

# AIRPORT NOISE STUDY FACT SHEET

## Ventura County Department of Airports 14 CFR Part 150 Studies

### VOLUNTARY

A Part 150 Noise Compatibility Study is a voluntary program funded by the federal, state and county governments. The Ventura County Department of Airports has elected to engage in two Part 150 studies (i) to evaluate noise impacts near both Oxnard Airport and Camarillo Airport; and (ii) to identify new and enhance existing noise mitigation measures the airport can implement to be the best neighbor possible.

### COLLABORATIVE

The study is collaborative, requiring input from the airport operator, local pilots, flight schools, aviation businesses, community members, Caltrans and the Federal Aviation Administration (FAA).

### COMMUNITY-GUIDED

The goal of a Part 150 program is to reduce the number of people who live in areas impacted by aircraft noise. Community members are encouraged to participate in the study process through public workshops and planning advisory committees.

### PART 150 STUDY COMPONENTS

The study consists of two parts:

The first phase of the study is a **Noise Exposure Map (NEM) Update**. In an NEM update, noise generated by airport operations is modeled for existing (now) and future (five year) conditions. Field-level noise measurements may also be recorded as a comparison tool to validate the mathematical model. Per FAA regulations, the study area must encompass the 65 CNEL noise exposure contour and be at a map scale of 1" = 2,000 feet. The area for aircraft noise concerns is not limited to the previously mentioned FAA study area guidelines.

The second phase is updating the airport's **Noise Compatibility Program (NCP)**. The NCP will recommend an actionable list of steps the airport can take to reduce impacts of aircraft noise on the community, regardless of the NEM results. An NCP can also evaluate prior noise compatibility program implementation and effectiveness. Although an NCP cannot impose mandatory restrictions on the airport, various noise abatement measures and land use compatibility measures could potentially be recommended. The area for noise abatement alternatives is not limited to The NCP is a comprehensive approach to addressing the noise concerns specific and important to each Ventura County community.

### NOISE CONTOURS

#### Noise Contours and Community Noise Equivalent Level (CNEL) Explained

A noise contour depicts, graphically, noise around an airport which is generated by aircraft operations. The noise contours are used by the Federal Aviation Administration (FAA) to quantify noise exposure at all airports in the US. For airports in California, the noise exposure is expressed in a metric called "CNEL" or the Community Noise Equivalent Level. CNEL is calculated by a computer modeling program using actual flight data, or forecasted flight data if examining a future case, for a specific year. The flight data used by the model includes the make and model of each aircraft as well as where over the ground all aircraft are flown. The noise model will sum and average all of this flight noise data to generate contours that depict locations in the airport's vicinity with equal CNEL for the average 24-hour period. For any areas where the exposure exceeds 65 CNEL, FAA considers this exposure level to be incompatible with residential uses.

#### How will noise concerns be addressed for our neighbors whose homes are not within the contours?

The Noise Compatibility Program (NCP) is the second phase of the Part 150 Studies and is expected to have the greatest impact on the community as the primary focus is on identifying how we can make improvements to existing operations. It is also important to understand that this portion of the Part 150 Studies will look beyond the FAA's 65 CNEL noise exposure contours and take a deeper dive into what can be done (within FAA regulations) to improve quality of life both in the air and on the ground.

### RESULTS

The Part 150 study results and compatibility program measures are resources Ventura County Department of Airports can use to address community noise concerns. The NEM will identify the magnitude of noise impacts based on national standards in a consistent and scientific way. The NCP will identify specific measures to reduce incompatible land uses.

Source: Federal Aviation Administration. The FAA Airport Noise Program. 13 January 2015.  
<https://www.faa.gov/newsroom/faq-airport-noise-program>

### PUBLIC PARTICIPATION

The first in a series of Planning Advisory Committee and Public Information Workshop meetings were held for Camarillo Airport on March 20, 2023, and for Oxnard Airport on March 21, 2023. Community members will have additional opportunities to learn more about each study, ask questions, and provide feedback at the second Public Information Workshop for Oxnard Airport on September 25, 2023, at the Oxnard Performing Arts Center, and for Camarillo Airport on September 26, 2023, at the Ventura County Office of Education. The draft NEM document will then be presented to the respective Aviation Advisory Commission and Airport Authority at meetings tentatively scheduled for October and November 2023 and submitted to the FAA for review by the end of the 2023.

For more information visit [vcairports.org](http://vcairports.org).

## PARTICIPANT LIST | Camarillo Airport 14 CFR Part 150 Compatibility Planning Study Project

### Planning Advisory Committee (PAC) Meeting #1 - March 20, 2023 | 1:30 p.m.-3:30 p.m.

| Name/Affiliation   | Name/Affiliation  |
|--|---|
| Robert Merrilees, Santa Rosa Valley Resident                         | Bill Warburton, Spanish Hills HOA, Resident             |
| Luke Garrison, FAA   | Cindy Dow, Old Town Resident                            |
| Ken Obi, Orbic Helicopters   | Brandon Zickafoose, Air Traffic Control                 |
| Michael Campolo, COHOTA  | Kyle Johnson, Old Town Resident                         |
| Peter Finie, Resident  | Scott Barer, Airport Authority                          |
| Mary Brehm, CMA Flight School/SunAir Jets                            | Edward Hoffer, Old Town Resident                        |
| Brittany Villasenor, Oxnard Union High School District               | Amanda Fagan, VCTC                                      |
| Lourdes Solórzano, Ventura County Supervisor Matt LaVere, District 1 | Cherie Hecker, Air 7                                    |
| Maggie Bird, Airport Advisory Commission                             | Mark Skowronski, Resident                               |
| Gail Campos, FAA   | Keith Moore, CastleLight Energy Corp                    |
| Joe Mitchell, Old Town Resident                                      | Matt McKee, Air 7                                       |
| Lisa Schaefer, Air Traffic Control                                   | Mike Eyre, EAA 723/CWA/KCMA                             |
| Kim Prillhart, County of Ventura Resource Management Agency          | Robert Bravo, County of Ventura                         |
| Tony Falcone, Ultra Light Aircraft Society                           | Michelle D'Anna, City of Camarillo                      |
| Cami Pinsak, Realty One Group  | Ted Lawrence, Oxnard Union High School                  |
| Michael Inda, Ventura County Supervisor Kelly Long, District 3       | Diana Velzy, Oxnard Inter Neighborhood Council Resident |
| Caitlin Brooks, VCTC   | Ron Rieger, Resident                                    |
| Sean Johnson, Air Traffic Control                                    | Dr. Danielle Cortes, Pleasant Valley School District    |
| <b>Total Attendees: 36</b>   |   |

### Public Information Workshop #1 - March 20, 2023 | 5:30 p.m. – 7:30 p.m.

| Name                       | Name         | Name       |
|----------------------------|--------------|------------|
| John G.                    | Brett N.     | Rose O.    |
| Jim S.                     | Michael C.   | Karen B.   |
| Greg S.                    | Marianne R.  | Carlo C.   |
| Larry C.                   | Mike A.      | Steve B.   |
| Paula F.                   | Eileen V.    | Beverly V. |
| Joe S.                     | Renee H.     | Mark W.    |
| Brenda R.                  | Joe M.       | Kristin O. |
| Paul G.                    | Michael I.   | Renee B.   |
| Patty S.                   | Matthew B.   | Cindy D.   |
| Tad D.                     | Jim G.       | Eric E. J. |
| Lauren D.                  | Starr W.     | Ed M.      |
| Rosemary S.                | Yvonne T.    | Carlos Z.  |
| John V.                    | Cassandra F. | Sheryl W.  |
| W.T.                       | Michael M.   | Melodie K. |
| David B.                   | Eileen M.    | Kristy K.  |
| Jill B.                    | Sheila R.    | Frank O.   |
| Kathy M.                   |              |            |
| <b>Total Attendees: 49</b> |              |            |

## PARTICIPANT LIST | Oxnard Airport 14 CFR Part 150 Compatibility Planning Study Project

### Planning Advisory Committee (PAC) Meeting #1 - March 21, 2023 | 1:30 p.m.-3:30 p.m.

| Name/Affiliation  | Name/Affiliation                                     |
|---|--|
| Alan Glen, CINC Board Member                              | Ted Lawrence, Oxnard Unified High School District    |
| Mark Swaney, Oxnard EAA                                   | Christopher Bissonnette, INCO/Blackstock South       |
| Christine Bissonnette, INCO/Blackstock South              | Walter Hagedohm, Oxnard Shores Neighborhood Council  |
| Justin Guan, FAA  | Gail Campos, FAA                                     |
| Doug Tauber, Via Marina                                   | David Lunn, EAA                                      |
| Lee Westfall, FAA   | Barbara Filkins, Ventura County 99s                  |
| Robert Bravo, County of Ventura                           | Ben Di Benedetto, Oxnard Shores Neighborhood Council |
| Charles McLaughlin, ASPAV                                 | Steve Tannehill, Airport Advisory Commission         |
| Kathleen Mallory, City of Oxnard                          | Justin Campbell, INCO                                |
| Michael Inda, Office of Supervisor Kelly Long, District 3 | Robert O'Riley, County of Ventura                    |
| Brittany Villasenor, Oxnard Unified High School District  | Donald Kunstadt, Resident                            |
| Eugene Fussell, Oxnard Airport Authority                  | Jose Coyotl, Port Hueneme                            |
| Ron Karu, Oxnard Shores Homeowners Association            | Priscilla Howden, Golden West FBO                    |
| Diana Velzy, Oxnard Neighborhood Council Chair, INCO/OPNC | <b>Total Attendees: 27</b>                           |

### Public Information Workshop #1 - March 21, 2023 | 5:30 p.m. – 7:30 p.m.

| Name/Affiliation                 | Name/Affiliation           |
|----------------------------------|----------------------------|
| Dick C., Travel Air Aircraft Co. | Matt O., BVP               |
| Juan Carlos D., MICOP            | Rosalia M., MICOP          |
| Ana M., MICOP                    | Maximino N., MICOP         |
| Juan M. J., MICOP                | Brian V., VC Star          |
| Vanessa T., MICOP                | Heather D. N., Oxnard      |
| Joe G., Oxnard Shores            | Pancho I.                  |
| Rita W., Oxnard Shores           | Alondra M., MICOP          |
| Doug P., Cabrillo                | Ben D., Oxnard Shores NC   |
| Maria I., MICOP                  | Susan B., Oxnard Shores    |
| Joni C., O.S.                    | Diana V., INCU             |
| Susan T., Oxnard Shores          | <b>Total Attendees: 21</b> |

## **PARTICIPANT QUESTIONS | Camarillo & Oxnard Part 150 Compatibility Planning Studies Planning Advisory Committee (PAC) Meeting #1 & Public Information Workshop #1**

### **1. Is the noise study map the minimum for the FAA?**

The study area represents the maximum allowable area at a 1" = 2,000' scale based on FAA's 14 CFR Part 150 requirements for Noise Exposure Maps (NEM). The map does not limit the area addressed by each airport's Noise Compatibility Program (NCP) or other measures Ventura County Department of Airports implements on a voluntary basis.

(Source: 14 CFR Appendix A to Part 150(b)(1), retrieved from [https://www.ecfr.gov/current/title-14/part-150#p-Appendix-A-to-Part-150\(b\)\(1\)](https://www.ecfr.gov/current/title-14/part-150#p-Appendix-A-to-Part-150(b)(1)).)

### **2. For Fly Friendly VC, how do you know who is using and who is not?**

Aircraft not following Fly Friendly VC can result in noise complaints. Noise complaints are researched using Ventura County's flight track monitoring system. This system can provide an indication of whether a pilot deviated from the voluntary procedures.

### **3. Are residents at the bottom of the map included?**

See response #1.

### **4. Why is Fly Friendly VC optional?**

Compliance with the recommended noise procedures is encouraged, but implementation of the procedures should not be allowed to compromise flight safety. It is important to note that the FAA has regulatory authority over flight patterns when aircraft are departing from or arriving to Camarillo Airport. FAA is also responsible for ensuring the safe and efficient flow of air traffic. Establishment of aircraft flight procedures is the sole responsibility of the FAA.

### **5. What date is Exhibit 1J?**

As noted in the source reference, Exhibit 1J represents flight track data collected on September 16, 2022.

### **6. It seems they are not obeying over the farmland flight path.**

See responses #2 and #4.

### **7. The documents say someone can sue if moving into area if report is wrong. If it is wrong, who bears legal liability?**

As outlined in 14 CFR Part 150.21(e), as it pertains to property inside the 65 CNEL or greater noise contours:

Each map, or revised map, and description of consultation and opportunity for public comment, submitted to the FAA, must be certified as true and complete under penalty of 18 U.S.C. 1001.

(f)(1) Title 49, section 47506 provides that no person who acquires property or an interest therein after the date of enactment of the Act in an area surrounding an airport with respect to which a noise exposure map has been submitted under section 47503 of the Act shall be entitled to recover damages with respect to the noise attributable to such airport if such person had actual or constructive knowledge of the existence of such noise exposure map unless, in addition to any other elements for recovery of damages, such person can show that—

(i) A significant change in the type or frequency of aircraft operations at the airport; or

(ii) A significant change in the airport layout; or

(iii) A significant change in the flight patterns; or

(iv) A significant increase in nighttime operations; occurred after the date of the acquisition of such property or interest therein and that the damages for which recovery is sought have resulted from any such change or increase.”

Additional information on this topic may be found in 14 CFR Part 150.21(f and g).

**8. Is this process more data driven as opposed to taken with noise monitor to gauge the current sound?**

Yes. Development of the NEMs is data-driven, per the requirements of 14 CFR Part 150. Preparation of noise exposure contours relies on several data inputs (e.g., number of operations, aircraft type, flight paths, time of day, runway use, etc.). The noise modeling methodology and inputs will be described in the forthcoming *Chapter 3 – Aviation Noise*. CNEL values from the noise measurements are compared to the modeled CNEL values for each specific geographic location where monitoring was conducted. Use of modeling allows for evaluation of noise levels based on existing and future conditions throughout the community.

**9. What if noise exposure contours differ from the reports?**

An AEDT grid point analysis will be prepared to compare the annual average noise levels from the AEDT modeling to the field noise monitor sites. This comparison will be used to provide support or justify adjustments to the AEDT input assumptions.

**10. How many days does a noise exposure tool stay in one location?**

Noise monitoring typically takes place in 24-hour periods for one to three days at each site. Results of noise monitoring are used to compare the measured values from those 24-hour periods to the calculated values from the AEDT noise contours.

**11. Are you predicting the noise from individual aircraft?**

Yes. Individual aircraft types, makes, and models comprise the fleet mix, a critical input into the AEDT noise modeling tool. Individual aircraft types and frequencies within the fleet mix are based on FAA flight activity databases and Ventura County records from the Vector Airport Systems portal. Future condition noise contours are based on aviation forecasts that have been approved by the FAA.

**12. The average noise is taken during the week? What if the weekends have more traffic?**

The CNEL noise contour is based on an average annual day of aircraft activity. CNEL represents 24 hours of average noise exposure based on 365 days, which includes weekdays and weekends. CNEL is the FAA-approved measurement of cumulative noise exposure to individuals surrounding airports in California.

**13. Is weather taken into account?**

Yes. The AEDT model includes weather information (average temperature and humidity). Additionally, wind direction influences runway use, which is also an AEDT input.

**14. Are you making decisions or are they FAA guidelines?**

The program is guided by FAA requirements found in 14 CFR Part 150.

**15. Are you taking into account sound duration or just peak volume?**

The noise modeling calculation accounts for both loudness and duration. Sound Exposure Level (SEL) sums all aviation sound occurring in a stated time period or during a specific event. SEL is the quantity that best describes the total noise from an aircraft overflight.

**16. What is being done for ambient noise such as the freeway?**

14 CFR Part 150 Noise Compatibility Studies only consider noise from aircraft operations at the subject airport. This type of study does not take into account other noise sources that may occur in the area surrounding the airport, such as motor vehicle traffic, construction noise, commercial and industrial activities, or railroad operations.

**17. How did the 5/10 dB get decided? What percentage is normal vs what is allowed by the additions?**

Threshold-based measurements are the standard procedure in aircraft noise monitoring systems, including the one utilized in this study.

**18. How were noise monitor zones delineated?**

The noise monitor zones are visual representations of the areas surrounding the airport. However, based on feedback from the Planning Advisory Committee, the noise monitor zones were dismissed in favor of monitor placement based on concentrations of residences and historical noise complaint data.

**19. Old Town is located in the same zone as people who live on the hill and I don't feel it's accurate or will give good information.**

Based on feedback from the Planning Advisory Committee, the noise monitoring program includes several sites in Old Town as well as two sites at a higher elevation north of the airport.

**20. Does the airport also keep track of the planes that are not based there but just do a touch and go? And how do you get that information?**

Information regarding the type of aircraft which operate at Camarillo Airport and Oxnard Airport is largely based on Vector VNOMS and airport traffic control tower data. The information is based on data transmitted by aircraft which may include aircraft type, tail/N number, origin and destination codes, and altitude. Ventura County Department of Airports also maintains lists of based aircraft. As part of previous outreach efforts, the Ventura County Department of Airports has communicated with flight schools that are based at other airports regarding the Fly Friendly VC program.

**21. How is the based aircraft list created? It seems wrong and a lot less than reality.**

The based aircraft list is a part of the FAA approved forecast.

**22. Does the FAA take into consideration where the aircraft is registered?**

Based aircraft are reported to the FAA National Based Aircraft Inventory Program by the airport sponsor.

**23. Are the FAA numbers changeable at all for the base aircraft list?**

Yes, the airport sponsor can modify the Airport Master Record data by filing the appropriate forms with the FAA.

**24. What is the purpose in delineation between operation and landing?**

One operation is either a landing or a takeoff. When an airplane performs a touch-and-go it equates to two local operations (one landing and one takeoff).

**25. I feel delineation between storage and operations is important because it could be a lot of storage vs operations.**

Annual operations are determined by the forecasting process, which is guided and approved by the FAA.

**26. Are you utilizing the assessor records for the aircraft numbers?**

See response #22.

**27. Does the study impact whether the flight patterns change?**

The Ventura County Department of Airports has established the Fly Friendly VC program with published voluntary noise abatement measures, including recommended flight patterns; however, actual flight patterns may vary for many reasons, including instructions from the airport traffic control tower, wind/weather conditions, pilot technique, and aircraft performance characteristics. As noted on the Fly Friendly VC pilot guides, compliance with the recommended noise procedures is encouraged and implementation of the procedures should not be allowed to compromise flight safety.

This study will first update the airport's NEMs and will evaluate potential noise abatement recommendations during the development of the NCP.

**28. For the eight locations for noise monitoring, how many will be in each section?**

See response #18.

**29. Averaging sound doesn't work.**

Annual average day metrics, such as CNEL, are the only FAA-approved measurement tools for noise exposure near airports. The purpose is to create a standard of comparison of airport noise generated by airports of all sizes nationwide.

**30. If it's for the people, the location of monitors is important.**

The selection of noise monitoring sites for this project is based on feedback solicited from the Planning Advisory Committee and the general public.

**31. Is the noise study for the people of Camarillo or for Ventura County?**

As stated in the 1981 Federal Register Notice announcing Part 150, FAA 's goal is one of "reducing substantially the number and extent of noise sensitive areas in the vicinity of airports that are subject to significant noise exposure." This includes residents of communities within all jurisdictions surrounding the airport, including Camarillo and Ventura County.

**32. I feel that noise monitoring in Old Town should be specific because it is already loud due to trains and construction.**

Digital records of events collected during the noise monitoring program are classified into categories such as trains, construction, vehicle traffic, wildlife, and aircraft noise. While all types of events recorded are analyzed, only those attributed to aircraft noise will be calculated and reported for comparison with the model.

**33. A suggestion for the collateral, there should be an executive summary of each chapter to help focus on what is important.**

Executive summaries of each chapter will be included in the final draft document.

**34. When is the next scheduled meeting? How many meetings are scheduled?**

The second Part 150 PAC meetings will be held for Oxnard Airport on September 25, 2023, and for Camarillo Airport on September 26, 2023. The PAC will be notified in advance of any scheduled meetings. Spanish and Mixteco interpretation services will be available upon request.

The second public information meetings are also scheduled for Oxnard Airport on September 25, 2023, and Camarillo Airport on September 26, 2023. A third public meeting for each airport is planned for early 2024. Information on each future meeting will be advertised in the *VC Star*, *Acorn*, and *Vida* publications, as well as posted on social media and the project website.

**35. How do you mitigate the population when taking into consideration those who don't fly? The aircraft to people measurement is not correct.**

The number of people affected by aircraft noise exposure will be presented in Chapter Four, Noise Impacts.

**36. There is a parcel which has been zoned as possible development; however, it is currently zoned as industrial. Is this correct?**

The zoning of vacant and undeveloped parcels surrounding the airport will be discussed in Chapter Four, Noise Impacts.

**37. Does zoning recognize the traffic patterns for the airports?**

As discussed in Chapter One, the City of Oxnard and City of Port Hueneme, as well as Ventura County, have authority over the land uses in the study area around Oxnard Airport. All have adopted zoning ordinances independently, which establish a variety of zones to control land use within all areas of their respective jurisdictions.

**38. Do the flight track patterns take into account altitude? Could this be registering Camarillo Airport flights?**

Flight track patterns are based only on Oxnard Airport operations. Flight tracks typically are displayed at a maximum altitude of 5,000' to exclude operations from other airports, such as Camarillo Airport.

**39. Could you separate the flight track patterns by altitude to represent different types of aircrafts?**

Flight tracks are provided to illustrate the location of where aircraft are operating for the purposes of identifying generalized flight tracks. Because the altitude of an aircraft changes during different phases of flight, altitude information is not displayed; however, altitude information is included as part of the modeling as each aircraft has specific arrival, departure, and touch and go profiles.

Additional information regarding flight track patterns for specific aircraft types (jet, turboprop/piston, and helicopter) will be presented in Chapter Three, Aviation Noise.

**40. The project boundaries end at the shore, but Fly Friendly VC takes it out half mile from the shore into the ocean. Will the modeling stop at this line?**

Flight paths in AEDT do not stop at the study area boundary line. As outlined in 14 CFR Part 150 Appendix A150.103, flight tracks are modeled out to at least 30,000 feet from the end of each runway.

**41. As it relates to PAC participants, are there guidelines in place that would require disclosure of people who are financially vested in the development?**

Participation on the Planning Advisory Committee for this study is not limited. Anyone interested in participating is welcome to attend the meetings and provide feedback on the meeting material. The affiliation of each member is referenced on the PAC membership list hosted on the project website.

**42. What is the typical amount of time the noise monitors would be up for?**

Noise monitoring typically takes place in 24-hour periods for one to three days at each site. Results of noise monitoring are used to compare the measured values from those 24-hour periods to the calculated values from the AEDT noise contours.

**43. I believe noise monitors should be placed for more time to receive the most data.**

The Department of Airports conducted additional supplemental noise monitoring in the months of May, June, July and August due to weather and operational conditions to ensure significant data for comparison to the noise modeling results.

**44. We are concerned, as a community, that the data received from the noise monitors will be not be reflective what's actually happening.**

The FAA standard is to use computer-based noise modeling. Ventura County Department of Airports has decided to add supplemental noise monitoring to verify the computer model.

**45. When this study is completed, will it be similar to the previous 1998 Noise Study, in that it will only show the contours around the airport?**

Yes. The current study is being completed under the current version of 14 CFR Part 150, which is largely the same guidance as the previous 1998 noise study. The requirements for Noise Exposure Map documentation are similar to those required by the previous study and the Noise Exposure Maps will show the 65 CNEL noise exposure contour per 14 CFR Part 150.21.

**46. Can you describe how noise monitoring aims to mitigate noise created by touch and go traffic?**

Computer modeling and noise monitoring helps the airport understand the flight tracks and locations most likely to result in noise complaints from its neighbors.

**47. Is the timeframe for noise monitoring set? Do you know how many noise monitors there will be?**



See questions #10 and #42.

**48. How many monitors will be in each quadrant?**

See questions #10, #42 and #47.

**49. Does a large set of the flight path data come from existing flight paths?**

Yes. Radar flight tracking data – provided by the Ventura County Department of Airports – capture actual flight paths flown beginning in August 2022. This information is used to accurately create flight tracks that are based on typical aircraft flight patterns for input into the AEDT model.

**50. Concerns regarding the average dB limit for an entire day could be less than the limit of 60 dB and not be considered as an important area of study for the project. Not all high sound rates will be taken into account for this study if conducted in this manner.**

Annual average day metrics, such as CNEL, are the only FAA-approved measurement tools for noise exposure near airports. The purpose is to create a standard of comparison of airport noise generated by airports of all sizes nationwide. During the second phase of the study (NCP) the Ventura County Department of Airports will identify and evaluate measures to address noise concerns outside the 65 CNEL contour.

**51. The City of Oxnard dB limits are not being obeyed.**

Only the FAA can enforce airport noise restrictions according to 14 CFR Part 161, Airport Noise and Access Restrictions in accordance with the Airport Noise and Capacity Act of 1990; therefore, municipal noise ordinances do not apply to aircraft.

**52. Does the data coming from the TFM count include traffic from touch and go?**

Yes. See response #46.

**53. Can the noise monitors that track data do 15-minute intervals for data collection?**

The noise monitors utilized in this study sample sound at the monitoring site continuously.

**54. Will the noise monitors capture sound even though the noise threshold is not met?**

No. Only events that exceed the threshold will trigger a 15-second sound recording.

**55. What is the temporal rate for the noise monitoring? Is there a way for the monitors to gather data continuously as opposed to at intervals.**

See response #53.

**56. What is the dB threshold rate for noise monitoring machines?**

A threshold of approximately 5 to 10 dB greater than the ambient level is established for the noise measurements.

**57. Is there a more sophisticated way for noise monitors to identify the different aircraft signatures?**

Noise monitoring methodology may change in order to benefit from advances in technology. Machine learning programs are currently being developed that identify aircraft signatures within noise sample files.

**58. Will the dates that noise monitoring occurs be published prior to that date?**

During testing, no identifying information related to when and where noise monitoring equipment would occur was released, in order to respect the privacy of homeowners who have volunteered as a hosting site and to address concerns from the community related to advance notice affecting pilot behavior and traffic patterns. Sampling for the noise measurement program was completed in May, June, July and August. To view the noise measurement location maps, please visit the Department of Airports website at <http://www.vcairports.org>.

**59. From project experience, when working with communities and attempting to lower dB's how do you educate the public that just because they see planes does not mean they are not following the sounds guidelines?**

Educating the public about aviation noise is part of an ongoing effort by the Ventura County Department of Airports and communities surrounding Oxnard Airport, both through this study and through various other channels.

**60. Is there are current set flight pattern? Will the project be recommending a new path?**

The Ventura County Department of Airports has established the Fly Friendly VC program with published voluntary noise abatement measures, including recommended flight patterns. However, actual flight patterns may vary for many reasons, including instructions from the airport traffic control tower, wind/weather conditions, pilot technique, and aircraft performance characteristics. As noted on the Fly Friendly VC pilot guides, compliance with the recommended noise procedures is encouraged, and implementation of the procedures should not be allowed to compromise flight safety.

This study will first update the airport's NEMs and will evaluate potential noise abatement recommendations during the development of the NCP.

The FAA has regulatory authority over flight patterns and ensuring the safety and efficient flow of air traffic. Establishment of aircraft flight procedures is the sole responsibility of the FAA.

**61. Does the forecast summary include touch and go metrics?**

Yes. See response #46.

**62. Oxnard is not considered a reliever airport and it is listed as such in the text sent to the PAC. This is not accurate.**

The FAA identifies Oxnard Airport as a Regional General Aviation airport according to the National Plan of Integrated Airport Systems (NPIAS) as shown in Chapter Two, Table 2A.

**63. Who establishes what a reliever airport is?**

The FAA categorizes public-use facilities in the National Plan of Integrated Airport Systems (NPIAS).

**64. How does the PAC comment? What are the next steps for PAC members after the meeting?**

Comments from the PAC and any interested community members are welcome and encouraged. Comments may be submitted through the "Comments" page on the project website. The second PAC meeting is planned for fall 2023, and PAC members will receive a "save the date" email once the meeting is scheduled.

**65. Will the consolidated flight track images be provided to the PAC?**

The draft flight tracks presented for review in the PAC presentation and on the public workshop boards are available on the study websites. The AEDT noise modeling process for this study will utilize the proposed flight tracks presented in March 2023. Final consolidated flight tracks used in the AEDT model will be presented again with the draft noise contours at the upcoming PAC and public information workshops scheduled for September 25 for Oxnard Airport and September 26 for Camarillo Airport.

**66. Will PAC's be scheduled 2-3 weeks prior to a public information workshop in the future? I feel it is best for PAC to react before going to the public.**

PAC members will be provided with draft materials via e-mail one to two weeks prior to the next scheduled PAC and public meeting.

**67. I feel it would be beneficial to conduct a Zoom PAC meeting, as well, for those who cannot attend in person.**

PAC members who are not available to attend in-person meetings are encouraged to submit feedback through the "Comments" page on the project website.