for Proposal (RFP) related to Camarillo Airport, specifically with regard to the development and/or repair or replacement of existing hangars. We'd like to provide clarification regarding these RFPs and what the possible projects will mean for Camarillo Airport and for the community.

1. What initiated the Requests for Proposals (RFPs)?
We received several letters of interest for the sites from current tenants at Camarillo Airport, which led to the RFPs. As we shared during the Part 150 Noise Compatibility Study process, the FAA requires that we consider and evaluate proposals for additional development. Should a proposal be accepted, the goal would be to protect the integrity of the structures at the airport through either the development of new hangars OR the replacement/repair of current hangars that are in disrepair.

So why even consider the development of new and/or larger hangars?

As we have shared, both Camarillo and Oxnard airports are federally funded, which means we are required to consider all development proposals, which precludes us from excluding certain types of aviation development.

Having said that, it is important to note that both open RFPs reference the following requirements of any potential developer, with mindfulness of the community set as the highest priority:

The desired improvement/development proposal shall include aviation facilities beneficial to and compatible with the community, airport users, and customers, and consistent with the existing Airport Master Plan and recent Airport Layout Plan Update, as further described below.

2. Why are the bids unavailable on the Department of Airports website?

The bidding process for the RFPs closes today (Thursday, February 12th), and the process requires sealed bids, which means that the Department of Airports does not have access to the bids until the closing date. We understand the importance of transparency and will be providing updates to the community regarding bid proposal rankings/recommendations and how the process will move forward.

3. Will the project offer less space for smaller aircraft (i.e. will smaller aircraft become less of a focus at CMA)?

The short answer is no.

The focus of Camarillo Airport will remain the same, which means the Department of Airports is steadfast in its commitment to the balance of both small aircraft the local pilot community as well as business partners who utilize Camarillo Airport for jets.

We do not yet know the direction of the proposals, however there are several important points to note:

a) Any development of larger hangars and changes in use to the existing ramps will be evaluated on how they add aviation services, jobs, and community benefit while meeting FAA grant assurance requirements.

b) Any development proposal that does not replace/repair the existing small hangars would be required to replace those facilities at Camarillo Airport.

Again, these are proposals at this point, and any solidified plans (once confirmed), will be shared with the community.

4. Is the goal to bring more private jets to CMA and, therefore, more jet operations?

The short answer again is no.

Whether these proposals were in place or not, the anticipated growth of Camarillo Airport remains the same and in line with the Joint Powers Agreement between the County of Ventura and City of Camarillo, the Camarillo Airport Master plan, recent

Airport Layout Plan, and most importantly, with our continued work to actively reduce aircraft noise disruptions to our community – a process that has included the three year Part 150 Noise Compatibility Study and ongoing Approach and Procedure Analysis. Again, the Federal Aviation Administration (FAA) requires, as a federally funded airport, that Camarillo Airport be open and accessible to all aviation (aeronautical) services and providers. We are specifically prohibited from discriminating against certain users based on issues such as noise, however that is where our work with Fly Friendly VC, the Approach and Procedure Analysis, and the goals outlined in the part 150 Noise Compatibility Study come in – all projects that we are committed to, not just for the immediate future but moving forward for the long-term future of both Camarillo and Oxnard airports.

The Department of Airports remains committed to open lines of communication and encourage questions and concerns from the community. Again, we will provide updates to these projects once they become available.

Department of Airport News Dated February 18, 2026

VC Star.

LOCAL

Plane crash lands in drainage ditch in Camarillo

Stacie N. Galang
Ventura County Star

Feb. 15, 2026 | Updated Feb. 16, 2026, 10:52 a.m. PT

An airplane landed upside down in a drainage ditch in Camarillo Feb. 15, according to initial reports.

The plane crash was reported around 6 p.m. near Carmen Drive and Lucero Street, a residential area a few blocks from Monte Vista Middle School. The crash had been dubbed the Carmen incident.

Ventura County Sheriff's Capt. Kevin Kipp said he understood the plane to be small like a Cessna and that two people were aboard. The dispatch center received multiple calls about the downed plane, he said.

Kipp had no additional information about the occupants' age or gender or whether the plane was on its way to or from Camarillo Airport.

Firefighter Andrew Dowd, a spokesman for Ventura County Fire, also said the plane was a single-engine aircraft. Firefighters removed the two patients from the plane and transported them to a local hospital, he said.

Both plane occupants suffered severe injuries and were described as being in critical condition. No updated information on the pair was available as of 9:30 a.m. Feb. 16.

Dowd said the plane did not hit any structures on the ground and no one was

injured on the ground. The FAA was notified, he added.

The FAA said in an email Feb. 16 that the Cessna 210 crash landed after the pilot reported engine problems. It is investigating the crash but shared no additional information.

Photos from the scene show most of the damage to the front end of the plane, with the engine and propeller dislodged. The roof of the plane near the front was crushed from the impact.

Jannette Jauregui, a spokeswoman for the Ventura County Airports, said the plane is based at Oxnard Airport. She did not have additional information about plane or its occupants.

The plane was found about 3 miles by road from the Camarillo Airport.

Stacie N. Galang is news director of the Ventura County Star. She can be reached at stacie.galang@vcstar.com or 805-437-0222.

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COUNTY of VENTURA
Department of Airports

C-130 to Land at OXR Today

This communication serves as notice that a military C-130 is expected to make a temporary landing at Oxnard Airport before 1 p.m. today (February 17th, 2026) to drop off passengers before departing the area.

Second Public Meeting Announced for Camarillo Airport Approach and Procedure Analysis

COUNTY of VENTURA
Department of Airports

The Ventura County Department of Airports is conducting an Approach and Procedure Analysis (Study) for Camarillo Airport. This Study is a response to community input received during the County's ongoing Part 150 Noise Compatibility Study for Camarillo Airport. This study focuses on evaluating how aircraft fly into and out of the airport under instrument flight rules, with the goal of identifying possible procedure adjustments that may help reduce aircraft noise. This Study will include technical evaluations, input from aviation experts, public meetings, and coordination with the Federal Aviation Administration (FAA).

Join Us!

Please join us for the second in a series of three public meetings to review the updated procedures, discuss additional procedures for consideration, connect with the project team, and ask your questions. *Your input will be critical as we evaluate options and move toward final recommendations.*

When: **Tuesday, March 3, 2026 at 6:00 p.m.**

Where: **Camarillo Airport Administrative Office**

555 Airport Way, Suite B, Camarillo, CA 93010

Special accommodation requests are available by reaching out to Jannette Jauregui at Jannette.Jauregui@venturacounty.gov (mailto:Jannette.Jauregui@venturacounty.gov). Requests must be made at least 72 hours in advance of a scheduled meeting.

Stay Connected

To learn more about the Study, please visit https://www.cma-approach-procedure-study.com/ (https://www.cma-approach-procedure-study.com/).

Department of Airports News Dated February 17, 2026

COUNTY of VENTURA
Department of Airports

Reminder – Second Public Meeting Announced for CMA Approach and Procedure Analysis

This is a friendly reminder that the Ventura County Department of Airports is conducting an Approach and Procedure Analysis (Study) for Camarillo Airport. This Study is a response to community input received during the County's Part 150 Noise Compatibility Study for Camarillo Airport. This study focuses on evaluating how aircraft fly into and out of the airport under instrument flight rules, with the goal of identifying possible procedure adjustments that may help reduce aircraft noise. This Study will include technical evaluations, input from aviation experts, public meetings, and coordination with the Federal Aviation Administration (FAA).

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Department of Airports News Dated February 27, 2026

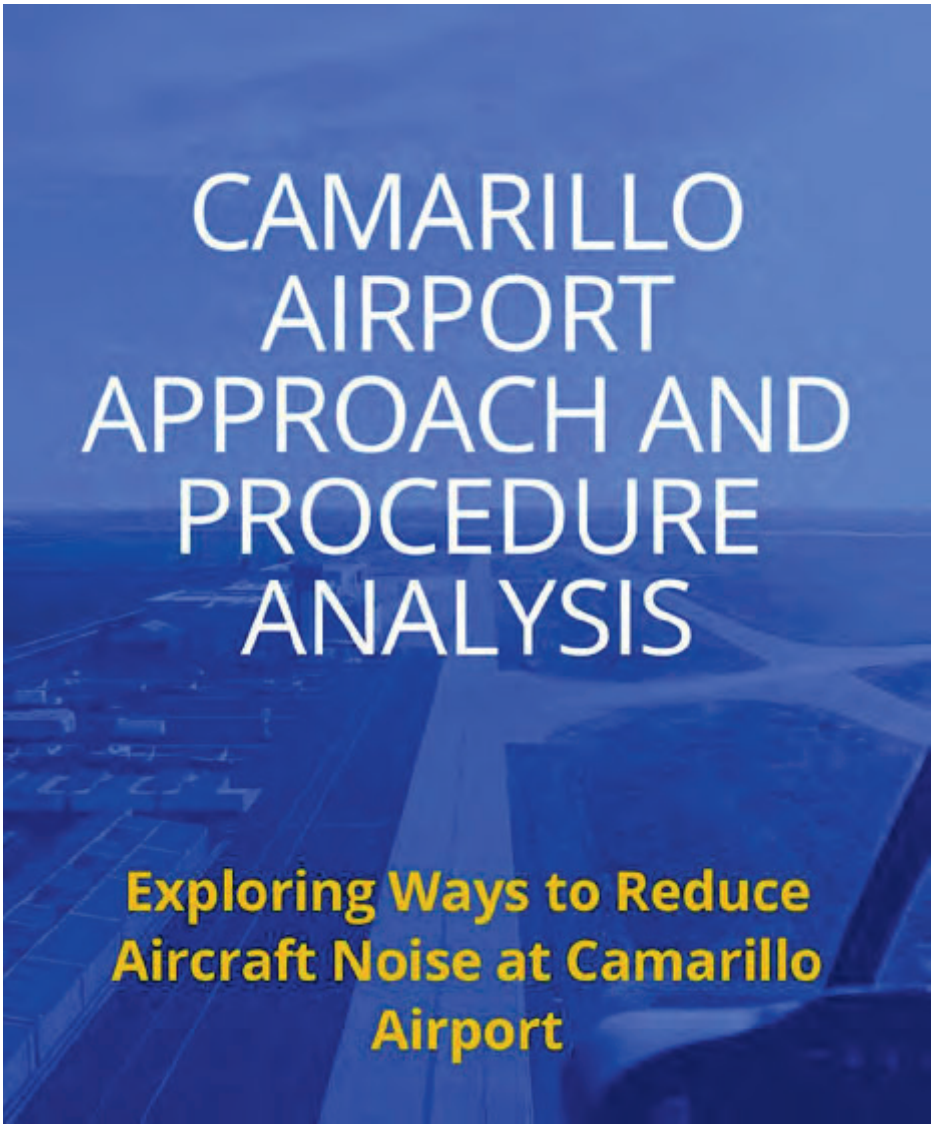
COUNTY of VENTURA
Department of Airports

Update Regarding CMA Requests for Proposal

This notice is a follow-up to our February 12th notice focusing on the Camarillo Airport Requests for Proposal. As part of our commitment to ensuring that the community has an opportunity to engage in this process and that all information is transparent and accessible, the Ventura County Department of Airports has invited those who submitted bids to provide a brief presentation on their proposal at the Aviation Advisory Commission Meeting on Wednesday, March 11th, at 6:30 p.m., and at the Airport Authority Meeting on Thursday, March 12th, at 6:30 p.m. Both meetings will be held at the Department of Airports' Administrative Offices located at 555 Airport Way in Camarillo. Those unable to attend the meetings in person may participate via Zoom. The link and additional information related to each meeting will be available on our website on or before Friday, March 6th. You will be able to find that information here: Advisory Boards – Ventura County Airports.

Department of Airports News Dated February 27, 2026

Public comment welcome in study tackling airport noise



BY SCOTT STEEPLETON, SCOTT@THEACORN.COM

Ventura County aviation officials have launched a technical study aimed at quieting the skies over local neighborhoods.

The goal is rethinking how aircraft approach and depart Camarillo Airport.

Study results will not trigger immediate changes to airspace procedures. Rather, potential changes could be implemented within the next two to three years. Without this effort, updates to the flight paths would likely require several more years.

Known as the Camarillo Airport Approach and Procedure Analysis, the initiative by the Ventura County Department of Airports follows years of mounting community concern regarding noise levels from the busy general aviation hub. The study will specifically examine aircraft operating under Instrument Flight Rules—the protocols pilots use when navigating via cockpit instruments rather than visual cues.

Researchers will look at whether flight paths and altitudes can be adjusted to minimize the so-called “noise footprint" over residential areas without compromising safety.

Key areas of focus include:

•Arrival and Departure Routes: Evaluating if aircraft can be funneled over less-populated terrain.

•Altitude Adjustments: Analyzing if higher approach altitudes or steeper descents could reduce the ground-level roar of jet engines.

•Technical Feasibility: Ensuring any proposed changes meet rigorous Federal Aviation Administration safety standards.

This study is a direct response to the feedback officials received from residents. Officials are looking for data-driven ways to be better partners to the community while maintaining the airport’s vital role in regional transport.

Because the FAA holds ultimate authority over the nation’s airspace, the county is working closely with federal regulators and aviation experts.

The process will involve:

•Technical Evaluation: Using flight modeling software to test new procedure designs.

•Expert Consultation: Collaboration with air traffic controllers and pilots to ensure new routes are flyable.

•Public Engagement: A series of community meetings will be held to allow residents to view proposed changes and offer input.

A public meeting on the matter is set for 6 p.m. March 3 at the Camarillo Airport Office, 555 Airport Way, Suite B.

Another meeting will happen in the spring.

The study serves as a technical companion to the county's broader Noise Compatibility Study, a long-term project designed to harmonize airport operations with the surrounding environment.

Officials expect the analysis to take several months to complete, with a final report intended to serve as a formal proposal to the FAA for permanent procedure changes.

For more, go to tinyurl.com/23vam9tp.

Acorn - Camarillo dated February 28, 2026

PACIFIC COAST BUSINESS TIMES

CCIA 2026: Area 805 Advanced Air Mobility Test Range poised for takeoff

Mike Panesis, executive director of California Lutheran University's Steven Dorfman Center for Innovation and Entrepreneurship, speaks at one of The Hive at Area 805's Take Flight community gatherings. (courtesy photo)

BY MIKE HARRIS MONDAY, MARCH 2ND, 2026

Waiting for FAA approval, the Area 805 project is expected to launch into the skies over Ventura County later this year.

The enterprise consists of 500 square miles of proposed airspace that would serve as a primary site for advanced air mobility testing for both commercial and defense industry partners.

Encompassing airspace over Camarillo, Oxnard, and the Ventura County coastline, Area 805 would serve uncrewed aircraft for pilots seeking a testing site.

The advanced air mobility test range is administered by Ventura County's Department of Airports and would operate from Camarillo and Oxnard airports.

"We're still in a holding pattern, awaiting approval by the FAA," Keith Freitas, the department's director, told the Business Times Feb. 20.

Area 805 was submitted to the FAA in November 2024, he said.

"Typically, it's a twelve to eighteen-month process," Freitas said. "We're about 14 months into that process."
Conceptualized during the creation of Area 805 was The Hive Autonomous Innovation Center at Camarillo Airport.

The Hive is an initiative to create an ecosystem that connects private enterprise, defense partners, education and workforce, and the public sector to accelerate the development and testing of dual-use technologies — particularly advanced air mobility and autonomous systems.

Administered by Ventura County's Economic Vitality Unit, the Hive launched in 2025 with a $550,000 pre-development California Jobs First Catalyst Grant.

"It will serve as a partner in helping to bring businesses to test at the Area 805 range," Estelle Bussa, Ventura County's deputy executive officer of economic vitality and service excellence, told the Business Times.

"Simultaneously, it will work as a partner with the test range to tie businesses into resources throughout the county," she said.

Area 805 will be operated through the Department of Airports' partnership with the University of Alaska, Fairbanks,aimingto become a leading partner in the development of uncrewed aircraft and ultimately the future of aviation.

The university is one of a small number ofFAA-designatedUAS test ranges in the U.S.

Although an uncrewed aircraft does not have a pilot in the aircraft, a pilot operates the aircraft from the ground, in a chase aircraft, or from a chase boat.

That's how the aircraft maintains safe operations from other aircraft and obstructions.

A county overview of Area 805 addresses what uncrewed aircraft mean to the community and whether they pose any safety concerns.

The future of aviation will include more environmentally conscious, electric aircraft that will be quieter and less disruptive to the community, the summary says.

Additionally, there will be more efficient methods of regional travel by air, it notes.

“But we aren’t there yet,” the overview says.

“That’s where test ranges like Area 805 come in as a vital resource in the final flight safety verification and operation of these aircraft,” it says.

Air traffic for Area 805 will primarily be over the Pacific with some incorporation into onshore air traffic.

Operations will be in full coordination with the Oxnard and Camarillo towers.

Up to three operations a day of autonomous aircraft flying are expected, and the impact on current air traffic is anticipated to be minimal.

Operators of the uncrewed aircraft will be required to complete a rigorous process by the FAA, the University of Alaska, Fairbanks, and the Department of Airports to be given permission to operate in the area.

Area 805 is expected to be a catalyst for inclusive economic transformation across Ventura County and the broader Central Coast, says Ventura County Coast, a tourism promoter.

The project is anticipated to generate more than 300 high-wage, high-skill jobs, from AAM technicians to clean tech engineers, according to the nonprofit.

And through partnerships with the Ventura County Community College District and local workforce boards, Area 805 is projected to provide stackable credentials, paid apprenticeships, and multilingual training designed to benefit working families and disinvested communities, Ventura County Coast says.

Freitas said he’s hoping the FAA will approve Area 805 in the second quarter of this year.

“And our target at this point is to be operational by the third quarter,” he said.

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