

What initiated Camarillo's Requests for Proposals (RFPs)?

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. As a reference, we have attached both open RFPs.

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 and 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.

Well wishes to you all,

Jannette

**Camarillo and Oxnard
Airports**

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