

Camarillo Air Traffic Control Tower/Ventura County Ultralight Aircraft  
Society/Department of Airports, County of Ventura

**LETTER OF AGREEMENT**

Effective Date: February 26, 2007

Subject: VCUAS Air Vehicle Operations

1. **PURPOSE:** This Letter of Agreement (hereafter called "LOA") establishes procedures at the Ventura County Ultralight Aircraft Association (hereafter called "VCUAS") Airpark for arrivals, departures, and closed traffic.
2. **CANCELLATION:** LOA, same subject, dated September 11, 1995.
3. **SCOPE:** The procedures outlined herein are for use by ultralight-type air vehicles (see Definitions #5) operating from VCUAS Airpark within the Camarillo Class Delta Surface Area.
4. **RESPONSIBILITIES :**
  - a. Camarillo Tower shall retain the authority to withdraw the provisions of this agreement at any time.
  - b. VCUAS shall ensure that their pilots are thoroughly familiar with the provisions of this agreement, FAR 103, and all other applicable FARs.
  - c. Designated routes and procedures shall be adhered to unless otherwise approved by the tower, and shall be flown at or below 300 feet MSL.
  - d. Landings and takeoffs shall be at the pilot's risk and shall be within the confines of the VCUAS Airpark. Pilots shall maintain visual separation from other air vehicles at all times.
  - e. These procedures will be authorized only when VFR weather conditions exist at Camarillo Airport. Air vehicle pilots shall obtain the current ATIS on 126.02 MHz prior to initial contact with tower or shall advise "Negative ATIS."
  - f. Tower frequency 128.20 MHz shall be monitored while in the Camarillo Class D Surface Area.
5. **DEFINITIONS:**
  - a. Shall: procedure is mandatory.
  - b. ATIS: Automatic Terminal Information Service
  - c. VFR: reported visibility 3 miles or greater and ceiling at or above 1000 feet AGL
  - d. MSL: Mean Sea Level
  - e. AGL: Above Ground Level
  - f. Ultralight-Type Air Vehicle: An air vehicle with official take-off and landing characteristics that enable it to safely operate from the VCUAS Airpark, and authorized by VCUAS to operate at the airpark.

6. PROCEDURES:

- a. Southeast Departure: Depart southbound, remaining east of Wolff Road and west of Wood Road until south of Fifth Street, then on course.
- b. Northwest Departure: Depart westbound remaining south of the extended runway centerline to Revolon Slough; northbound along the slough until north of Highway 101, then on course.
- c. Southwest Departure: Precede southwest bound parallel to Pleasant Valley Road. After crossing 5<sup>th</sup> Street, contact Pt. Mugu Tower on 124.85 and request a transition to the Edison Power Plant (Twin Stacks) at the beach. At the beach, contact Oxnard Tower on frequency 134.95 and request to transition northbound along the shoreline to the Ventura Pier.
- d. Southeast Arrival: Remain south of 5<sup>th</sup> Street until west of Wood Road, then northbound remaining west of Wood Road and east of Wolff Road to enter the downwind leg of the VCUAS Airpark pattern.
- e. Northwest Arrival: Remain north of Highway 101 until over Revolon Slough, then southbound along the slough until south of the extended runway centerline to enter downwind leg of the VCUAS Airpark pattern.
- f. Southwest Arrival: Contact Oxnard Tower to proceed southbound along the shoreline to the Edison Power Plant. Contact Pt. Mugu Tower to transition northeast bound parallel to Pleasant Valley Road toward Camarillo Airport. Contact Camarillo Tower prior to 5<sup>th</sup> Street for entry into the VCUAS Airpark pattern.
- g. Closed Traffic: The downwind leg of the pattern shall be south of the VCUAS Airpark regardless of wind direction. Pilots shall advise the tower if they desire a pattern opposite direction to the runway in use. The pattern shall be activated as follows:
  - i. An initial request for closed traffic or departure shall activate the pattern.
  - ii. Once activated, additional air vehicles may enter closed traffic at their discretion.
  - iii. The last air vehicle shall advise the tower when ultralight air vehicle operations end.
- h. Lost Communication Route: When unable to land and notify Camarillo by telephone of radio problems, VCUAS air vehicles shall precede inbound via the Southeast Route. Upon arrival the pilot shall notify Camarillo Tower via telephone of the arrival and nature of the problem.

7. PHRASEOLOGY: When communicating with the control tower, the word "Ultralight" shall be used to identify all air vehicles operating from the airpark. The following are examples of air vehicle-to-tower communications:

- a. "Camarillo Tower, Ultralight \_\_\_\_\_, request southeast departure with information Charlie."
- b. "...request northwest arrival for the ultralight field."
- c. "...request to open the ultralight pattern with Charlie."

Original on file at:

Ventura County Ultralight Aircraft Society, Ventura County Department of Airports and Camarillo Air Traffic Control Tower

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[SIGNED]

Thomas Lehmann  
President  
VCUAS

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[SIGNED]

Todd McNamee  
Director of Airports  
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