

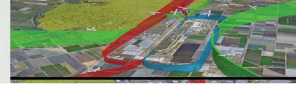


COUNTY of VENTURA
Department of Airports



Camarillo Airport

14 CFR Part 150 Noise Compatibility Planning Study Update



1. Welcome and How We Got Here

- Keith Freitas – Director of Airports
- Supervisor (Board Chair) Kelly Long – County of Ventura

2. The Lanes We Operate Within

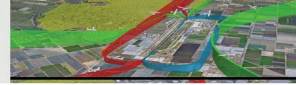
- Dave Nafie – Deputy Director of Airports

3. Frequently Asked Questions

- Jannette Jauregui – Communications and Engagement Manager

4. Public Input

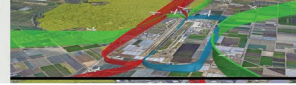
- Dave Nafie – Deputy Director of Airports



Opening Remarks/Project Background

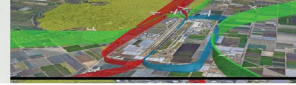


Keith Freitas
Director of Airports for Ventura County



How We Got Here

<u>2022</u>	October	Part 150 Noise Compatibility Study began
<u>2023</u>	March	First Public Workshop - Inventory and Forecasts
	May-Aug	Community Noise Measurements
	September	Second Public Workshop - Aviation Noise and Noise Impacts
	December	Noise Exposure Maps submitted to FAA for review
<u>2024</u>	June	Community Listening Sessions and Technical Conferences



The Department of Airports remains committed to the agreement formed between the City and County in 1976.



Continue to operate under the guidance
of the Joint Powers Agreement



NO CHANGE to the current
role of the Camarillo Airport
(General Aviation - Reliever)



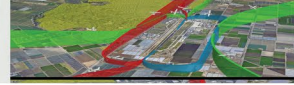
NO large cargo operations



NO INCREASE to
the runway length



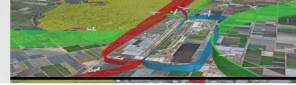
NO commercial airline
service



What is the Department of Airports doing about the noise concerns?

The Ventura County Department of Airports:

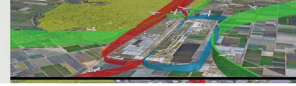
- 1) Hired a Communications Engagement Manager
- 2) Implemented the Fly Friendly VC Noise Program
- 3) Purchased noise flight tracking and comment software
- 4) Changed from Airport Master Plan to ALP Update
- 5) Initiated a Part 150 Noise Study
- 6) Holds regular meetings/updates with City of Camarillo



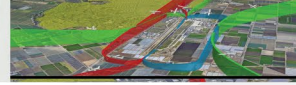
Final Thoughts

Our commitments to you...

- You are being heard
- We have a roadmap moving forward
- Our efforts won't stop



Dave Nafie
Deputy Director of Airports



The Lanes We Operate Within

Prior Agreements

- 1976 Deed/Instrument of Transfer
- 1976 Joint Powers Agreement (JPA) between County and City of Camarillo
- 1985 JPA amendment to hours of operation

Grant Assurances

- 21 Compatible Land Use
- 22 Economic Nondiscrimination

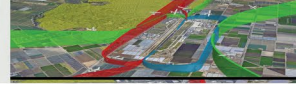
FAA Policies

- 1990 Airport Noise and Capacity Act (ANCA)
- Cannot shift noise from one group to another





Jannette Jauregui
Community and Engagement Manager



Q. Is the Camarillo Airport going to add scheduled airline service, large air cargo, or lengthen the runway?

A. No, Ventura County Airports continues to support the guidelines outlined in the Joint Powers Agreement which maintains CMA as a general aviation/reliever airport. No scheduled airline service, no large air cargo operations, no lengthening of the runway.



NO CHANGE to the current role of the Camarillo Airport (General Aviation - Reliever)



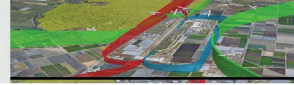
NO large cargo operations



NO INCREASE to the runway length



NO commercial airline service



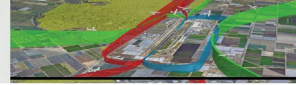
Q. Does the airport/Joint Powers Agreement ban all nighttime aircraft operations?

A. No, the JPA permits *Landings* on a 24-hour basis, but *Takeoffs* are not permitted between midnight and 5 a.m. except for emergencies. (Sheriff, Air Ambulance, etc.)

Landings permitted on a 24 hour basis

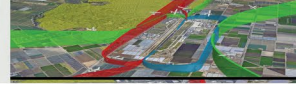
Take-offs permitted 5 a.m. to midnight

Touch-and-goes permitted only from 7 a.m. to 10 p.m.



Q. Wouldn't it be helpful if the County installed permanent noise monitoring equipment around the airport to track noise events?

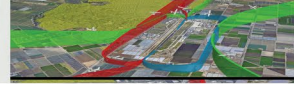
A. This is an option that the Department of Airports will continue to explore and evaluate as we move through the noise study process.



Q. Can the Airport contact pilots midflight to direct them to follow Fly Friendly Ventura County procedures?

A. No, the airports rely on the air traffic control tower teams to maintain safe and effective traffic patterns in the CMA and OXR airspace. The primary purpose of an airport traffic control tower is to ensure the safe operation of aircraft.

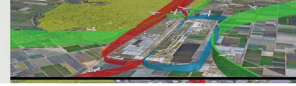
Airports instead work closely to follow daily traffic patterns and communicate with flight operators accordingly as part of the ongoing educational component of Fly Friendly VC.



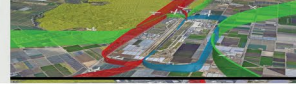
Q. Are pilots sometimes required/directed to NOT follow the Fly Friendly Ventura County traffic patterns?

A. Pilots are only directed not to fly specific patterns when operational needs necessitate. Changes in incoming/outgoing traffic patterns, weather conditions (specifically wind), and radar outages are reasons the tower team may temporarily direct pilots away from the Fly Friendly VC pattern.





Dave Nafie
Deputy Director of Airports



Next Steps

July-Sept '24

- Prepare Chapter 5 – Noise Abatement Alternative
- Prepare Chapter 6 – Land Use Alternatives



Oct- Nov '24

- Prepare Chapter 7 – Noise Compatibility Program



Jan-Mar '25

- Approval Process Steps



June '24

- Aviation & Land Use Technical Conferences



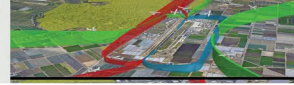
Oct '24

- PAC/Third Public Meeting – Ch. 5 and Ch. 6



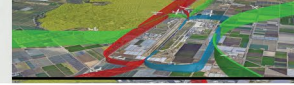
Nov-Dec '24

- Public Hearing on Noise Compatibility Program



Alternatives Typically Considered in a Part 150 Study

- **Runway Use and Flight Routing:** How and where aircraft are guided to and from the airport.
Example: Published updates to charts that guide pilots.
- **Facilities Development:** Changes to the airport's physical facilities.
Example: Changes to the runway length or location of the threshold.
- **Aircraft Operating Procedures:** Changes to how pilots operate aircraft.
Example: Changes to Glide Slope Angle
- **Airport Restrictions and Regulations:** Limits on access to the airport for noise mitigation. (Subject to ANCA restrictions)
Example: Curfews and differential landing fees.

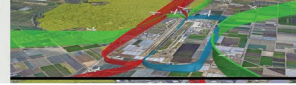


We Want Your Input

- Fill out a suggestion card with your idea(s) for the consultant team to evaluate
- Submitted cards will be read aloud this evening
- Additional suggestions may be submitted through the project website through June 17, 2024

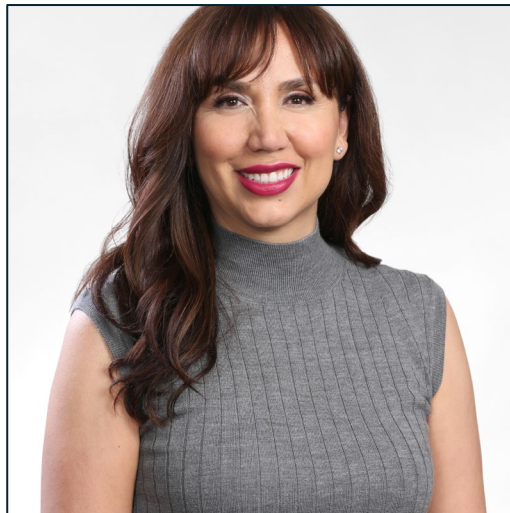
<https://cma-noise-study.airportstudy.net/>



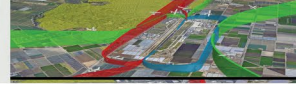


We Want Your Input

- My suggestion to reduce noise from Camarillo Airport is _____
Example:
 - *“My suggestion to reduce noise from Camarillo Airport is to increase the approach angle of landing aircraft.”*
- Reminder: Per federal regulations (Lanes), measures *may not*:
 - Introduce *new* restrictions, including fees
 - Unjustly discriminate against individual or groups of airport users
 - Shift noise from one group to another



Melissa Holguin
Staff & Project Director, Arellano Associates



www.vcairports.org

All draft material is available on the project website

You may also contact:



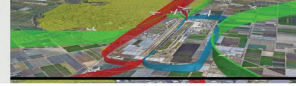
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Thank you!