

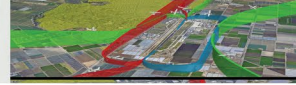


COUNTY of VENTURA
Department of Airports

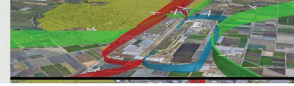


Camarillo Airport

14 CFR Part 150 Noise Compatibility Planning Study Update



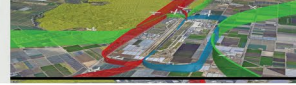
- 1. Welcome**
 - Stacey Falcioni – Arellano Associates, Facilitator
- 2. How We Got Here**
 - Keith Freitas – Director of Airports
- 3. Study Progress**
 - Erin Powers – Projects Administrator
- 4. Noise Compatibility Program Study Materials**
 - Chapter 5 – Noise Abatement Alternatives
 - Chapter 6 – Land Use Alternatives
 - Chapter 7 – Noise Compatibility Plan
 - Kory Lewis – Coffman Associates
- 5. Status of Measures In Place and Underway**
 - Jannette Jauregui – Communications & Engagement Manager
 - Dave Nafie – Deputy Director of Airports
 - Paul Hannah – LEAN Technology Corporation
- 6. 10-Minute Break**
- 7. Audience Questions/Answers**
 - Stacey Falcioni – Arellano Associates, Facilitator
- 8. Where Do We Go From Here?**
 - Dave Nafie – Deputy Director of Airports



Code of Conduct

The County is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project and the Camarillo Airport. To provide a safe and equitable process, please remember to:

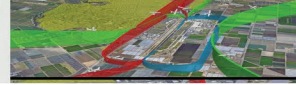
- **Treat each other with kindness and respect including your neighbors, the moderators, and the panel.**
- **Respect the format of the meeting.**
- **Maintain a conversational tone.**



Opening Remarks/Project Background



Keith Freitas
Director of Airports for Ventura County



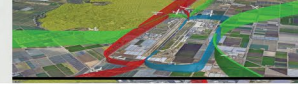
How We Got Here

Feedback from the Public

Planning Studies

Coordination with FAA for a Part 150 grant

City of Camarillo Survey



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)



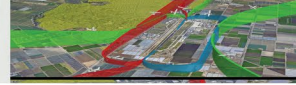
NO large cargo operations



NO INCREASE to the runway length



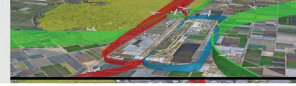
NO commercial airline service



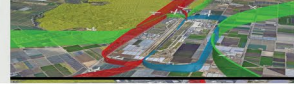
Final Thoughts

Our commitments to you...

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



Erin Powers
Projects Administrator




Study Progress

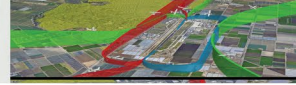
NEMs

<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

NCP

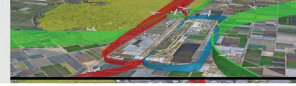
<u>2024</u>	June	Community Listening Session and Technical Conferences
	October	Third Public Workshop – Noise Abatement Alternatives, Land Use Alternatives, Noise Compatibility Plan

Public Involvement Throughout (focus groups, outreach, change in meeting format)

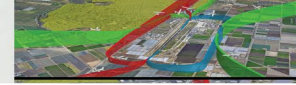


The Ventura County Department of Airports recognizes that some community members are disturbed by noise at levels below the FAA guidelines for noise exposure.

The Department of Airports is committed to using this Part 150 Noise Compatibility Study as an opportunity to evaluate potential options and take reasonable action that will reduce the effects of noise exposure and ensure compatibility with future development.



Kory Lewis
Coffman Associates



2027 Noise Contours

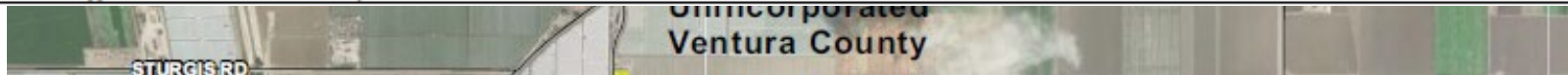


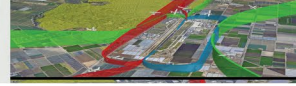
TABLE 4B | Land Uses Exposed to 2027 Aircraft Noise Above 65 CNEL – Camarillo Airport

	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
Compatible Land Uses			
Airport Property	175.38	97.61	62.95
Agricultural	10.24	0	0
Commercial, Industrial, Transportation, and Utilities	9.65	0	0
Right of Way	8.43	0	0
Undeveloped ¹	11.24	0	0
Noise-Sensitive Land Uses			
Noise-Sensitive	0.60	0	0
Single-Family Residential	0	0	0
Multi-Family Residential	0	0	0
Public Buildings	0	0	0
Public Institutions	1.53	0	0
Historic Properties	0	0	0
Total	217.07	97.61	62.95

¹ Undeveloped land consists of portions of multiple parcels.

Source: Coffman Associates analysis





Alternatives Evaluation

Chapter 5 Noise Abatement

Runway Use and Flight Routing, Airport Facilities, Operational Procedures, Regulations

Chapter 6 Land Use

General Plan, Zoning, noise and aviation easement purchase

Chapter 7 Recommended NCP

Summarizes measures recommended for FAA review and those to be implemented locally

Community and Stakeholder Input

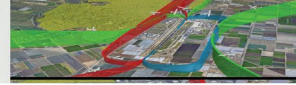
Listening Session

A Listening Session was held in June 2024 to gather the public's ideas to be considered

- 72 attendees, 81 suggestions
- Examples include curfews, fees, monitoring, reporting

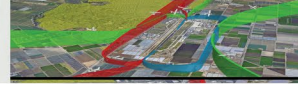
Technical Conferences

Technical Conferences were held to evaluate all of the alternatives and suggestions



FAA's Evaluation of Measures

- FAA policy and direction for reviewing Part 150 Noise Compatibility Studies have changed since the prior plan was adopted in 1999.
- FAA asks: Will it reduce Part 150 impacts within the 65 CNEEL noise contour?
- “Lanes” Reminder: **NEW** access restrictions require approval under Part 161 regulations. There have been no approvals under Part 161.
- The 1976 JPA is “grandfathered”, but may not be amended, including to increase its restrictions.

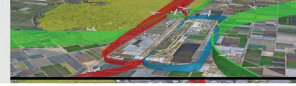


Summary of Measures

FAR Part 150 now only allows FAA to review Measures that mitigate noise within the 65 CNEL contour. In the 2024/25 NCP, Noise Abatement measures from the 1999 NCP are now implemented within the Fly Friendly VC program.

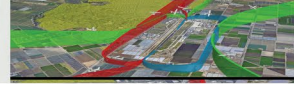
Category	1999 NCP	Disapproved If Reviewed Today?	2024/25 NCP	
			For FAA Review Table 7B	Not for FAA Review Table 7D
Land Use	1	1	3	1
Program Management	5	1	3	0
Noise Abatement	14	14	0	14





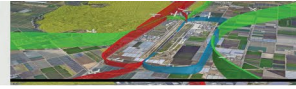
These recommended measures to be reviewed by FAA and included in the NCP would be implemented in collaboration with the City of Camarillo and VCTC in their role as the Airport Land Use Commission.

Implementation	2024/25 Draft NCP – Reviewed By FAA – Table 7B		
	Land Use Management	Cost	Responsibility
Next Update	1. Update General Plan policies and map	Administrative	City of Camarillo and Airports
1-5 Years	2. Adopt compatibility checklist criteria	Administrative	City of Camarillo and Airports
1-5 Years	3. Update noise contours in the Ventura County ACLUP	Administrative	VCTC, acting as Ventura County ALUC



These recommended measures to be reviewed by FAA and included in the NCP would be implemented by the Department of Airports. The VNOMS system is among measures already implemented.

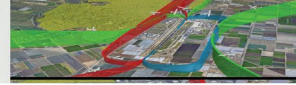
Implementation	2024/25 Draft NCP – Reviewed By FAA – Table 7B		
	Program Management	Cost	Responsibility
Now/Ongoing	1. Continue Airport’s noise complaint handling system (VNOMS)	\$35,000 annually	Department of Airports
At Normal 10-15 Year Interval	2. Update Noise Exposure Maps and Noise Compatibility Program	\$600,000	Department of Airports
Now/Ongoing	3. Monitor implementation of the Part 150 NCP	Administrative	Department of Airports




2024/25 NCP Measures Outside of FAA Review – Table 7D Approved and Implemented Locally

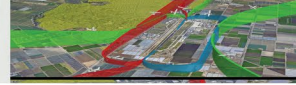
Implementation	Measure	Cost
Now/Ongoing	1. Dedicate a full-time staff person to manage and lead the noise abatement program.	\$190,000 annually
Now/Ongoing	2. Develop and distribute noise mitigation materials to local pilots, flight schools, and businesses.	\$5,000 per update
Now/Ongoing	3. Update pilot publications to include current noise mitigation information. (Includes radio broadcasts)	\$1,000 per update
Now/Ongoing	4. Purchase new flight tracking systems to assist with identifying and tracking aircraft operations. (VNOMS).	\$35,000 annually
Now/Ongoing	5. Meet with local pilots, flight schools, and businesses regularly to communicate noise mitigation information and progress.	\$500 annually





2024/25 NCP Measures Outside of FAA Review – Table 7D Approved and Implemented Locally

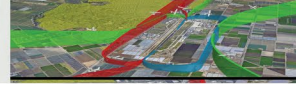
Implementation	Measure	Cost
Now/Ongoing	6. Continue outreach events to allow the public to visit the airport and learn about its operations.	Administrative
 Consultant Under Contract	7. Evaluate changes to jet approaches into CMA to help mitigate noise. (Approach Analysis by LEAN)	\$268,400
1-5 Years	8. Educate real estate agents and potential homebuyers about Camarillo Airport operations and its presence in the community.	Administrative
As Needed	9. Evaluate noise monitoring.	\$10,000 to \$60,000
1-5 Years	1. Encourage a full update to the 2000 Ventura County Airport Land Use Compatibility Plan. (Land Use)	Administrative



Jannette Jauregui
Community &
Engagement Manager





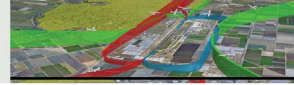
Dave Nafie
Deputy Director of
Airports



What is the Department of Airports already doing to address noise concerns?

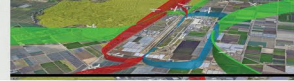
The Ventura County Department of Airports:

- 1) Hired a Communications Engagement Manager
- 2) Expanded and enhanced public outreach/communication
- 3) Implemented the Fly Friendly VC Noise Program
- 4) Purchased noise flight tracking and comment software
- 5) Holds regular meetings/updates with City of Camarillo
- 6) Expanded Fly Friendly VC to include jet-specific information
-  7) Updated ATIS message, Chart Supplement for preferred runway use program
-  8) Expedited evaluation of alternative approach courses and glide paths



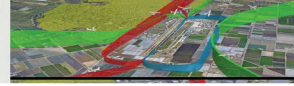
Camarillo Airport Approach Analysis

- Responds to suggestions received at the Listening Session
- We were requested to expedite this task
- Initiated in August 2024 – ahead of the completion of the Part 150 Study
- Selection of consultant included stakeholder participation
- Process involves opportunities for public involvement



Opportunities for Noise Abatement to Explore

1. New Charted Visual Flight Procedure (CVFP)
2. Instrument approach procedure changes east of KCMA
3. Visual Glide Slope Indicator (VGSI) changes
4. Increased utilization of Runway 8 at nighttime



1. CVFP Example

Initial Proposed Change to Raceway Visual Rwy 28L

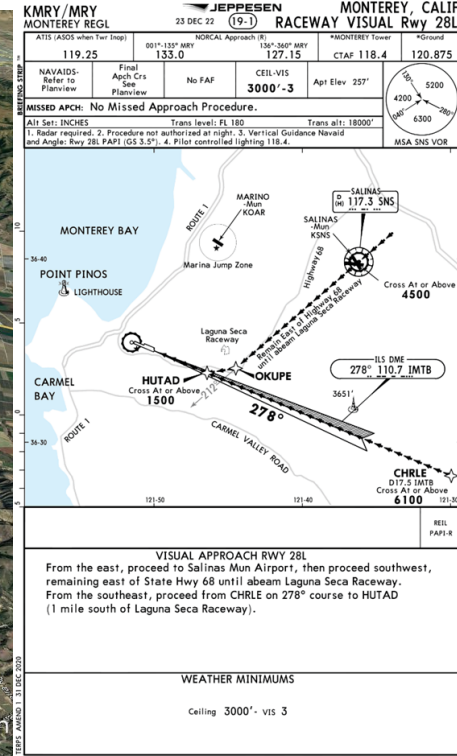
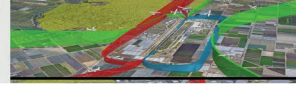
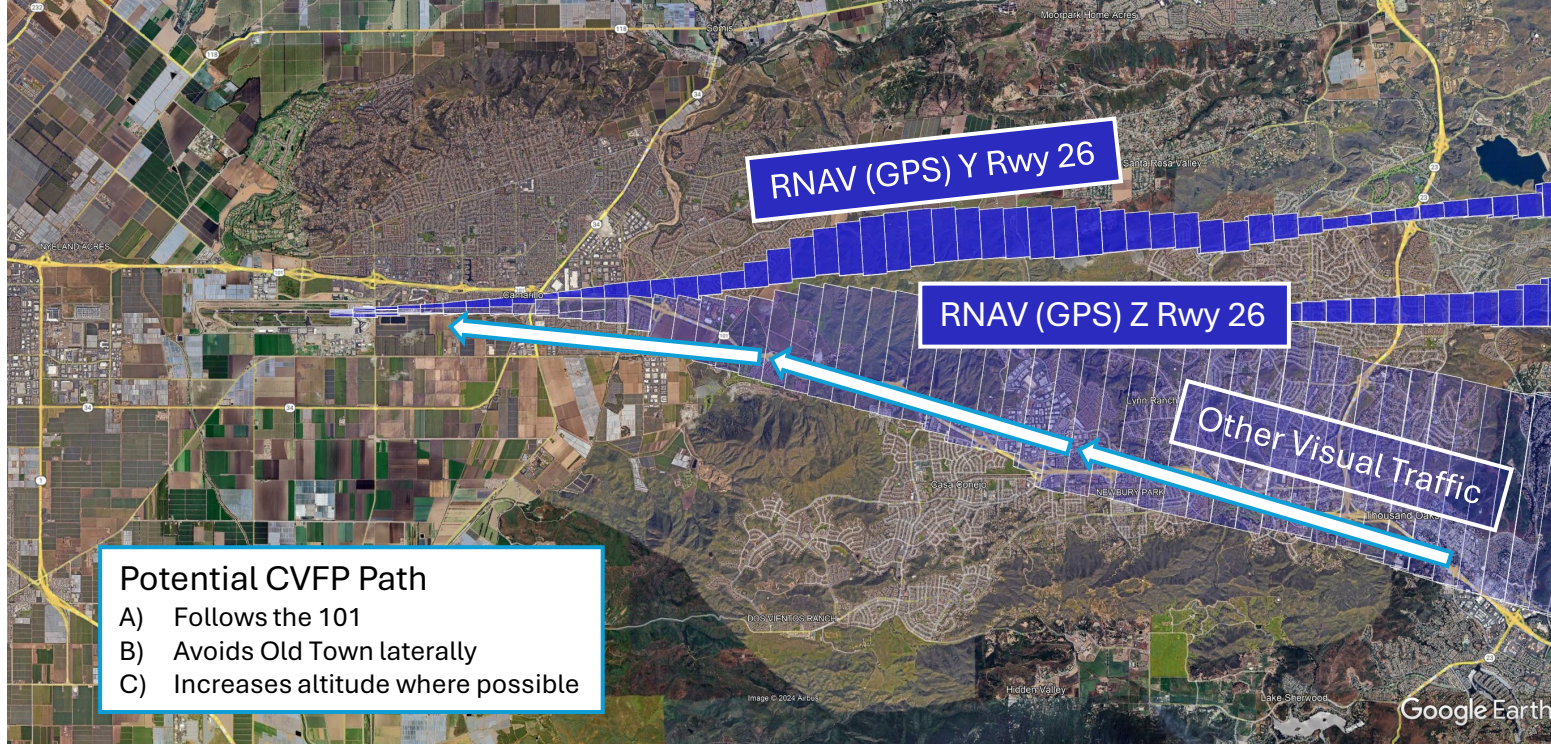
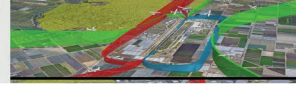


Image created by LEAN from TARGETs and Rendered in Google Earth JAN23

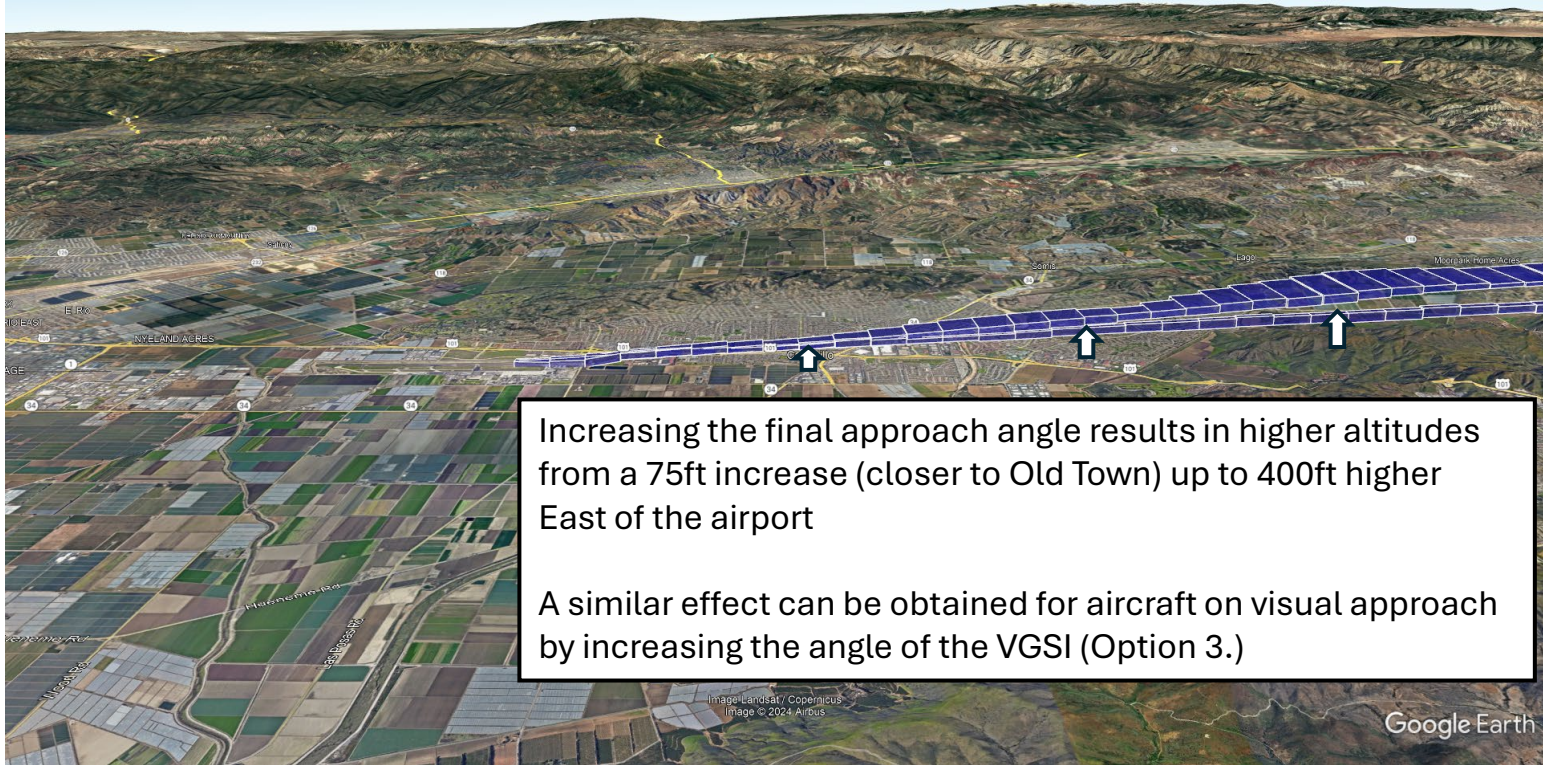


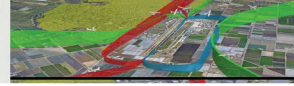
1. Charted Visual Flight Procedures Rwy 26



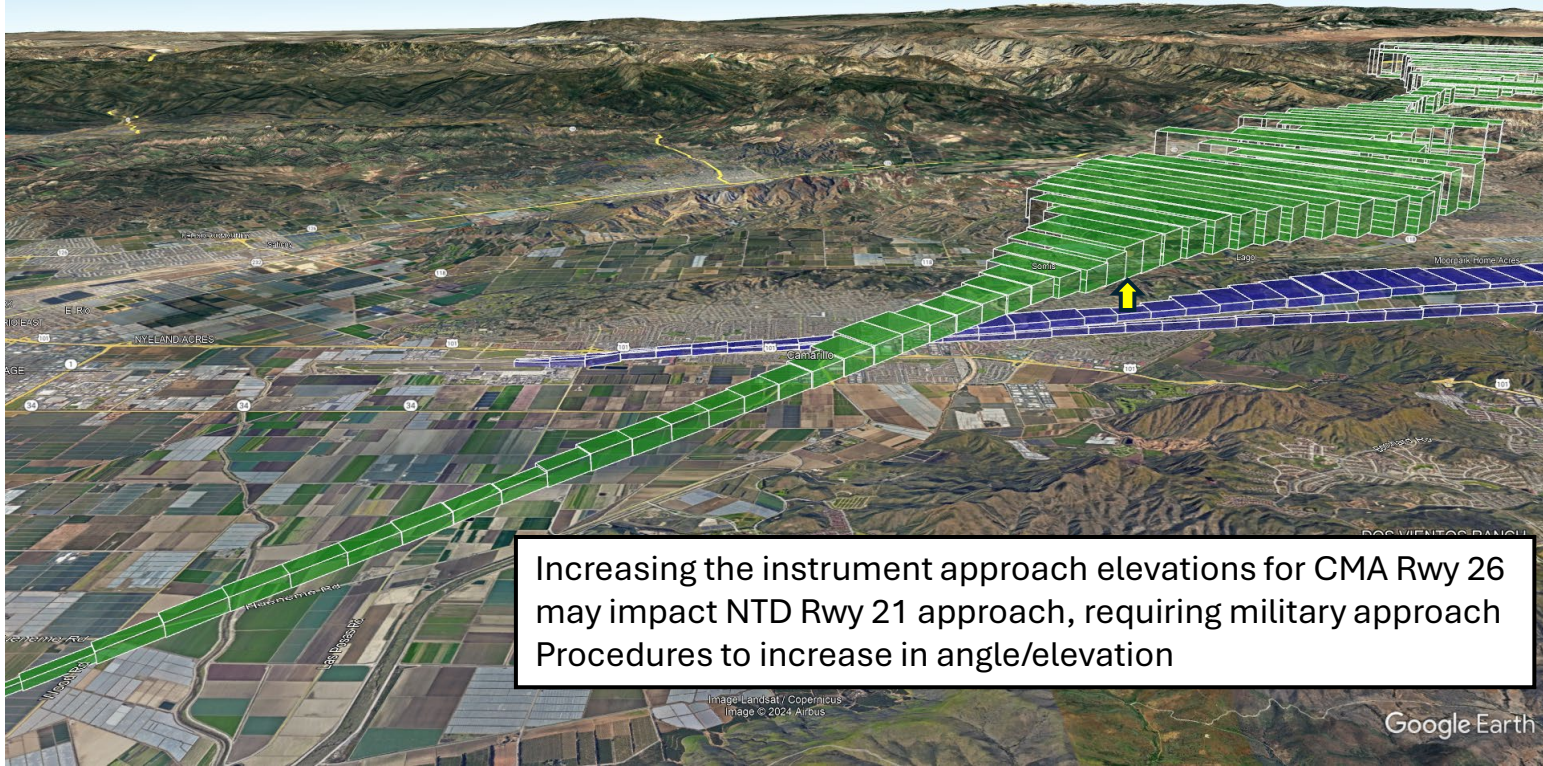


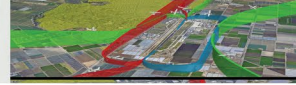
2./3. Instrument Procedure and VGSI Changes East of KCMA





2./3. Instrument Procedure and VGSI Changes East of KCMA



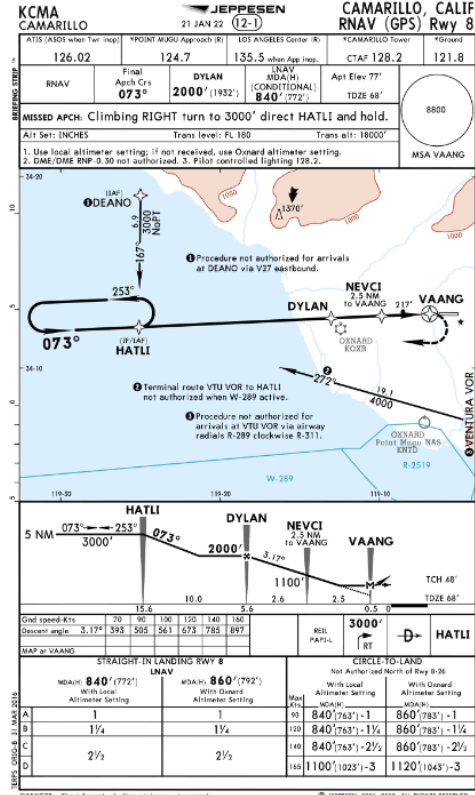


4. Increasing Nighttime Utilization of Rwy 8

Existing instrument approach to runway 8 is not conducive to nighttime use

- ❑ Does not provide vertical guidance (No VNAV or LPV)
- ❑ May not be effective during inclement weather (Minimums)
- ❑ Requires unusual/inefficient routing for aircraft arriving from the southeast (LA/San Diego, Las Vegas, Phoenix)
- ❑ Very inefficient when restricted airspace is in effect

Exploring opportunities to correct these deficiencies and encourage landing on runway 8 with pilots and air traffic





Instrument Procedure Feasibility Process

1 Examine

Airspace, Obstacle and NAVAID challenges

Air Traffic challenges

Community experience

Operator experience

2-3 Months

2 Design

Instrument procedures

Charted Visual procedures

Traffic Pattern Modifications

NAVAIDs and Lighting

Air Traffic LOA

3 Model & Measure

Historical weather and operational benefits/impacts

Noise measurement (when requested)*

Cumulative (CNEL) and individual flight noise (LMAX, SEL, NA)

Aircraft separation modeling*

1-4 Months

4 Review & Select

Review findings with stakeholders:

FAA
DoD
Aircraft Operators
Airport
Community

Select options to proceed towards development

1-2 Months

5 Develop & Coordinate

FAA IFP Gateway Request or Non-FAA Service Provider Bid

TARGETs file sharing/distribution

Obstruction mitigations, RAM Tool and Aeronautical data changes

FAA Reimbursable Agreements*

12-36 Months

6 Implement & Refine

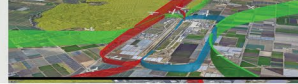
Procedure Publication

Flight Inspection Coordination

Flight Track Review

Community feedback and noise monitoring (when requested)*

3-12 Months



Example of Community Flight Procedure Package (CFPP)

For Community Evaluation Only - Not Intended for Navigation

GLS OW2 RWY 28R (EDDY) vs ILS

Revision 1

Changes: No changes on this page

GLS OW2 Instrument approach to runway 28R originating southeast of the airport, starting at the EDDY waypoint.

The approach is similar to the GLS-U Rwy 28R from EDDY until it approaches SIDBY. It then turns the aircraft over the Bay to allow the aircraft to reduce speed and configure for landing offshore. If requested for development, this noise abatement procedure will only be available between 22:00-07:00 Local time.

Project Goals

- ✓ Noise reduction
- ✓ ILS Redundancy
- ✓ Efficiency
- ☐ Reduce Delays

<https://noise.flysfo.com/>

For Community Evaluation Only - Not Intended for Navigation

GLS OW2 RWY 28R (EDDY) vs ILS

Revision 1

Changes: No changes on this page

Existing Approach ILS or LOC Rwy 28R

Preliminary Concept GLS OW2 RWY 28R

Aircraft @ SFO Capable of Using This Procedure

- Regional/BizJet < 1%
- Narrowbody ~ 30%
- Widebody ~ 30%

Narrowbody and widebody aircraft capable of using this approach into SFO are anticipated to **increase** over the next 5 years

Weather Opportunity

- VFR ✓ Night Use Only
- MVFR ✓ Night Use Only
- IFR ✓ Night Use Only
- LIFR ✓ CAT I, Night

<https://noise.flysfo.com/>

For Community Evaluation Only - Not Intended for Navigation

Narrowbody 1 SEL GLS OW2 RWY 28R vs ILS

Revision 1

Changes: Updated Population Effected Values

Map Layers: Google Terrain Hybrid Contours: AEDT 3E, BADA 4

To Explore SEL Contours in More Detail Visit: <https://noise.flysfo.com/>

Sample Points	Altitude		SEL (dBA)		Potential Change in Population Effected	
	Existing	Proposed	Existing	Proposed	SEL Contour (dBA)	2020 Population
EDDY	6000	7000	67.1	65.2	50	-52625
SIDBY	4000	5000	73.4	67.8	55	-48981
					60	-57851
					65	-68474
					70	-74296
					75	-5621
					80	-1449
					85	0
					90	0
					95	0

Results tabulated and depicted are derived from AEDT 3E using Eurocontrol BADA 4 Information. Real world results may differ.

<https://noise.flysfo.com/>

For Community Evaluation Only - Not Intended for Navigation

Narrowbody 1 SEL GLS OW2 RWY 28R vs ILS

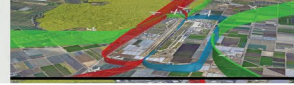
Revision 1

Changes: No changes on this page

Legend:
— Simulated Flight Profile Characteristic for Existing Approach
— Simulated Flight Profile Characteristic for Innovative Approach Concept

<https://noise.flysfo.com/>

<https://noise.flysfo.com/noise-efforts/ground-based-augmentation/innovative-approach-procedures/>



Next Steps

October '24

- Chapter 5 - Noise Abatement Alternatives
- Chapter 6 - Land Use Alternatives
- Chapter 7 - Noise Compatibility Plan



April '25

- Public Hearing on Noise Compatibility Program



Nov '24 — Jan 25

- Prepare Draft Noise Compatibility Program Document (NCP)

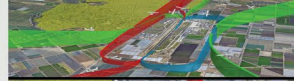


May — June '25

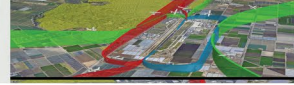
Approval Process Steps:

- Aviation Advisory Committee
- Airport Authority
- Board of Supervisors
- Submit to FAA



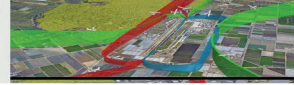


Stacey Falcioni
Arellano Associates



Community Q & A 10 Minute Break

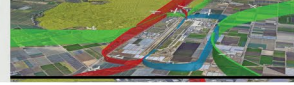
- To submit a question, complete the question card.
- Raise your hand when complete and a project team member will collect your question card(s).
- Your question(s) will be read by the moderator and answered during the Q & A.
- You can voice a question (2 min.) after all question cards have been read and answered.
- One voice question per person. Once everyone who wants to voice a question has done so we can return to you if you have another question you'd like to voice.



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- **Respect the format of the meeting.**
- **Maintain a conversational tone.**



www.vcairports.org

Links to all draft material is available on the project website



Jannette Jauregui
Community and
Engagement Manager
Ventura County Airports

Jannette.Jauregui@ventura.org
805-388-4287



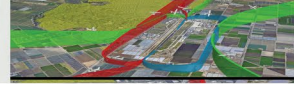
Dave Nafie
Ventura County Airports
Deputy Director

Dave.Nafie@ventura.org
805-388-4201



Kory Lewis
Coffman Associates
Project Manager

klewis@coffmanassociates.com
816-524-3500



Thank you!