

December 31, 2019

Ventura County Transportation Commission
ATTN: Darren Kettle, Executive Director
950 County Square Drive, Suite 207
Ventura, CA 93003

Re: December 6, 2019, Letter from City of Camarillo Regarding CloudNine Project

Dear Mr. Kettle:

The County of Ventura has reviewed the above-described letter to your Commission, requesting various actions relating to the CloudNine project at the Camarillo Airport. The City's letter lacks legal and factual support. The County therefore requests that your Commission take no action regarding the CloudNine project.

The CloudNine Project

The CloudNine project is a proposed ground lease between the County and a private developer, RKR Incorporated, to develop an approximately six-acre site in the northeast corner of Camarillo Airport. The project will eventually include the construction of four 25,000 square-foot aircraft hangars, plus associated offices and ramp space. Although the lease was approved by the Ventura County Board of Supervisors on September 25, 2018, the County has not yet executed the lease. The lease was also approved by the Camarillo Airport Authority on August 9, 2018.

The CloudNine project is currently undergoing environmental review, with a draft Mitigated Negative Declaration (MND) having been opened for public comment on October 21, 2019, and closed on November 20, 2019. The County's review of those public comments is ongoing, and it is anticipated that the MND, including any revisions that come out of the public-comment process, will be presented to the County's Board of Supervisors in early 2020 for approval.

The City's Letter Lacks a Factual Basis

The City's letter claims that the CloudNine project will "facilitate" Boeing Business Jets. (City letter, p. 1.) This is not correct. The hangar facility contemplated in the CloudNine project is not suitable for, is not being designed for, and will not house, Boeing Business Jets (a type of Boeing 737). The CloudNine project is intended to develop hangars for private jet aircraft, consistent with the Camarillo Airport's current and planned operations and within all legal restrictions under which the Camarillo Airport currently operates, including the 1976 Joint Powers Agreement (JPA) between the County and the City.

The City's claim that the CloudNine project will "facilitate" Boeing Business Jets rests solely on the anticipated physical dimensions of the pavement in front of the hangars.

In its letter, the City misquotes a portion of the draft MND, which the City included as an enclosure. The City says that the draft "MND expressly notes that the Project's purpose is to facilitate larger aircraft 'such as the Boeing Business Jet 737-800 or a Gulfstream G650'" (City letter, p. 1, quoting from the draft MND.) The draft MND does no such thing.

The language the City quotes is not found in the draft MND's statement of the project's purpose but instead in its description of the physical dimensions of the ramp to be built in front of the proposed hangars: "This depth [120 feet] can accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream G650, two of the largest types of aircraft that are anticipated to use the airport." (Draft MND, p. A-4 [a footnote, omitted here, provides the physical dimensions of these two aircraft].) The only other mention of a Boeing Business Jet is found in a table on page B-3 of the draft MND, listing the aircraft for which the draft MND conducted its environmental analysis.

In addition, the developer of the CloudNine project, RKR, Incorporated, has assured the County, in writing, that Boeing Business Jets are not going to operate out of the CloudNine facility: "RKR Inc is NOT and has NO intention now or in the future to allow Boeing 737 aircraft to operate from the CloudNine location." (See enclosure, p. 1.) RKR also notes that the designed height for its hangars would not accommodate a 737. (Enclosure, p. 2.)

If the mere size of a hangar's ramp were to constitute proof that the project intends to "facilitate" Boeing Business Jets, the CloudNine project would hardly be worth mentioning, given that the physical dimensions of the runway, taxiways, and other airport tenants' ramps at the Camarillo Airport are also large enough to accommodate Boeing Business Jets, which has been true since long before the County acquired the Camarillo Airport from the Air Force in 1976. The infrastructure of the Camarillo Airport is designed to accommodate aircraft up to a certain width (wingspan) and height, under the FAA's Airplane Design Group (ADG III). ADG III includes all aircraft—regardless of manufacturer, model, weight, or other characteristic—between 79 and 118 feet wide and between 30 and 45 feet tall. ADG III encompasses Boeing Business Jets, simply because Boeing Business Jets fit within the above limits. But Boeing Business Jets cannot operate at the Camarillo Airport except under limited circumstances, because of the 1976 JPA.

That JPA imposes an aircraft weight limit of 115,000 pounds. The JPA is otherwise silent on aircraft dimensions and does not exclude aircraft based on manufacturer or model. Fully loaded with fuel, a Boeing Business Jet would exceed the 115,000-pound weight limit, but a Boeing Business Jet with a smaller fuel load can be safely operated under that limit. And many aircraft that fall into the ADG III dimensions are already based at and use the Camarillo Airport on a regular basis, in compliance with the JPA's 115,000-pound limit. Nothing in the draft MND or the CloudNine project alters, or could alter, the 115,000-pound limit in the JPA.

It is true that the draft MND included Boeing Business Jets in its assumptions for purposes of evaluating the environmental effects of the CloudNine project, but this helps more than it hurts, because the draft MND finds that even Boeing Business Jets, which are heavier than the aircraft for which the CloudNine project is being designed, would have no significant environmental impacts at the Camarillo Airport.

The City's letter also fails to identify any element of either the Camarillo Airport Master Plan or your Commission's Comprehensive Airport Land Use Plan that conflicts with the CloudNine project. As discussed below, your Commission's authority extends only to determinations of consistency with that Airport Land Use Plan.

In sum, the mere size of the CloudNine project's ramp will not "facilitate" Boeing Business Jets, and the City has not identified any other basis for your Commission to take action on this project.

The City's Request Lacks a Legal Basis

Even if the City had been able to identify a reason for your Commission to act here, it does not appear that your Commission has a legal basis for doing so. Reviewing individual projects is beyond your Commission's legal authority, and the City provides no legal ground for believing otherwise.

The Legislature lists your Commission's powers in Public Utilities Code section 21674, and they do not include reviewing particular airport projects. Your Commission's powers "shall in no way be construed to give the commission jurisdiction over the operation of any airport." (Pub. Util. Code, § 21674(e).) As relevant here, your powers include only the review of certain County *regulatory* actions under Public Utilities Code section 21676, to determine whether a County action is consistent with your Commission's Comprehensive Airport Land Use Plan. (Pub. Util. Code, § 21674(d).)

Under section 21676, your Commission may review County regulatory actions in only three circumstances: (1) When the County proposes to amend a general plan or specific plan; (2) when the County proposes to adopt or approve a zoning ordinance or building regulation; and (3) when the County proposes to modify its airport master plan. (Pub. Util. Code, § 21676(b), (c).) None of these three predicate acts has occurred, and the City's letter does not claim otherwise. Your Commission therefore has no legal basis for taking action here.

The CloudNine project is important to the Camarillo Airport and the County, but despite various efforts to show otherwise—including the City's here—the project is largely unremarkable. It does not involve regulatory changes. It will not result in a change in the aircraft types operating at the airport. It will not violate the 1976 JPA. It is in no way inconsistent with any governing plan or regulation. This project involves nothing more than the construction of four aircraft hangars and associated facilities on a public airport, a place where aircraft hangars and associated facilities must be built, where hangars and related

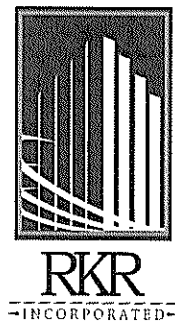
facilities of similar sizes have existed for decades, and where aircraft of similar size and weight have operated for decades. It does not warrant your Commission's attention.

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

KIP TURNER, C.M.
Director of Airports

Enclosure: Letter from RKR Incorporated dated November 19, 2019

cc: Board of Commissioners, Ventura County Transportation Commission
Board of Supervisors, County of Ventura
David Norman, City Manager, City of Camarillo
City Council, City of Camarillo
Michael Powers, County Executive Officer, County of Ventura



November 19, 2019

Kip Turner
Airports Director, County of Ventura
Ventura County Dept. of Airports
555 Airport Way, Suite B
Camarillo CA 93010

RE: Boeing 737 Operations from CloudNine

Dear Kip,

It has been brought to my attention that there is a rumor being circulated through-out the airport and local community that the CloudNine hangars are being constructed to accommodate and house Boeing 737 aircraft (See attached Ad in Ventura County Star). I would like to address this on the record to help clear up any misconceptions there may be and to reassure the tenants and local community of the intent of the CloudNine development.


As you know parts of the CloudNine development and supporting taxi-lane are designed and engineered to the Airports current design group (ADG III) which does include the Boeing 737 aircraft among others. When engineering certain elements of this project RKR must always take into consideration continuity of the current airport design standards while also ensuring this project stands the test of time far beyond RKR's initial lease. Please do not mistake RKR's desire to comply with the current airports design group as anything other than that. RKR is also aware of the current Joint Powers Agreement that exist between the city of Camarillo and the County of Ventura that limits aircraft operating weight at 115,000lbs as such RKR Inc. seeks to always operate within the safe operating limitation set forth by the County of Ventura and the Federal Aviation Administration.

Although one party approached RKR early in the development phase with a Boeing BBJ request, RKR Inc and the development team in coordination with the interested party ultimately determined Camarillo and the CloudNine development were not a suitable location for their aircraft to operate from. Additionally, the cost of engineering the hangars to accommodate the additional wingspan and tail height were cost prohibitive. For that reason, among others, the CloudNine development as a whole is NOT physically designed to accommodate the Boeing 737 aircraft. To be clear, **RKR Inc is NOT and has NO intention now or in the future to allow Boeing 737 aircraft to operate from the CloudNine location.** Attached you will also find a section of CloudNine's current design packet showing the various elements of the structures

design dimensions including door height limited to 28 feet again making the structure unusable by the Boeing 737 which boast a tail height of over 41 feet.

We hope this letter helps dispel any rumors and demonstrates RKR Inc's willingness to commit to a development that the community can be proud of. Feel free to contact me for any questions or concerns you might have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron K. Rasak', with a large, stylized loop at the beginning.

Ronald K. Rasak
CEO RKR Inc.

cc: Supervisor Kelly Long
Supervisor John Zaragoza
Co. of Ventura CEO Mike Powers
Airport Authority Chair Bill Thomas
Camarillo City Manager Dave Norman



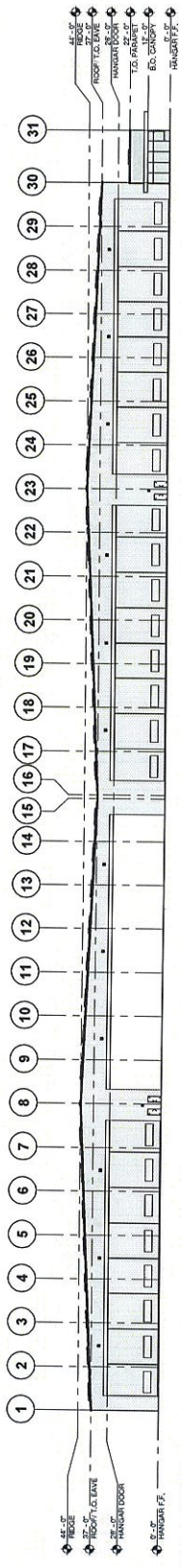
ATTENTION CAMARILLO

BIG JETS ARE COMING SOON UNLESS YOU ACT

Page 2A of the Ventura County Star on November 18, 2019, states that the proposed new hangars on Las Posas Road will be "large enough to house the type of business jets that already use the airport". True but misleading. The Department of Airports is proposing to base airliner-sized Boeing Business Jets there under a 50-year lease. If approved these will be the largest and potentially the loudest aircraft ever permanently based at this airport. These private Boeing 737-800s are up to twice as heavy on take-off as the 10-15 passenger executive jets that currently use the airport.

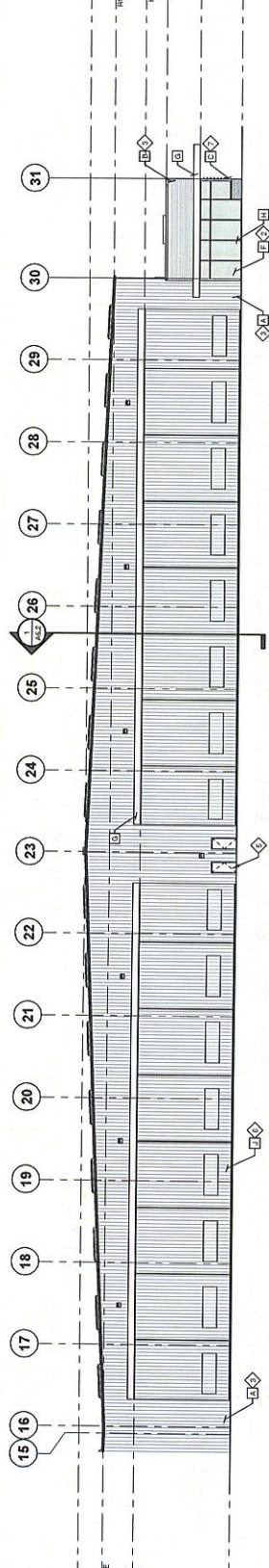
If approved, this proposal will fly in the face of a 1976 agreement with the City of Camarillo not to base such large aircraft at this airport.

If you disagree, you only have until 5:00 PM on Wednesday, November 20, 2019, to submit written comments to Ms. Erin Powers at erin.powers@ventura.org. The Department of Airports has refused to extend the comment deadline despite the lack of effective public notice.

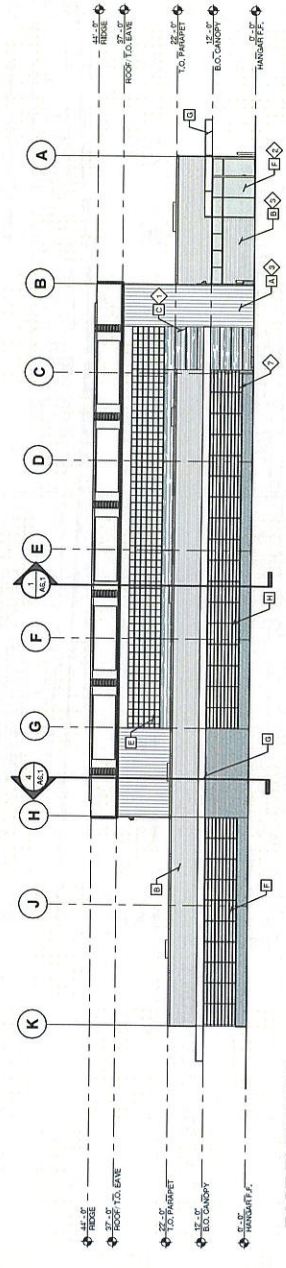


OVERALL SOUTH

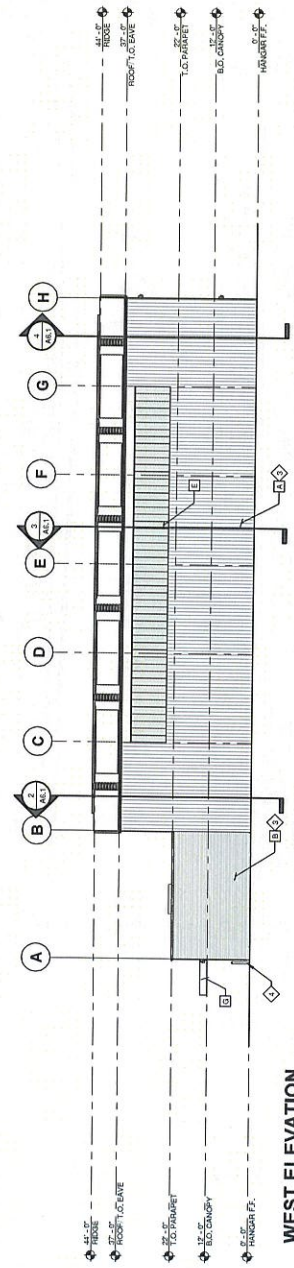
NOT TO SCALE



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

KEYNOTES

- 1 EXTERIOR THERMA WALL CLADDING
- 2 ALUMINUM-FRAMED STOREFRONTS
- 3 INSULATED METAL WALL PANELS
- 4 CONCRETE FILLED PIPE INCLINED
- 5 INSULATED METAL DOOR AND FRAME
- 6 30TH 10TH FACTORY (D) IN HANGING CLIPPING HANGAR DOOR
- 7 FORMER WALL COATERS

FINISH KEYNOTES

1	20 GA. EXTERIOR METAL FAIR WALL PANEL WITH VERTICAL SEAMS	METAL SALES 14-17	UNKNOWN WHITE
2	24 GA. EXTERIOR METAL WALL PANEL WITH HORIZONTAL FLUTES	METAL SALES 14-17	UNKNOWN WHITE
3	EXTERIOR CLADDING PANEL	THE SPA	GRAYED CEDAR
4	STONE MASONRY VENEER	EL DONADO STONE	EL DONADO EUROPEAN LODE "WHEATWAT"
5	TRANSLUCENT WINDOW SYSTEM	KNICKSPAN	CRYSTALLIZING WS WHITE
6	ALUMINUM STOREFRONT SYSTEM	PPG	INSULATED GLASS UNIT SOLAR GREY
7	ALUMINUM COMPOSITE PANEL	ALPOLITE	4-100-20 SILVER METALLIC
8	ALUMINUM STOREFRONT FRAME	NA	ALUMINUM ANODIZED W/ CLEAR FINISH
9	24 GA. EXTERIOR METAL WALL PANEL WITH VERTICAL FLUTES	METAL SALES 14-17	METALLIC SILVER



EXTERIOR ELEVATIONS
NEW HANGAR FACILITY
CLOUD 9 AT CAMARILLO
LAS POSAS ROAD
CAMARILLO, CA

0' 8' 16' 32' 64'
SCALE: 1/16" = 1'

A5.2

Job No. 5435
04/12/2019
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