



Chapter 7 Noise Compatibility Program

The objective of the noise compatibility planning process is to improve compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the aviation transportation network in the community, state, and nation. The Noise Compatibility Program (NCP) includes three elements to satisfy this objective.

- The **Noise Abatement Element** includes voluntary noise abatement measures selected from the alternatives evaluated in Chapter Five, Noise Abatement Alternatives.
- The **Land Use Management Element** includes measures to mitigate or prevent noise impacts on existing noise-impacted land uses and future land use development in the airport environs. The land use management techniques were evaluated in Chapter Six, Land Use Alternatives.
- The **Program Management Element** includes procedures and documents for implementing the recommended voluntary noise abatement and land use measures, monitoring the progress of the program, and updating the NCP.

14 CFR Part 150 requires that the program measures apply for a minimum of five years, although the program measures may be applied for a longer period if the sponsor so desires. This NCP has been developed based on a ten-year planning period.



Each measure of the NCP is summarized in **Tables 7B** and **7C** at the end of this chapter. For each measure, these tables include a brief description, the entity responsible for implementation of each measure, the estimated cost, the proposed timing, and potential sources of funding.

NOISE ABATEMENT ELEMENT

Potential noise abatement techniques were analyzed for use at Camarillo Airport in Chapter Five. For the purposes of 14 CFR Part 150, there are no viable noise abatement measures because, as discussed in Chapter Four, there are no noise impacts to residential dwelling units for the 2022 and 2027 noise scenarios. However, the Ventura County Department of Airports recognizes that some community members are disturbed by noise outside of the FAA guidelines for noise contours. The following sections present alternatives for addressing noise impacts.

There are several voluntary noise abatement measures that will continue to be implemented locally outside 14 CFR Part 150. These local measures not submitted for 14 CFR Part 150 review are discussed in the final section of this chapter.

NOISE CONTOURS

There are no recommended voluntary noise abatement measures that would alter the 2022 or 2027 baseline noise exposure contours shown in **Exhibits 7A** and **7B**.

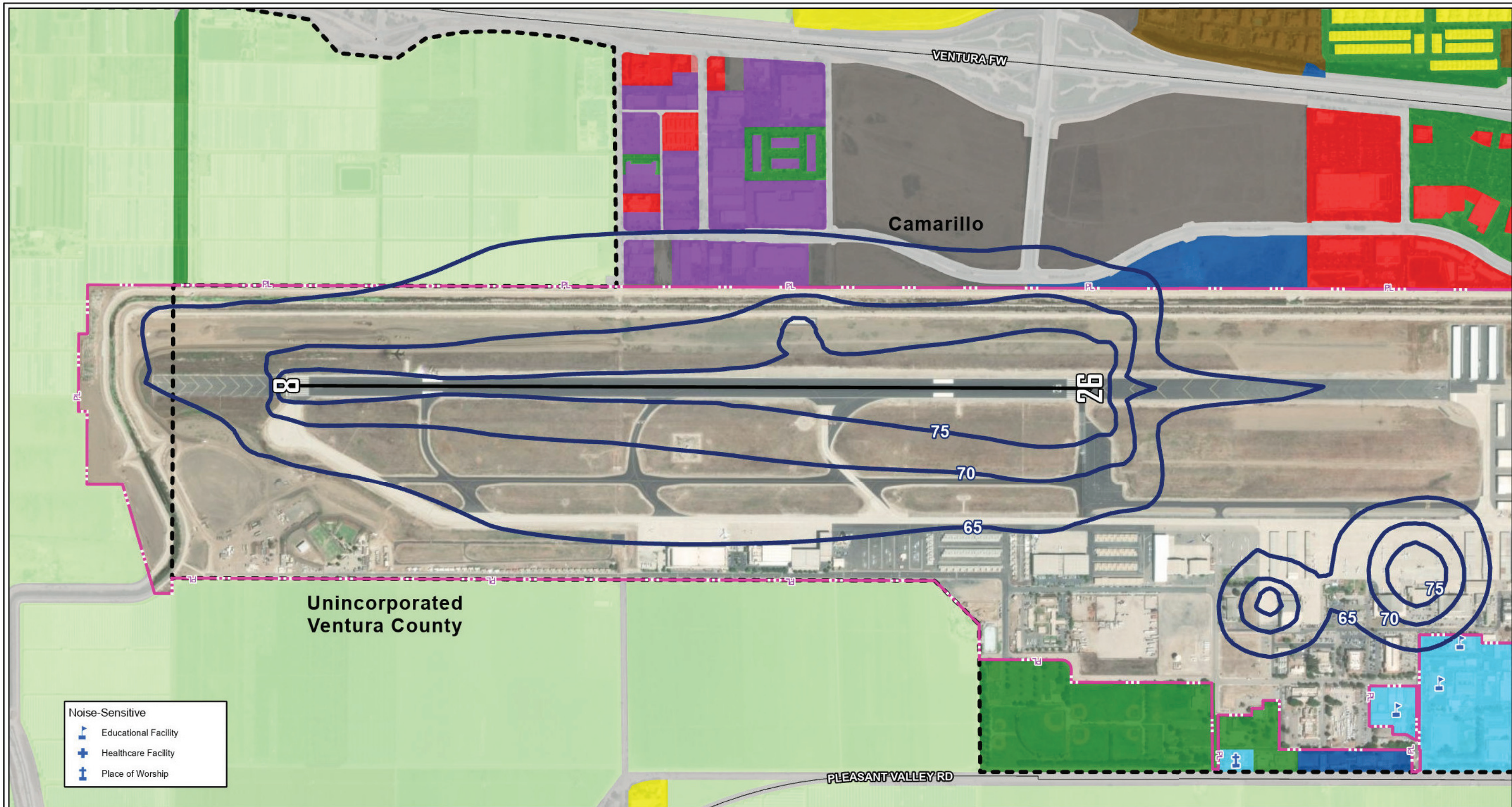
LAND USE MANAGEMENT ELEMENT

Recommended land use mitigation measures for the vicinity of Camarillo Airport are summarized in **Table 7B**. The land use measures listed below include updates or amendments to applicable planning documents for the City of Camarillo and County of Ventura.

- 1. Amend general plans to include a policy to monitor and update the Camarillo Airport Part 150 study and amend general plan maps to establish an aviation noise threshold for land use compatibility.**

Description. The noise elements of the general plans for the City of Camarillo and County of Ventura include noise modeling and associated policies. The general plans, however, do not recommend the airport update its Part 150, and the aircraft noise thresholds identified for noise-sensitive development are not specified. It would be beneficial for future General Plan amendments to specifically reference the current Part 150 and incorporate by reference policies and maps that will ensure consistency with the Part 150 noise compatibility program.

Additionally, the City of Camarillo and County of Ventura should consider incorporating the CNEL noise contours for Camarillo Airport that have been developed through this study into the city and county



Noise-Sensitive

- Educational Facility
- Healthcare Facility
- Place of Worship

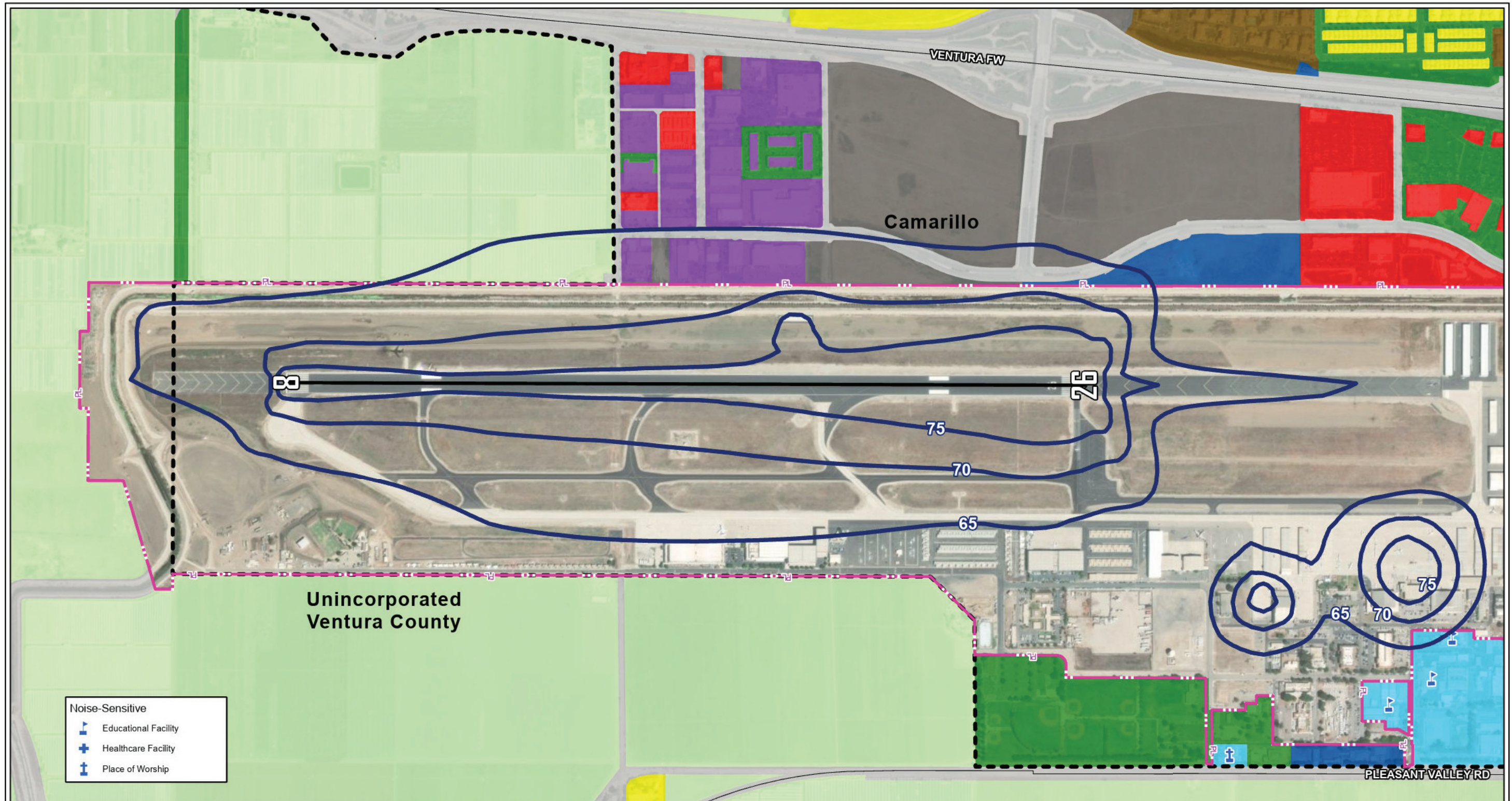
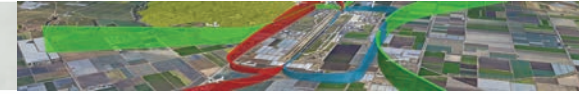
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Railroad	Airport Property Line	Runway Centerline	Single-Family Residential	Commercial	Public/Quasi-Public
Roads	Jurisdictional Boundaries	Existing Land Use	Multi-Family Residential - High Density	Industrial	Noise-Sensitive
2022 CNEL Noise Contours		Agricultural	Parks/Open Space	Parking	Vacant
CNEL - Community Noise Equivalent Level			Easement/Right of Way	Easement/Right of Way	

Source:
Ventura County Parcel Layer
and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

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Legend

- +— Railroad
- Roads
- 2027 CNEL Noise Contours
- Airport Property Line
- Jurisdictional Boundaries

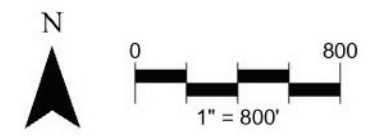
- Existing Land Use**
- Agricultural

- Single-Family Residential
- Multi-Family Residential - High Density

- Commercial
- Industrial
- Parking
- Parks/Open Space

- Public/Quasi-Public
- Noise-Sensitive
- Vacant
- Easement/Right of

Source:
Ventura County Parcel Layer
and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022



general plan maps during the next general plan amendment. This information may be useful to decision-makers when considering potential general plan map revisions.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP land use management element recommended measure #2 (Set 60 CNEL as the threshold for promoting airport-compatible development) and measure #3 (Preserve airport-compatible land use designations within 60 CNEL and beneath the close-in traffic pattern).

Implementation Actions. This measure can be established by amending the general plans as written in the description above.

Costs and Funding. Adoption of this measure would involve administrative expenses for the City of Camarillo and County of Ventura. These expenses would be paid out of the operating budget for each respective entity.

Timing. Amendments to general plans take time to prepare and process. The required amendments for this measure are projected for implementation during the next general plan update.

2. Adopt formal project review guidelines addressing noise compatibility issues.

Description. The City of Camarillo and County of Ventura each have project review checklists which address noise compatibility issues. In addition to the current guidelines, the following criteria could be applied to proposed projects within the airport vicinity:

- Advise the airport management, the Ventura County Aviation Advisory Commission, and the Camarillo Airport Authority, of development proposals that include noise-sensitive uses within the airport vicinity.
- Determine the sensitivity of the subject land use to aircraft noise based on their location within the overlay zones or noise exposure contours.
- Locate noise-sensitive public facilities outside the 65 CNEL noise contour and away from approach and departure paths whenever possible.
- Discourage the approval of rezonings, exceptions, variances, and conditional uses which introduce noise-sensitive development into areas located near noise-impacted areas.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP land use management element recommended measure #4 (Establish noise compatibility guidelines for review of development projects within the “compatible land use preservation area” and require fair disclosure agreements and covenants for noise-sensitive uses granted a development permit).

Implementation Actions. This measure can be established by amending the development project review checklists as described above.

Costs and Funding. Adoption of this measure would involve administrative expenses for the City of Camarillo and County of Ventura.

Timing. Updating the project review checklist would potentially require less time and resources than a general plan amendment. The suggested checklist items could be added as soon as 2025.

3. Update regulatory noise contours contained in the Ventura County Airport Comprehensive Land Use Plan (ACLUP) used by the Airport Land Use Commission (ALUC) for fair disclosure.

Description. The currently adopted Ventura County ACLUP includes the noise contours from the 1998 Noise Exposure Map for Camarillo Airport for regulatory purposes, including fair disclosure. Therefore, the ACLUP should be updated to incorporate the noise exposure contours developed as a part of this study.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP land use management element recommended measure #4 (Establish noise compatibility guidelines for review of development projects within the “compatible land use preservation area” and require fair disclosure agreements and covenants for noise-sensitive uses granted a development permit).

Implementation Actions. This measure can be established by amending the Ventura County ACLUP as described above.

Costs and Funding. Adoption of this measure would involve administrative expenses for the Ventura County Transportation Commission (VCTC) and Ventura County Airport Land Use Commission (ALUC). These expenses would be paid out of the Ventura County ALUC’s operating budget.

Timing. An update to the county’s ACLUP would take time to prepare and would require a public involvement component. The timing will depend on ALUC staff availability and funding. The recommended ACLUP amendment could begin in one to three years, depending on ALUC funding.

PROGRAM MANAGEMENT ELEMENT

The success of the Noise Compatibility Program requires a continuous effort to monitor compliance and identify new or unanticipated problems and changing conditions through program management. Three program management measures are recommended at Camarillo Airport, as discussed below and summarized in **Table 7B**. The airport operator, Ventura County Department of Airports, is responsible for implementing these measures.

1. Continue utilizing the airport’s noise complaint handling system.

Description. To better address neighborhood concerns over noise and complaint tracking, the Department of Airports purchased and implemented a formal system to receive, track, record, and respond to airport noise complaints. Complaints of pilots not adhering to the voluntary noise abatement procedures are investigated by airport staff using the radar flight track data to assess procedure compliance. When discrepancies are found, airport staff document the findings and contact is made with the pilot to communicate the airport’s voluntary noise abatement procedures.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP program management element recommended measure #1 (Maintain and enhance system for receiving, analyzing, and responding to noise complaints).

Implementation Actions. This is a fully implemented and ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with receiving and responding to noise complaints in addition to the system's \$35,000 annual service subscription.

Timing. This is an ongoing measure that should be continued.

2. Update the airport's Noise Exposure Maps and Noise Compatibility Program.

Description. Airport management should periodically review the Noise Compatibility Program and consider revisions and refinements as necessary. A complete plan update may be needed to respond to changing conditions in the local area and in the aviation industry. By law (49 USC 47503), the Federal Aviation Administration (FAA) must rely on only those noise exposure maps that reflect current or reasonably projected conditions. FAA Order 5100-38D, Change 1, *Airport Improvement Program Handbook*, February 26, 2019, addresses the requirements for current valid noise exposure contours. In general, NEMs less than five years old are considered current, unless conditions have created a significant change that would affect noise contours. NEM noise exposure contours older than five years must be certified by the sponsor and updated as required in FAA Order 5100-38D. An update may be needed sooner, however, if major changes occur. An update may not be needed until later if conditions at the Airport and in the surrounding area remain stable (FAA Order 1050. 1F, Section B-1.4).

Proposed changes to the NCP should be reviewed by the FAA and all affected aircraft operators and local agencies. Proposed changes should be submitted to the FAA for approval after local consultation and a public hearing to comply with Part 150.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP program management element recommended measure #4 (update Noise Exposure Maps and Noise Compatibility Program).

Implementation Actions. No specific implementation actions, other than those discussed above, are required.

Costs and Funding. The cost of a complete update of the Noise Compatibility Program is estimated to be \$600,000. This would be eligible for up to 90 percent funding from the FAA. Ventura County would be responsible for the remaining 10 percent. This would come from the Airport operating budget.

Timing. This should be done as necessary, typically every 10 to 15 years, depending on how much change occurs at the airport. For planning purposes, one update to the NCP for Camarillo Airport can be expected over the next 10 years.

3. Monitor implementation of the Part 150 Noise Compatibility Program.

Description. Airport management must monitor compliance with the noise abatement and land use management elements of the NCP, including recommended measures and voluntary noise abatement procedures. Monitoring the implementation of the plan will involve checking periodically with the City of Camarillo as well as the Ventura County Airport Land Use Commission for compliance with the recommendations. An annual summary report should be prepared to indicate the status of each item on the checklist.

Relationship to 1999 NCP. This measure is consistent with the 1999 NCP program management element recommended measure #2 (Review Noise Compatibility Program implementation).

Implementation Actions. No specific implementation actions are required other than those discussed in the description of this measure.

Timing. This should be done as necessary.

RESIDUAL NOISE IMPACTS

Table 7A shows the number of dwelling units exposed to noise for baseline conditions and after implementation of the Noise Compatibility Plan. For both the 2022 baseline and 2027 forecast conditions, there are no dwelling units impacted by noise at or above 65 CNEL.

TABLE 7A Noise-Sensitive Land Uses and Population Exposed to the 2022 and 2027 Aircraft Noise above 65 CNEL - Camarillo Airport			
	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
2022 Noise-Sensitive Land Uses			
Single Family Residential	0	0	0
Multi-Family Residential	0	0	0
Noise-Sensitive Institutions	0.60	0	0
Total	0.60	0	0
2027 Noise-Sensitive Land Uses			
Single Family Residential	0	0	0
Multi-Family Residential	0	0	0
Noise-Sensitive Institutions	0.47	0	0
Total	0.47	0	0
Population			
2022 Noise Exposure Contours	0	0	0
Total	0	0	0
2027 Noise Exposure Contours	0	0	0
Total	0	0	0

Note: The 60 CNEL noise exposure contour and summary of impacts can be found in Appendix D.
Source: Coffman Associates' analysis.

Table 7A also shows the population that would be exposed to noise following implementation of the NCP in comparison with baseline conditions. For both the 2022 baseline and 2027 forecast conditions, no residents are impacted by noise above 65 CNEL. Although there is a demonstrated lack of residual noise impacts for Camarillo Airport within the existing and five year 65 CNEL noise exposure contours, the Ventura County Department of Airports recognizes that some community members are disturbed



by noise at levels below the FAA guidelines for noise exposure. Local measures to address this disturbance are discussed in the final section of this chapter.

SUMMARY OF NOISE COMPATIBILITY MEASURES FOR REVIEW UNDER 14 CFR PART 150

The noise compatibility measures for Camarillo Airport for review under 14 CFR Part 150 are summarized in **Table 7B**. The total cost of the program is estimated at \$600,000, which represents the estimated cost for updating the Noise Compatibility Plan.

TABLE 7B Summary of Noise Compatibility Program Measures for Review Under 14 CFR Part 150 - Camarillo Airport						
Measure	Relationship to 1999 NCP	Cost to Airport or Government	Direct Cost to Users	Timing	Lead Responsibility	Potential Funding Sources
LAND USE MANAGEMENT ELEMENT						
1. Update general plan policies and map.	Retained; Land Use Mgmt Measures 2 & 3	Administrative	None	2026	City of Camarillo and County of Ventura	City and county operating budgets
2. Adopt compatibility checklist criteria.	Retained; Land Use Mgmt Measure 4	Administrative	None	2025	City of Camarillo and County of Ventura	City and county operating budgets
3. Update regulatory noise contours for fair disclosure contained in the Ventura County ACLUP.	Retained; Land Use Mgmt Measure 4	Administrative	None	2026	VCTC, acting as Ventura County ALUC	VCTC
PROGRAM MANAGEMENT ELEMENT						
1. Continue use of the Airport's noise complaint handling system.	Retained; Program Mgmt Measure 1	\$35,000 annually	None	Ongoing	Ventura County Department of Airports	Ventura County Department of Airports operating budget
2. Update Noise Exposure Maps and Noise Compatibility Program.	Retained; Program Mgmt Measure 4	\$600,000	None	2034-2039	Ventura County Department of Airports	FAA, Ventura County Department of Airports
3. Monitor implementation of the Part 150 Noise Compatibility Program.	Retained; Program Mgmt Measure 2	Administrative	None	Ongoing	Ventura County Department of Airports	Ventura County Department of Airports operating budget
Funding Source	Total One-Time Cost					Percent Funding
FAA	\$540,000					90.0%
Ventura County Department of Airports Operating Budget	\$60,000					10.0%
Total Ongoing Cost						100.0%
Funding Source	Total Annual Cost					Percent Funding
Ventura County Department of Airports Operating Budget	\$35,000					100.0%

Most of the cost (90 percent) would be eligible for FAA funding through the noise set-aside portion of the Federal Airport Improvement Program. Ten percent of the cost (\$60,000) would come from the Ventura County Department of Airports capital budget.



1999 COMPATIBILITY MEASURES REMOVED FROM NCP

FAA policies and direction on the preparation of noise compatibility programs has changed since the prior plan was adopted. These measures, although still important, cannot be included as official NCP measures because there are no impacts within the 65 CNEL contours for Camarillo Airport. It is recommended that the measures in **Table 7C** be either removed from the NCP or included as local measures.

TABLE 7C Summary of 1999 Noise Compatibility Program Measures Removed from NCP - Camarillo Airport	
Measure	Rationale for Exclusion
NOISE ABATEMENT ELEMENT	
1. Continue prohibiting formation takeoffs and landings without prior permission of Director of Airports.	As previously discussed, there are no noise impacts within the 65 CNEL contours for Camarillo Airport. This is an ongoing voluntary noise abatement measure included in the Fly Friendly program. The Fly Friendly program is included as local noise compatibility noise abatement measures #1-6 discussed in the following section.
2. Continue advising north traffic to fly downwind leg along U.S. Hwy. 101.	Same as above.
3. Continue advising Runway 26 arrivals to make base leg turn west of Las Posas Road.	Same as above.
4. Continue advising pattern traffic on Runway 8 to turn to crosswind leg prior to Las Posas Road.	Same as above.
5. Continue advising right traffic on Runway 8 so as to avoid low overflights of City.	Same as above.
6. Advise straight-in VFR approaches to Runway 26 to remain south of U.S. Highway 101 and south of housing areas.	Same as above.
7. Advise Runway 26 departures to fly west and north of City when turning right.	Same as above.
8. Require aircraft over 80,000 pounds to land on Runway 8 and depart on Runway 26 whenever safe and practicable.	Same as above.
9. When landings on Runway 26 are necessary, require aircraft over 80,000 pounds to make offset visual approaches from the southeast over farmland.	Same as above.
10. Promote use of NBAA noise abatement departure procedures by jets.	Same as above.
11. Promote use of AOPA's "Noise Awareness Steps."	Same as above.
12. Continue promoting a standard left hand traffic pattern on Runway 26.	Same as above.
13. Designate Runway 26 as the calm wind runway.	Same as above.
14. Advise departures on Runway 8 to make right turns to avoid overflights of the City.	Same as above.
LAND USE MANAGEMENT ELEMENT	
1. Use combined 2003 and 2018 noise contours as basis for noise compatibility planning.	This measure is included as local noise compatibility land use measure #1 discussed in the following section.
PROGRAM MANAGEMENT ELEMENT	
1. Publish pilot guide.	This measure is included as local noise compatibility noise abatement measure #3 discussed in the following section.
2. Acquire noise monitors.	This measure is included as local noise compatibility noise abatement measure #9 discussed in the following section.

Sources: Noise Compatibility Program for Camarillo Airport (1999); Coffman Associates analysis.

LOCAL NOISE COMPATIBILITY MEASURES NOT SUBMITTED FOR 14 CFR PART 150 REVIEW

NOISE ABATEMENT

As discussed in Chapter Four, there are no noise impacts to residential dwelling units for the 2022 and 2027 noise scenarios under 14 CFR Part 150 regulations. However, the Ventura County Department of Airports recognizes that some community members are disturbed by noise outside of the FAA guidelines for noise contours. Camarillo Airport receives numerous noise comments from areas surrounding the airport, particularly from residents of the City of Camarillo Old Town neighborhood in the approach path to Runway 26. For example, in October 2023, Camarillo Airport received 197 noise comments from 17 households. 15 of the households that submitted noise comments were within the Midtown/Old Town neighborhood location. Similarly, in December 2023, Camarillo Airport received 190 noise comments from 9 households. All 9 households that submitted noise comments were within the Midtown/Old Town neighborhood location.

In response to community concerns, as discussed in Chapter Five, the following six ongoing local noise compatibility measures are recommended:

1. Dedicate a full-time staff person to manage and lead the noise abatement program.

Description. Ventura County Department of Airports recently hired a full-time Community Engagement Coordinator to manage and lead the airport's noise compatibility program. Among other responsibilities, the staff member collects and responds to noise comments using the VNOMS system, hosts outreach events, and reports noise comment data to county advisors and supervisory bodies.

Implementation Actions. This is a fully implemented and ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with a full-time staff person dedicated to managing and leading the noise abatement program at an estimated annual cost of \$190,000.

Timing. This is an ongoing measure that should be continued.

2. Develop and distribute noise mitigation materials to local pilots, flight schools, and businesses.

Description. The Fly Friendly voluntary noise abatement program includes several components, some of which are directed at reducing noise through educating transient pilots that are not familiar with Camarillo Airport's local procedures. It is recommended that the Department of Airports continue the brochure and signage components of its existing Fly Friendly program.

Implementation Actions. This is a fully implemented and ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with implementation of its existing Fly Friendly program at an estimated cost of \$5,000.

Timing. This is an ongoing measure that should be continued.

3. Update pilot publications to include current noise mitigation information.

Description. The Fly Friendly voluntary noise abatement program will need to be updated from time to time as the noise abatement program is implemented. It is recommended that the Department of Airports continue making updates to the brochure and signage components of its existing Fly Friendly program so that all pilot publications include the most recent steps of program implementation.

Implementation Actions. This is a fully implemented and ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with updating pilot publications at an estimated cost of \$1,000 per update.

4. Purchase new flight tracking systems to assist with identifying and tracking aircraft operations. (VNOMS).

Description. The airport recently purchased and implemented a Vector Noise and Operations Management System (VNOMS) which includes radar flight track data. The VNOMS data assists with noise complaint analysis and follow up by providing detailed flight information for aircraft coming to and from Camarillo Airport. The radar flight track data includes altitudes of flight over a geographic point, time of operations, type of operation, and the aircraft's FAA registration number. Noise complaints submitted online or by telephone can also be stored in the VNOMS system for further investigation.

Implementation Actions. This is a fully implemented and ongoing measure.

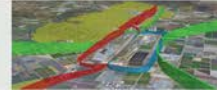
Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with maintaining the VNOMS system at an estimated cost of \$35,000 annually.

5. Meet with local pilots, flight schools, and businesses regularly to communicate noise mitigation information and progress.

Description. The Fly Friendly voluntary noise abatement program includes several components, some of which are directed at reducing noise through educating transient pilots that are not familiar with Camarillo Airport's local procedures. It is recommended that the Department of Airports continue the educational component of its existing Fly Friendly program.

Implementation Actions. This is a fully implemented and ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with regular meetings with the pilot community at an estimated cost of \$500 annually.



6. Continue outreach events to allow the public to visit the airport and learn about its operations.

Description. In addition to the community meetings and listening session held during this study, the Ventura County Department of Airports is committed to continual community outreach. As a result, the administration has added one full-time Community and Engagement Manager since the previous NCP. The Community and Engagement Manager role includes hosting and attending community outreach events to engage with the public.

Implementation Actions. This is a fully implemented ongoing measure.

Costs and Funding. The airport and Ventura County will continue to incur administrative costs associated with the full-time Community and Engagement Manager role and will continue to host and attend community outreach events.

Timing. This is an ongoing measure that should be continued.

In addition to the ongoing recommended measures discussed above, the following three new local noise compatibility measures are recommended:

7. Evaluate changes to jet approaches into CMA to help reduce noise.

Description. Based on feedback received from the community, the Ventura County Department of Airports is contracting with aviation engineers to examine and implement one or more airspace, instrument procedure, and visual glide slope indicator (VGSI) changes, intended to reduce aviation noise in the vicinity of Camarillo Airport. The proposed tasks are based on feedback and suggestions from the community, pilots, aviation engineers, and the FAA, and could include the following:

- Establishing baseline flight operations for Camarillo Airport (CMA).
- Analysis of a new charted visual flight procedure for use to CMA Runway 26.
- Analysis of a new instrument approach to CMA Runway 26 from the east.
- Analysis of potential modifications to CMA Runway 26 VGSI.
- Analysis of instrument procedure changes to CMA to increase nighttime arrivals from the south and west.
- Consideration for Localizer Performance with Vertical Guidance (LPV) approach to Runway 8.
- Development of community flight procedure package (CFPP) for community member assessment of the alternatives.
- FAA coordination and implementation.
- Additional outreach, including meetings with community and aviation stakeholders, the FAA, and the Department of Defense (DoD), and a project-specific website.

Implementation Actions. Implementation of this measure involves coordination between the Ventura County Department of Airports, community members, pilots, the consultant, the FAA, and DoD.

Costs and Funding. The project would be funded by the Ventura County Department of Airports and is estimated to cost \$268,400.

Timing. The project is underway and is expected to begin in 2024. Alternatives development is estimated to take six months. FAA review, approval, and publication of the new procedures could take from one to three years.

8. Establish a real estate agent outreach program to educate real estate agents and potential homebuyers about Camarillo Airport operations and its presence in the community.

Description. This is a proactive measure to address noise comments which can be established through coordination with the Ventura County Coastal Association of REALTORS and individual real estate agents providing services in the City of Camarillo. The outreach program would involve promoting awareness of fair disclosure during residential property transfers near Camarillo Airport, as required by the Ventura County ACLUP and the State of California.

Implementation Actions. Implementation of this measure would require cooperation between local residential real estate organizations and individual agents and the Ventura County Department of Airports.

Costs and Funding. The Ventura County Department of Airports would incur administrative costs associated with establishing a real estate agent outreach program.

Timing. This measure could be established as early as 2025.

9. Evaluate noise monitoring.

Description. Evaluate noise monitoring options to best measure the effectiveness of the voluntary noise mitigation measures if a significant change in aircraft operations is realized. The potential benefits of a noise monitoring program should outweigh the expected cost and should be evaluated further as part of the local noise abatement measures.

Implementation Actions. Implementation of this measure would require cooperation between local neighborhood groups, interested residents, the City of Camarillo, and the Ventura County Department of Airports.

Costs and Funding. The Ventura County Department of Airports would incur administrative costs associated with managing the noise monitoring program based on the options selected, ranging from \$10,000 to \$60,000, with potential annual costs of \$1,000.

Timing. This is a long-term measure that could be established over the next 7 to 10 years.

LAND USE

The following information is provided to maintain consistency with local adopted land use planning documents, including the *Ventura County Airport Comprehensive Land Use Plan* (ACLUP) and the General Plans for the City of Camarillo and County of Ventura. During preparation of the Noise Compatibility Plan, two alternatives for this measure were developed: a short-range 2027 60 CNEL noise contour and a long-range 2042 60 CNEL noise contour. Development of the alternatives are discussed in Appendix D of the Noise Exposure Map document. The airport and surrounding community should be aware of the potential incompatible development infringement in the 60 CNEL noise contour to ensure that future uses remain compatible with policies outlined in the *Ventura County Airport Comprehensive Land Use Plan* (2000).

To ensure continued land use compatibility within the environs of the airport, the Ventura County Department of Airports should encourage the Ventura County ALUC to update the 2000 ACLUP in its entirety. As previously discussed, regulatory 60 CNEL noise contours for the airport are included in the ACLUP. Additionally, the plan includes policies related to noise compatibility surrounding Camarillo Airport that may be inconsistent with local noise policies, the 2011 Caltrans Land Use Compatibility Planning Handbook, and FAA Advisory Circular 150-5190-4B, Airport Land Use Compatibility Planning. The Department of Airports will partner with the ALUC to provide necessary data required to update the ACLUP, including providing the planning agency with the most up to date Airport Layout Plan (ALP), Part 77 airspace surface drawings, VNOMS radar flight track data, and noise contours.

SUMMARY OF LOCAL NOISE COMPATIBILITY MEASURES NOT SUBMITTED FOR 14 CFR PART 150 REVIEW

A summary of the Noise Compatibility Measures for Camarillo Airport for local implementation is presented in **Table 7D**. Seven measures would require funding beyond normal administrative expenses. The total cost is estimated to be \$559,900.

TABLE 7D Summary of Local Noise Compatibility Measures Not for Review Under 14 CFR Part 150 - Camarillo Airport				
Measure	Cost to Airport Or Government	Direct Cost to Users	Timing	Lead Responsibility
LOCAL NOISE COMPATIBILITY MEASURES				
1. Dedicate a full-time staff person to manage and lead the noise abatement program.	\$190,000 annually	None	Ongoing	Ventura County Department of Airports
2. Develop and distribute noise mitigation materials to local pilots, flight schools, and businesses.	\$5,000 per update	None	Ongoing	Ventura County Department of Airports
3. Update pilot publications to include current noise mitigation information.	\$1,000 per update	None	Ongoing	Ventura County Department of Airports
4. Purchase new flight tracking systems to assist with identifying and tracking aircraft operations. (VNOMS).	\$35,000 annually	None	Ongoing	Ventura County Department of Airports
5. Meet with local pilots, flight schools, and businesses regularly to communicate noise mitigation information and progress.	\$500 annually	None	Ongoing	Ventura County Department of Airports

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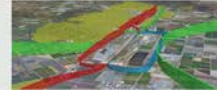


TABLE 7D | Summary of Local Noise Compatibility Measures Not for Review Under 14 CFR Part 150 - Camarillo Airport (cont.)

6. Continue outreach events to allow the public to visit the airport and learn about its operations.	Administrative	None	Ongoing	Ventura County Department of Airports
7. Evaluate changes to jet approaches into CMA to help mitigate noise.	\$268,400	None	Ongoing	Ventura County Department of Airports
8. Establish a real estate agent outreach program to educate real estate agents and potential homebuyers about Camarillo Airport operations and its presence in the community.	Administrative	None	2025	Ventura County Department of Airports
9. Evaluate noise monitoring.	\$10,000 to \$60,000	None	2032-2036	Ventura County Department of Airports
LOCAL LAND USE COMPATIBILITY MEASURES				
1. Encourage a full update to the 2000 Ventura County Airport Land Use Compatibility Plan.	Administrative	None	1 to 3 years	Ventura County Department of Airports
Funding Source			Total Cost	Percent Funding
Ventura County Department of Airports			\$559,900	100.0%