

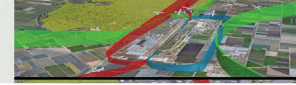


COUNTY of VENTURA  
Department of Airports

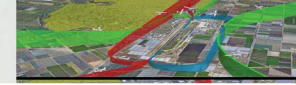


# Camarillo Airport

14 CFR Part 150 Noise Compatibility Planning Study Update



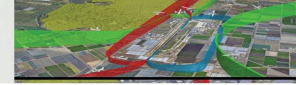
1. **6:00 pm - Welcome**
  - Stacey Falcioni – Arellano Associates, Facilitator
2. **How We Got Here**
  - Keith Freitas – Director of Airports
3. **Study Progress**
  - Erin Powers – Projects Administrator
4. **Department's Current Efforts to Address Noise Concerns**
  - Janette Jauregui – Community & Engagement Manager
5. **Approach and Procedure Analysis Study Update**
  - Alec Seybold – Flight Tech Engineering
6. **Audience Questions/Answers, Time Allowing**
  - Stacey Falcioni – Arellano Associates, Facilitator
7. **7:00 pm – Public Hearing Agenda**
  - Stacey Falcioni – Arellano Associates, Facilitator
  - Noise Compatibility Program Overview**
    - Kory Lewis – Coffman Associates
  - 7:10 pm – Public Hearing Instructions and Opening of Hearing**
8. **Audience Questions/Answers, Following Public Hearing**
  - Stacey Falcioni – Arellano Associates, Facilitator



## 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:

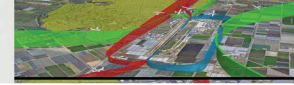
- Treat each other with kindness and respect including your neighbors, the moderators, and the panel.
- Respect the format of the meeting.
- Maintain a conversational tone.



## 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)



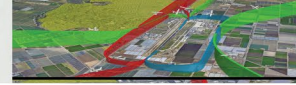
NO large cargo operations



NO INCREASE to  
the runway length



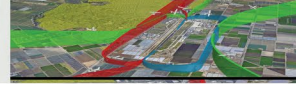
NO commercial airline  
service



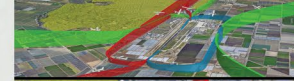
## Final Thoughts

### Our commitments to you...

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



**Erin Powers**  
**Deputy Director of Airports**



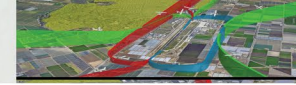
## Study Progress

### 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



## Study Progress

<u>2025</u>	June	Noise Exposure Maps accepted by FAA
	July	NCP public comment period begins (July 3 – August 18)
	August	Public Hearing

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

### Next Steps

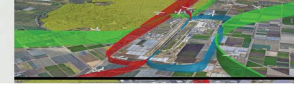
Advisory Boards

Board of Supervisors

Submit to FAA




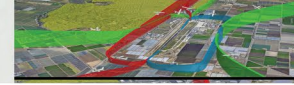
**Jannette Jauregui**  
**Community &**  
**Engagement Manager**



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

The Ventura County Department of Airports:

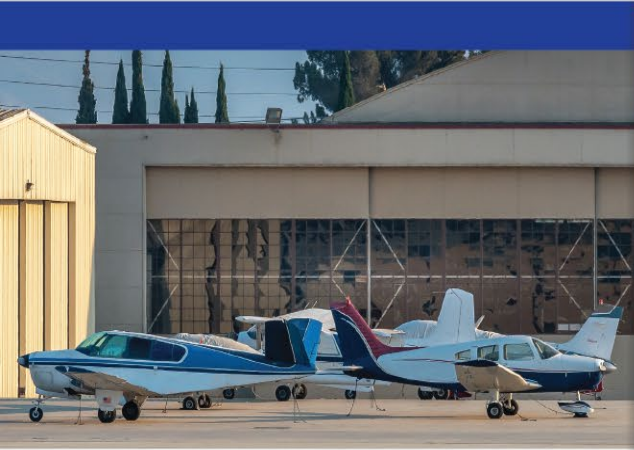
- 1) Hired a Communications Engagement Manager
- 2) Expanded and enhanced public outreach/communication
- 3) Implemented the Fly Friendly VC Noise Program
- 4) Purchased noise flight tracking and comment software
- 5) Holds regular meetings/updates with City of Camarillo
- 6) Expanded Fly Friendly VC 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



## Approach and Procedure Analysis Study Update



# Camarillo Airport Approach and Procedure Analysis



**Module for Part 150 Study**  
August 4, 2025

# Team introduction

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# Key staff on the project

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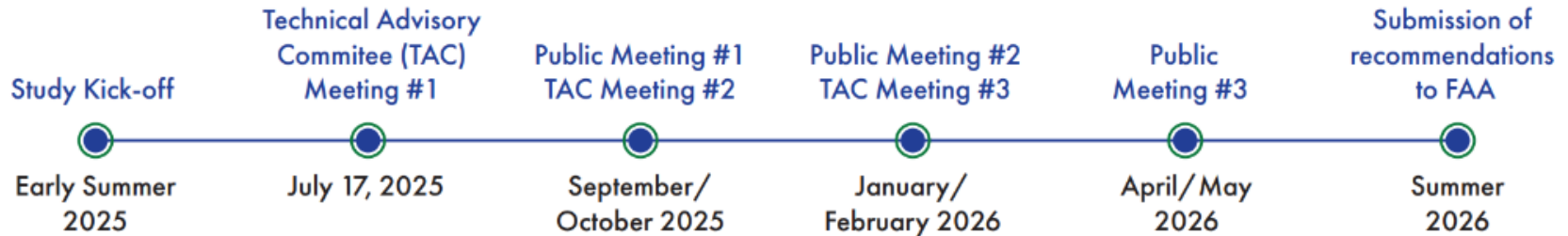
The team will consist of the following team members:

- **Stacey Falcioni** – Public outreach support
- **Alec Seybold** – Airspace and procedures S.M.E.
- **Bill Dunn** – Air Traffic Control Specialist (40 yrs FAA FSS, TWR, TRACON, ARTCC)
- **Rachelle Dailey** – Sr TERPS Specialist (30 yrs FAA procedure design specialist)
- **Jeff Gorman**– Sr TERPS Specialist (30 yrs FAA procedure design specialist)
- **Chris Shehi**– Procedure & Avionics Engineer (30 yrs at Honeywell Aerospace as FMS Engineer specializing in RNP/VNAV)
- **Nathan Kurth** – Flight Validation Pilot & ARINC 424 Coding Specialist (20 years Jeppesen Charting & Coding)
- **Brian Mohr** – Project manager



# Meeting and implementation process

- Review current and future aircraft fleet mix to determine navigation capabilities.
- Collect feedback on preferred flight routes from airport and community stakeholders.
- Develop prototypes to share with stakeholders.
- Submit recommendations to the FAA Procedure Gateway (IFPG) or provide options to implement procedures as non-FAA service provider.
- Complete flight validation trials.
- Publish new procedures (2-5 year FAA timeline).



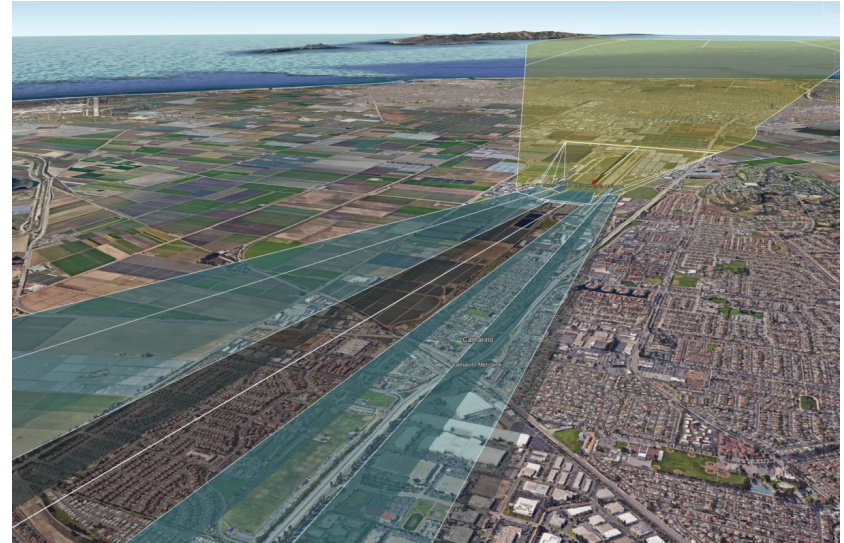
**Note:** Timeline is subject to change based on coordination with FAA and U.S. Department of Defense.



# What Changes Will This Study Explore?

New flight procedures for CMA on both Runway 08 & Runway 26 will be explored to minimize overflight of communities, including:

1. Instrument approach procedures for Runway 8
2. Glidepath angle adjustments
3. Offset final approach course alignments to Runway 26.
4. New visual approach path options.



# Introduction to the work

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- The primary goal: explore solutions for meaningful change to the flight paths within the community.
- While we cannot directly design flight procedures that dictate the path pilots take when operating in a VFR capacity, best practices can be disseminated via various public and private sources to help improve noise abatement.
- New or modifications to existing flight procedures are governed by the numerous regulations and circulars published by the FAA.



# Overview of regulatory framework

- Not all aircraft have the same navigation capabilities. For example, each aircraft type has a different onboard navigation computer (i.e., conventional radio-based vs GPS based).
- In addition to FAA design standards there are numerous air carrier/operator performance factors (climb performance and emergency procedures) that must be accounted for as well as air traffic control & traffic deconfliction requirements.



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

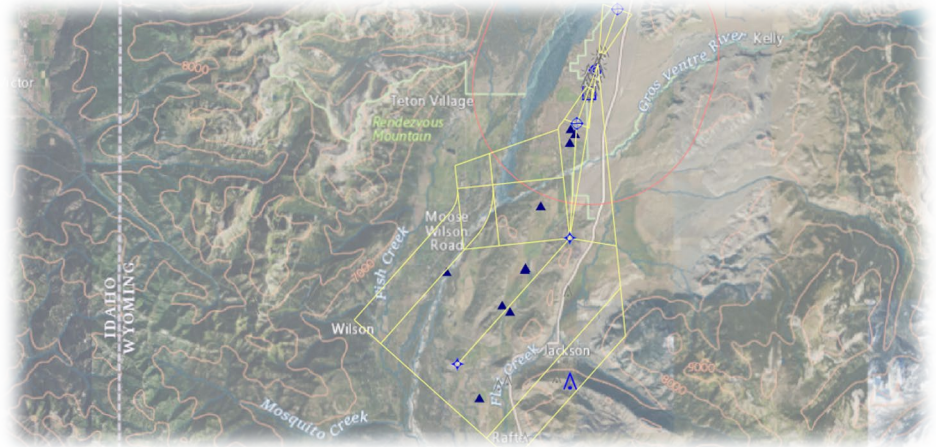
National Policy

ORDER  
8260.3E

Effective Date:  
09/17/2020

**SUBJ:** United States Standard for Terminal Instrument Procedures (TERPS)

This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. These criteria are predicated on normal aircraft operations and performance.

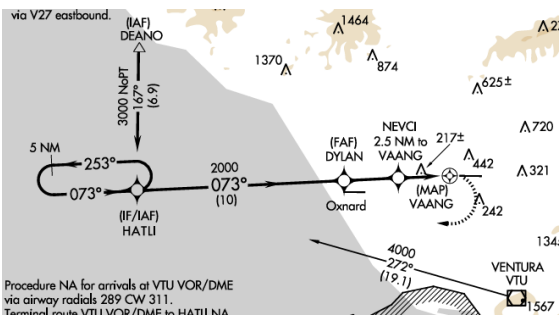


## Regulatory framework cont.



Note: the dark blue dashed line is the boundary of Class E airspace in the area.

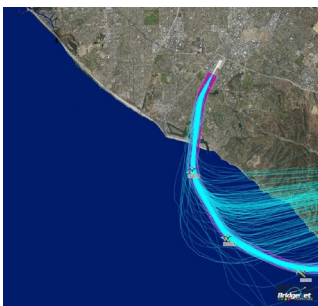
# Technical Components



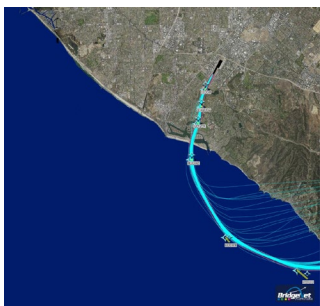
## Current RWY 8 Approach challenges



## Conventional



## RNAV

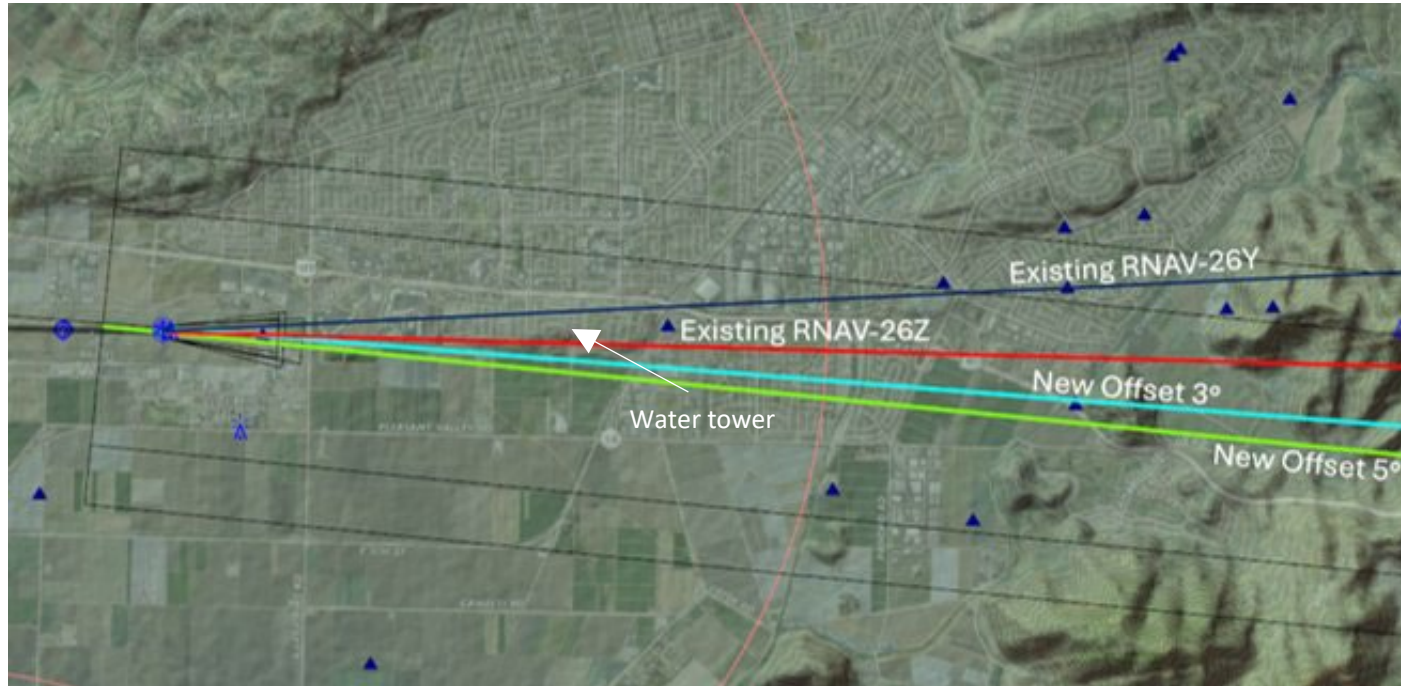


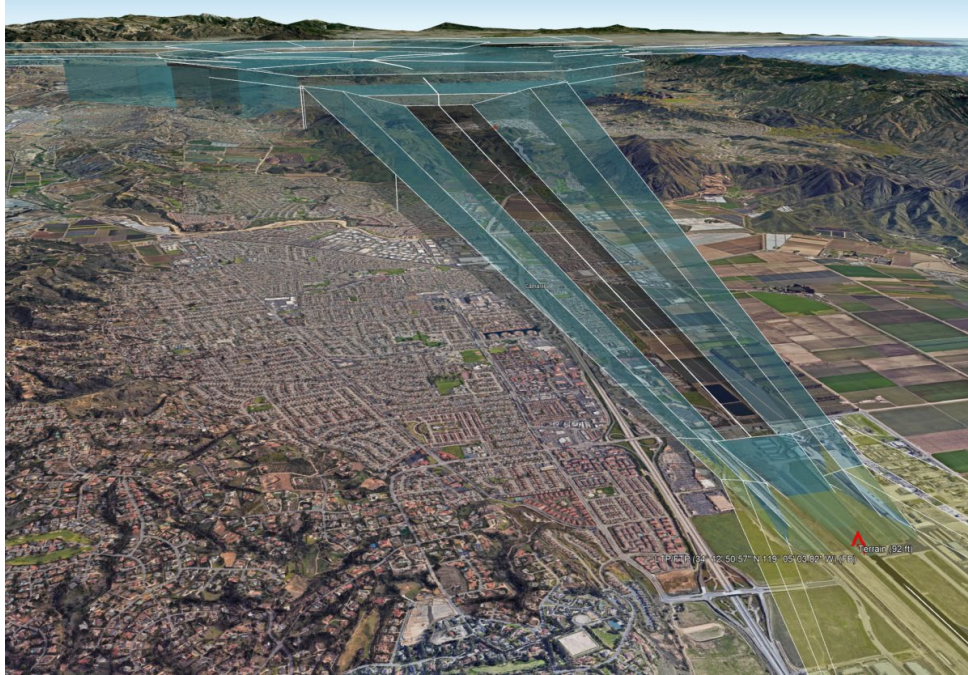
## RNP

Each navigation method results in a different containment area



## Runway 26 – offset approaches to be explored





## Stay Connected

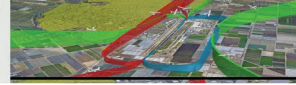
Submit your comments:



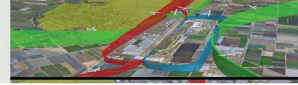
For general study or coordination questions,  
please contact:

Communications & Engagement Manager  
[jannette.jauregui@venturacounty.gov](mailto:jannette.jauregui@venturacounty.gov)





## Community Q & A



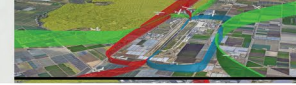
**Stacey Falcioni**  
**Arellano Associates**



## Community Q & A

*Reminder: Public Hearing begins at 1:44 p.m.  
Q & A will resume once Public Hearing concludes*

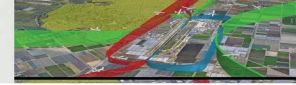
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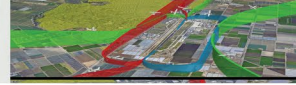
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- Respect the format of the meeting.
- Maintain a conversational tone.



## Public Hearing Agenda

- 7:00pm – NCP Overview (Coffman Associates)
- 7:10pm – Public Hearing on NCP Opens
  - Instructions
  - Public Comments



**Kory Lewis**  
**Coffman Associates**



## 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  
avigation easement purchase

### Chapter 7 Recommended NCP

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

## Community and Stakeholder Input

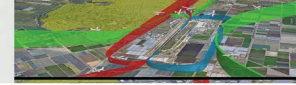
### Listening Session

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

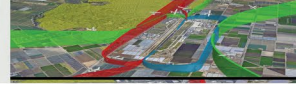
Technical Conferences were held to evaluate  
all of the alternatives and suggestions



## NCP Measures Eligible by FAA for Inclusion in NCP



Table 7B - 2024/25 Draft NCP – Reviewed By FAA			
Implementation	Program Management Measures	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
Implementation	Land Use Management Measures	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



## 2024/25 NCP Measures Outside of FAA Review (ineligible) – and to Be Approved and Implemented Locally

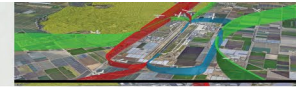


Table 7D

## 2024/25 NCP Measures Outside of FAA Review (ineligible)–and to Be 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

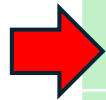
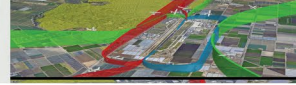
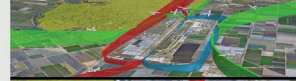




Table 7D (continued)	2024/25 NCP Measures Outside of FAA Review (ineligible)– and to Be Approved and Implemented Locally	
Implementation	Measure	Cost
Now/Ongoing	6. Continue outreach events to allow the public to visit the airport and learn about its operations.	Administrative
➔ Consultant Under Contract	7. Evaluate changes to jet approaches into CMA to help mitigate noise. (Approach Analysis by Flight Tech)	\$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



# Public Hearing



## Public Hearing Instructions

- Each person will be allowed **two (2)** minutes to provide comments on the Noise Compatibility Program.
- Begin by stating your name and affiliation.
- A written record will be made of all comments presented at the hearing.
- Written testimony regarding the Noise Compatibility Program will be received until **5:00 p.m. on August 18, 2025**. These written comments will be included with the transcripts of the hearing and will be considered in the evaluation of the program.

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

Submit by mail:

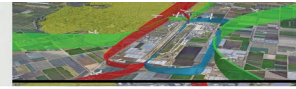
County of Ventura Department of Airports

Attn: CMA Part 150

555 Airport Way, Suite B

Camarillo, CA 93010

- Responses to all comments will be prepared and included with the complete documentation of the final Noise Compatibility Program Update.



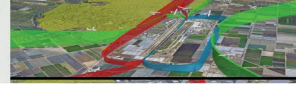
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Breaktime for PowerPoint by Flow Simulation Ltd.

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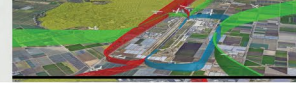


## Community Q & A



## Community Q & A - Continued

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# <https://airports.venturacounty.gov/>



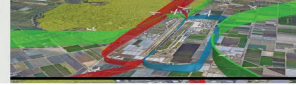
**Jannette Jauregui**  
Ventura County Airports  
Community and  
Engagement Manager  
[Jannette.Jauregui@venturacounty.gov](mailto:Jannette.Jauregui@venturacounty.gov)  
805-388-4287



**Erin Powers**  
Ventura County Airports  
Deputy Director of Airports  
[Erin.Powers@venturacounty.gov](mailto:Erin.Powers@venturacounty.gov)  
805-388-4205



**Kory Lewis**  
Coffman Associates  
[klewis@coffmanassociates.com](mailto:klewis@coffmanassociates.com)  
816-524-3500



**Thank you!**