

Camarillo Airport



Camarillo Airport Update

- Airport Layout Plan Update
- FAR Part 150 Noise Study
- Frequent Questions



HOW did we get here?

September 30, 2020	FAA Master Plan Grant Signed and Project Initiated
May 13, 2021	First Master Plan public meeting (virtual only) Included questions about potential large aircraft and airline/cargo role
June 6, 2021	Master Plan indefinitely paused while Department of Airports works to restore relationships
June 18, 2021	City of Camarillo Announces Airport Survey
July 13, 2022	Director Freitas makes presentation to Camarillo City Council regarding cancellation of Master Plan and transition to Airport Layout Plan Update. Also, Department of Airports would be seeking FAA grant to conduct FAR Part 150 Noise Study.
March 20, 2023	First FAR Part 150 Noise Study Public Information Workshop: Inventory & Forecast
April 18, 2023	First Airport Layout Plan Update Public Information Workshop: Inventory & Forecast
September 26, 2023	Second FAR Part 150 Noise Study Public Information Workshop: Aviation Noise and Impacts
November 14, 2023	Second Airport Layout Plan Update workshop: Facility Requirements and Development Alternatives

Camarillo Airport ALP Update

What is an Airport Layout Plan?

- An Airport Layout Plan (ALP) is a document that depicts the existing and planned facilities on an airport.
- FAA requires a current ALP on file to support grant funding decisions. Any project for which the Airport is seeking federal funding must be depicted on the ALP.





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 plan for changes to the
runway length

NO plan for commercial
airline service

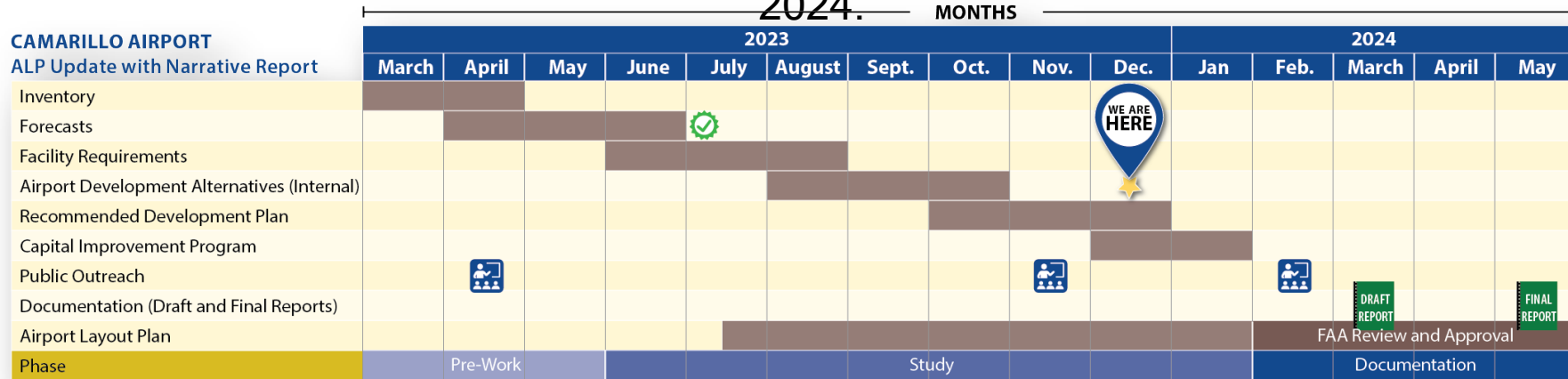
NO plan for large air cargo
operations

Camarillo Airport ALP Update Foundation

Finishing The ALP Study

- ▶ The Third Public Information Workshop will be a full presentation with audience Q&A.
- ▶ February 20, 2024 to be held at V.C. Office of Education (VCOE) with plenty of seating.

- ▶ Following this meeting, the Final Draft of the ALP Update and Narrative Report will be posted with at least 30 days for public comments.
- ▶ The ALP Update and Narrative Report reflecting all input will be submitted for FAA Approval in May 2024. FAA approval and project closeout is expected by August 2024.





FAR Part 150 Noise Study

What is a Part 150 Noise Study?

The Joint Powers Agreement (1976 Agreement) continues to guide Camarillo Airport's operation

Components:

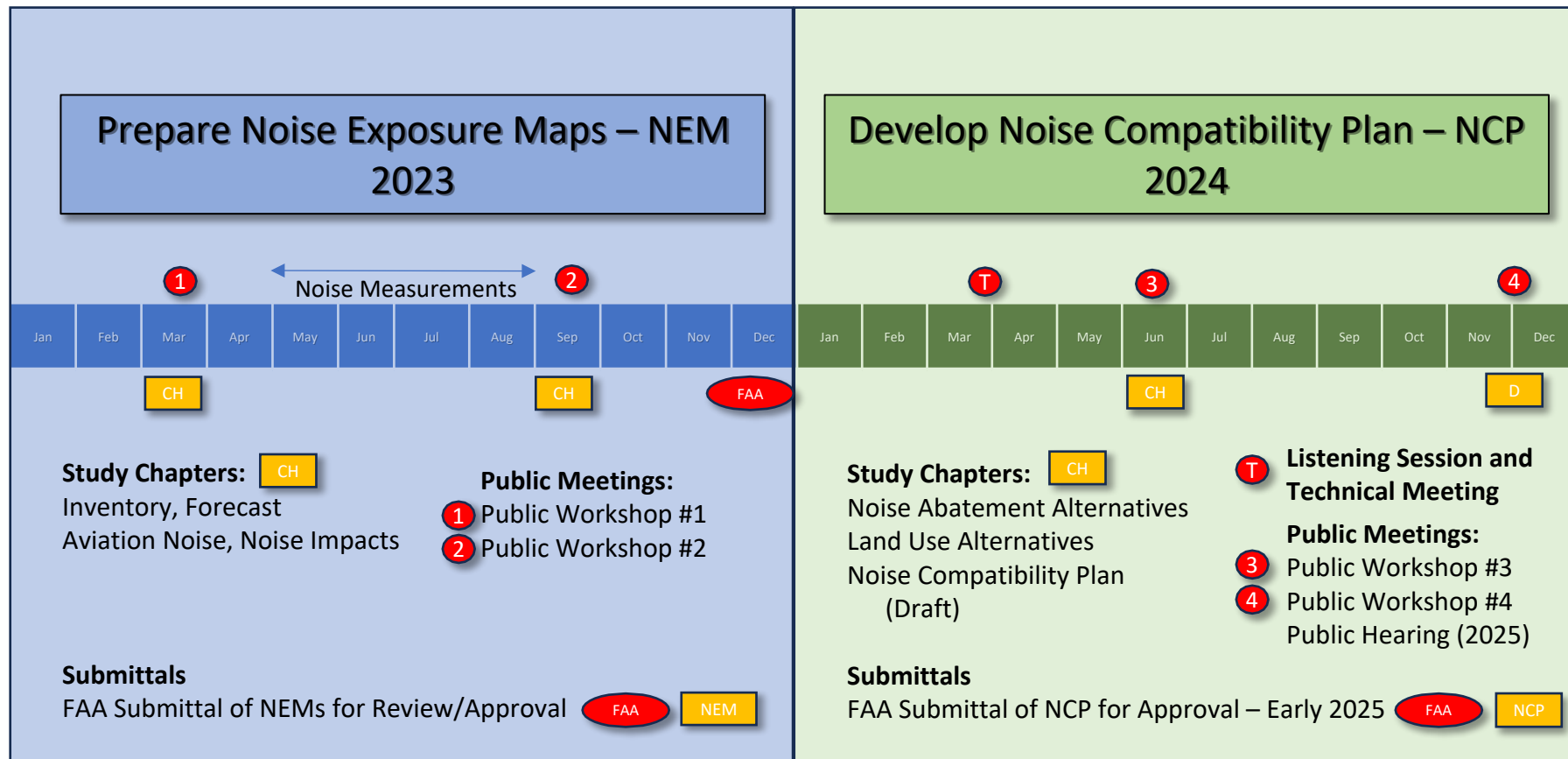
- **NEM** – Noise Exposure Maps modeled by FAA's Approved Noise Application
- **NCP** – Noise Compatibility Plan (Our focus in 2024)
- **Optional Noise Measurement** Monitors were deployed in the neighboring communities to capture actual noise events to compare with model output

Part 150 Noise Studies Are:

- **Rooted in the Federal Regulations**
- **Voluntary** – Most airport noise “restrictions” are voluntary.
- **Collaborative** – The process involves gathering input from all stakeholders.
- **Community Guided** – The communities affected contribute to the plan.

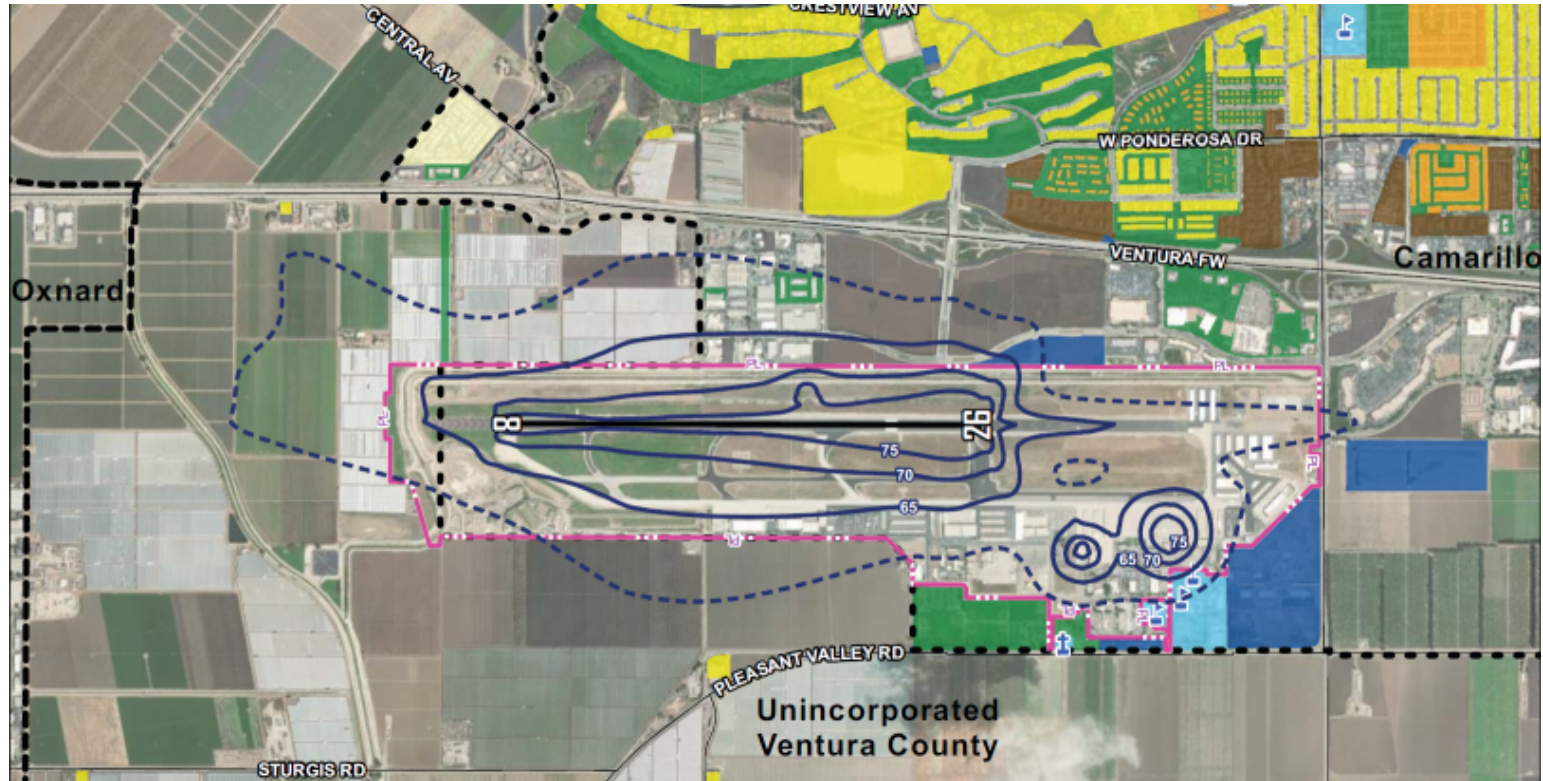


Part 150 Noise Study Project Timeline





2022 CMA Noise Contours





Change from 1998 to 2022 Contours





Answers to Frequent Questions

- Q. How do the City of Camarillo, Camarillo Airport Authority, County Department of Airports and Federal Aviation Administration interact/interrelate?
- R. City of Camarillo provides input on airport issues through the JPA that established the Camarillo Airport Authority (CAA). The CAA bylaws requires two members of the Camarillo City Council and is advisory to the County Board of Supervisors. County Board of Supervisors provides direction for the Camarillo Airport. The County must meet FAA/Federal obligations associated with airport deed transfer and grants.



Answers to Frequent Questions

- Q. Has the types of aircraft operations changed over the years?
- R. Yes, over the last 20 plus years certain types of aircraft operations have increased while some have decreased, see chart.



Answers to Frequent Questions

- Since 1998, the share of jet activity has increased from 0.48% to 4.25% of Total Operations.

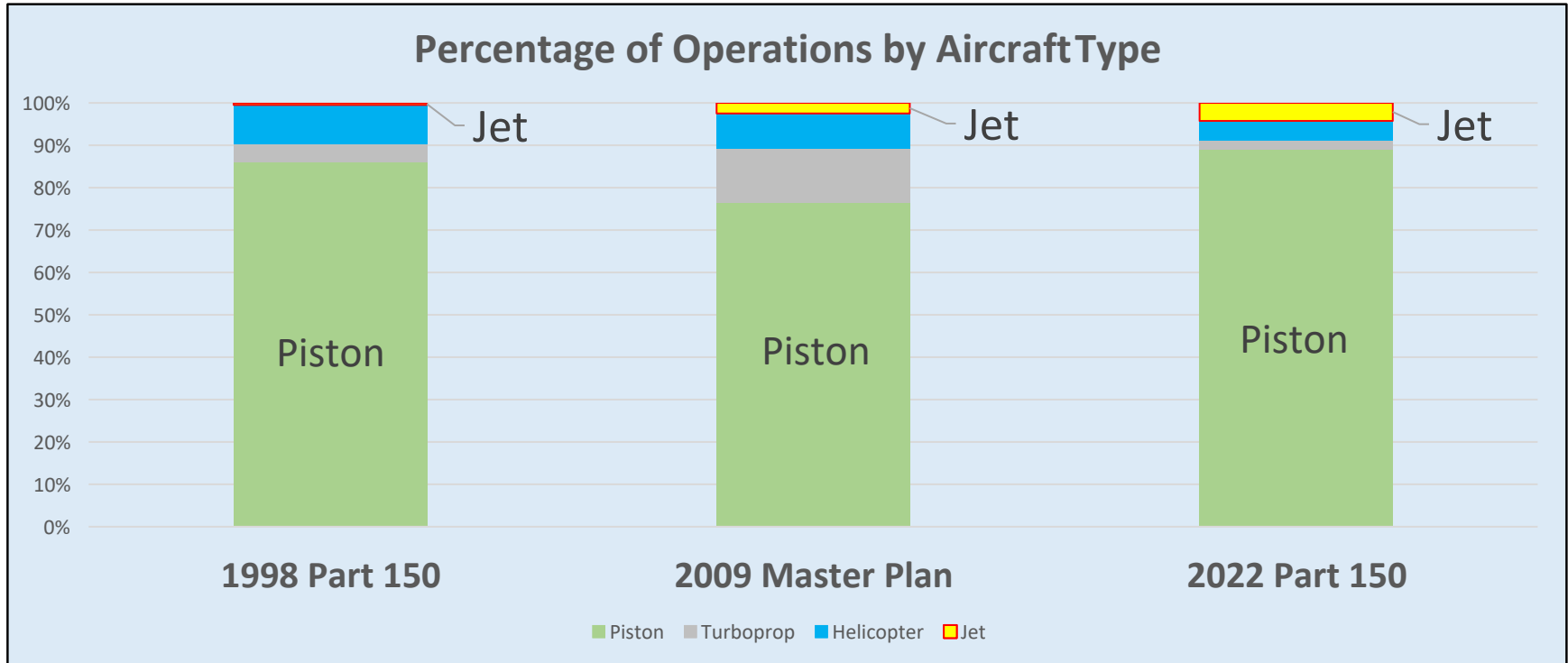
Table D | Comparison of Operations by Aircraft Type from Previous Studies
Camarillo Airport

TYPE	1998 Part 150	2009 Master Plan	2022 Part 150
Helicopter	9.23%	8.39%	4.49%
Jet	0.48%	2.49%	4.25%
Piston	86.00%	76.51%	89.02%
Turboprop	4.29%	12.61%	2.24%
Total Operations	188,345	139,948	187,076



Answers to Frequent Questions

- Camarillo Airport operations continue to be predominantly piston aircraft





Answers to Frequent Questions

- Q. Is this ALP update and associated forecast a marketing plan?
- R. No, the ALP is a data/demand driven process. Information and projects are provided by FAA based on national trends.



Answers to Frequent Questions

- Q. Can the County just say no to more to more jets/aircraft?
- R. No, Ventura County Airports must meet FAA/Federal obligations and is prohibited from discriminating against aircraft operators/operations.



Answers to Frequent Questions

- Q. Is the Camarillo Airport going to add airline service, large air cargo, lengthen the runway?
- R. No, Ventura County Airports continues to support the guidelines outlined in the Joint Powers Agreement. No airline service, no large air cargo operations, no lengthening of the runway.



Answers to Frequent Questions

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



Answers to Frequent Questions

- Q. Did the County see 90 dBA readings near the airport during their noise monitoring testing?
- R. In the 3,122 aircraft operations captured during the four months of noise monitoring there was one aircraft operation over 90 dBA. This was a 1950-60 era military aircraft, see attached chart.

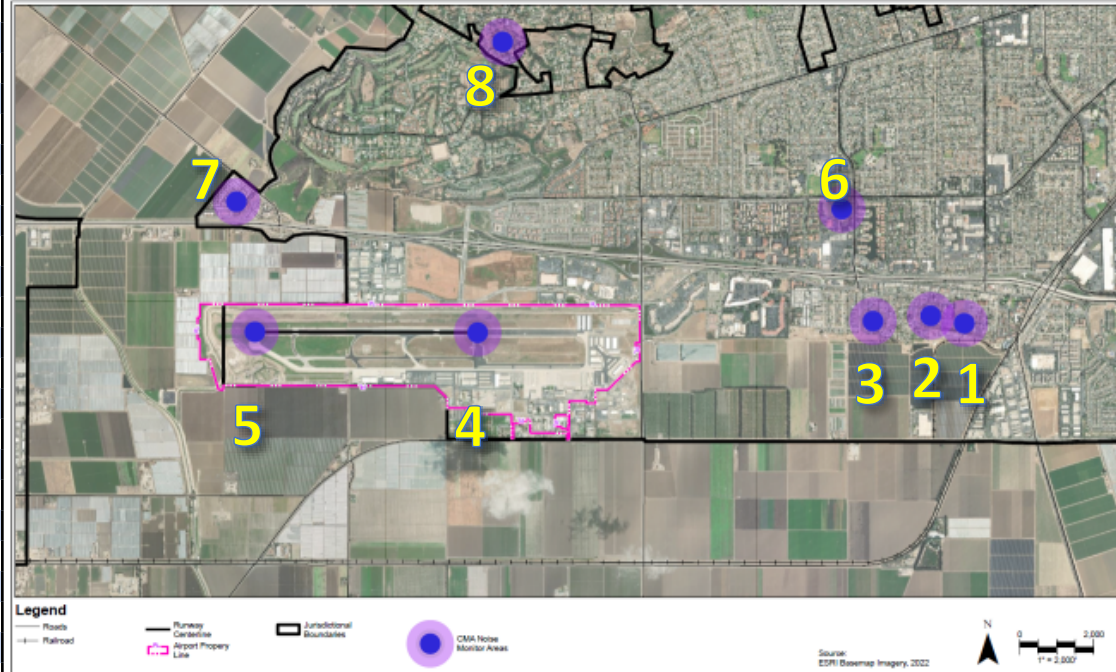
Camarillo Airport

14 CFR Part 150 Noise Compatibility Planning Study Update



Table A | Maximum L_{max} noise readings recorded for each 24 hour period (aircraft events only)

Camarillo Airport Site/Day	L_{max}	Month Recorded
Site 6, Day 1	96.5	May
Site 6, Day 2	89.3	May
Site 7, Day 1	89.3	May
Site 5, Day 1	85.6	May
Site 6, Day 3	85.0	May
Site 2, Day 1	84.8	May
Site 4, Day 1	84.3	May
Site 4, Day 4	83.7	July
Site 4, Day 2	83.6	May
Site 6, Day 4	83.5	July
Site 4, Day 6	82.2	July
Site 5, Day 2	81.9	May
Site 2, Day 3	81.3	July
Site 4, Day 7	81.3	July
Site 4, Day 3	80.7	June
Site 6, Day 5	80.6	July
Site 2, Day 4	80.3	July
Site 5, Day 5	80.2	July
Site 6, Day 6	78.3	July
Site 4, Day 5	77.5	July
Site 1, Day 2	76.8	May
Site 2, Day 2	76.3	May
Site 3, Day 1	74.7	May
Site 3, Day 2	74.5	May
Site 8, Day 2	73.8	August
Site 5, Day 4	73.7	July
Site 8, Day 1	72.9	July
Site 1, Day 1	71.4	May
Site 1, Day 4	69.1	August
Site 5, Day 3	68.5	May
Site 1, Day 3	68.1	July



Note: Noise monitoring areas were identified based on resident input, Ventura County Department of Airports noise complaint records, and an evaluation of aircraft flight patterns. First noise monitoring locations may differ based on site availability and suitability.



Answers to Frequent Questions

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

R. The Ventura County Department of Airports has:

- 1) Hired a Communications Engagement Manager
- 2) Implementing the Fly Friendly VC Noise Program
- 3) Purchased noise flight tracking and comment software
- 4) Changed from Airport Master Plan to ALP Update
- 5) Conducting FAR Part 150 Noise Study



Camarillo Airport Website: vcairports.org

Other Questions?