

B. Review of Meeting Locations for Airport Authorities

RECOMMENDATIONS:

Staff recommends that your commission/authority rotate its meetings every other month between Camarillo and Oxnard airports.

Deputy Director Michael Musca took this meeting in the absence of Director of Airport Rod Murphy. Mr. Musca reviewed the item and turned it over to the authority members for discussion.

Michael Morgan reported that the Camarillo City Council is concerned about the convenience of their constituents and is opposed to Camarillo having their issues discussed in Oxnard. There would, however, be concessions with regard to meeting jointly during budget sessions.

The chair acknowledged Mr. Don Hollingsworth, who spoke in favor of meeting at Camarillo Airport because the administration building is specifically set up to accommodate the County airport meetings.

Mr. Pinkard commented that the Oxnard Council Chambers would be available for airport meetings held in Oxnard.

Based on direction from the Camarillo City Council, Mr. Morgan moved, seconded by Bill Leibmann, to keep the Camarillo Airport Authority meetings at the Camarillo airport and not alternate between airports. There were nay votes from Jim Hickerson and Kathy Long, which created a tie-vote.

The authority members could not remember if they had actually *voted* on alternating the meetings. In view of this, and the tie-vote, the chair directed that this item be continued to the next meeting. The location of the next meeting would be determined after the Minutes were checked to verify the vote. If meetings were to be alternated, Oxnard Airport would host the next session.

A comment which came up several times was that if an agenda were weighted toward one airport, then that airport should probably be the site of the meeting.

A. Camarillo/Oxnard Hangar Development Plan

RECOMMENDATIONS:

Staff recommends that your authority:

1. approve, in concept, the two Oxnard Airport hangar layout plans pending environmental review;


2. approve the change to the pending Oxnard Airport master plan to allow the construction of new hangars at the west end instead of relocating portable hangars;
3. support, as a priority, the Willis Avenue extension project and associated improvements at Camarillo Airport;
4. direct staff to solicit bids for the Willis Avenue extension, "central hangar complex" and the "east-end site;"
5. direct staff to return for further review the actual bid estimates and costs for all three Camarillo projects;
6. direct a review of the rent and fee schedule and identify new revenues for various capital and maintenance projects and other operating expenses;
7. recommend to the Board of Supervisors the approval of "certificates of Participation" or a loan for the cost of the Willis Avenue extension and associated improvements; and,
8. direct staff to present the revised rent and fee schedule to the Aviation Advisory Commission and both airport authorities for review and action prior to awarding the construction contracts for the hangars and Willis Avenue.

Michael Musca reviewed the staff report, dispensing with items 1 and 2, and asked that easels be set up to accommodate the items for display.

It was brought to Mr. Musca's attention that the 4% Taxes & Insurance figure of \$228,199 was incorrect. Mr. Musca agreed, and said it should read \$182,500.

Because there were so many speaker cards submitted, the chair requested that the comments be kept to three minutes.

Those who spoke were: Don Hollingsworth; Howard Maroz; Bob Fowler; Larry Scheiber; Robert Rudin; Leonard Goodman; Mike Fourney; Richard Straun; Mr. Coolidge; Warren Fee; Mark Miller; Ray Modert; and Mark Sullivan.

 During further discussion, Mr. Leibmann expressed his view of the function of the authorities as being responsible for land-use and airport operations rather than considerations in developing/ profitability. In his view, staff's reasons for changing the master plan were from the perspective of development, and he reported that none of the reasons could convince him to change the master plan.

Mr. Morgan was firm in his opinion that the current master plan should be followed. As part of that, he asked that staff look into an option and cost estimates for building some private hangars. Mr. Calhoun express his concern about not being able to build hangars because of the expense. He wanted to know how much they will cost, and asked that condo-type purchases and the variations be included in the planning. His interest is to see all options exhausted and to get hangars built quickly - at an affordable price.

Kathy Long declared her conclusions that the past direction on the master plan should be honored and move ahead with the focus on the central hangar complex. She suggested that an area to explore would be that of including private ownership. She expressed her frustration at working at a disadvantage with so little information.

Bill Thomas asked if the County's request for proposals could include a section for private and/or commercially built hangars.

Jim Hickerson commented that his overall concern was the cost, and strongly suggested moving ahead to get some solid figures.

The chair recognized Mr. Frank Tchannel who suggested developing part of the east end and leasing the land for privately-owned hangars. His opinion was that enough money in rent could be generated to help fund part of the central location.

Mr. Leibmann moved that the following action be taken: ***that the authority support as a priority the Willis Avenue extension project and associated improvements; that it direct staff to solicit bids for the Willis Avenue extension and the central hangar complex; that it direct staff to return for further review the actual bid estimates and costs for those two projects; that they direct staff to make a review of the rent and fee schedule and identify new revenues for various capital and maintenance projects and other operating expenses; and, direct staff to present those revised rent and fee schedule figures to the advisory commission and to the airport authority for review and action. At the request of Michael Morgan (who seconded the motion) he amended his motion to include that when staff is reviewing the bid estimates and costs and the new revenues for maintenance, it include looking at privatization of the central hangar complex, whether by individual owners or a consortium or one particular owner as a turn-key.*** (This motion included items 5.A. 3; 5.A 4. [without the east-end site]; 5.A.5.; 5.A.6 [to include private ownership] and 5.A.8.) ***The vote passed with one abstention from Jim Hickerson.***

6. NEW BUSINESS

A. Coordination of Community Relations, Civic Groups and Airport Tenant Communications

RECOMMENDATIONS:

Staff recommends that your authorities ask the board of supervisors to:

1. award a contract to CommuniQuest to provide the Department of Airports (DOA) with consulting services related to community relations and communications with civic groups and airport tenants at Camarillo and Oxnard airports;
2. authorize the director of airports to execute the contract and any/all documents necessary to effect the contract; and,
3. approve the DOA's increase in appropriations (B/U 7332-2109) and expenditure of \$50,000 for the consultant fee and related expenses.

Michael Musca briefed the staff report. The chair recognized Howard Maroz who spoke in opposition to hiring a consultant. He said that a staff person with good communication skills could be quickly trained, free of charge, using the Aircraft Owners and Pilots Association (AOPA) material on airport and noise issues.

The chair acknowledged Mr. Robert Fowler and Mr. Don Hollingsworth, both of whom opposed hiring a consultant.

The chair recognized Mr. Jerry Knotts, who was there representing the Aviation Advisory Commission (AAC). He reported that the AAC was more in favor of a permanent employee, rather than a consultant, but no conclusion was reached except to have staff re-look at the issue and return with a better proposal.

Michael Morgan asked if part of Mr. Murphy's increase in pay was based on his being more involved with the community on these kinds of issues. Kathy Long responded that although she didn't know the specifics, the responsibility for community outreach is with the director, and the deputy position filled was to free the director's time for contact with the airport users and the community.

After a discussion of the department's financial position, ***Kathy Long moved that this item be continued until the following month. She requested that the material covering this item be included with that packet. She included that the director***

include another option using in-house talent, how that talent might be cultivated and how the offer of the AOPA could be used. She was adamant that a plan be drawn up. Jim Hickerson seconded the motion which passed without objection.

B. Personnel Classification Recommendations

RECOMMENDATIONS:

Staff recommends that your commission/authorities ask the Board of Supervisors to:

1. approve the recommended changes to the airports' organizational structure; and
2. approve the Department of Airports' (DOA) increase in appropriations for:
 - A. salaries (B/U 7332-1101) in the estimated amount of \$26,000;
 - B. increase in appropriations for employee benefits (BU 7332-1000 series) in the estimated amount of \$9,100; and
 - C. the expenditure of approximately \$35,100 for salaries and related employee benefits.

Michael Musca briefed the item.

The chair recognized Mr. Don Hollingsworth, who spoke in opposition to the hiring of additional staff.

Kathy Long moved, seconded by Jim Hickerson, to follow staff's recommendation. The motion passed without exception.

C. Airport Noise Abatement and Enforcement (Summary)

RECOMMENDATIONS:

Staff recommends that your authorities:

1. receive and file this summary report; and,
2. direct staff to return to your authorities in December 1998 with a detailed noise program.

Kathy Long moved, seconded by Michael Morgan, to receive and file. Mr. Leibmann asked for clarification on the noise abatement rules for Camarillo Airport, specifically relating to "No

departures between midnight and 0500 without prior approval of the airport administrator." His understanding was that there were to be no operation between those hours. ***The question was called, and the motion carried without exception.***

7. REPORTS

- A. Monthly activity report
- B. Future projects
- C. Noise complaint summaries
- D. Financial statements, Period Ending 6-30-98

Reports was received and filed.

8. PUBLIC COMMENT - Non-Agenda Items

If you wish to speak to the authority on a non-agenda item, please fill out a speaker card and hand it to the secretary. No action or discussion will be undertaken. Public comment will be limited to **five minutes** per speaker.

Those who spoke were: Heidi Oyres (CMA runway closure); Robert Fowler (Aviation Advisory Commission [AAC]); Don Hollingsworth (hangars); Howard Maroz (AOPA); Jerry Knotts (future of AAC).

9. AUTHORITY COMMENTS

Comments by authority members on matters they deem appropriate.

Kathy Long commented on the CMA runway overlay project. She asked that Mr. Murphy to reply to the concern of those who suffered losses during that closure. Michael Musca confirmed that Mr. Murphy would be responding to her request.

Mrs. Long expressed her appreciation for the AAC and requested that some discussion time be set aside to talk about the best way to present their reports to the authorities. One of her suggestions was to have a permanent agenda spot.

Mr. Leibmann and Mr. Calhoun echoed Mrs. Long's appreciation for the value of the AAC.

10. INFORMATION

- A. Events and meeting calendar
- B. Notice of public hearing
- C. Notice of CMA runway overlay project

11. **CORRESPONDENCE- none**

12. **ADJOURNMENT**

There being no further business, the October 15, 1998 meeting was adjourned at 10:00 p.m.

Michael A. Musca
Deputy Director of Airports

slc/wp61\joint\Minutes 10-15-98