Camarillo Airport

ALP Update and Narrative Report

FINAL

Airport Layout Plan Update and Narrative Report

Prepared For

CAMARILLO AIRPORT

Camarillo, California

Prepared By

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Camarillo Airport

ALP Update and Narrative Report

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Camarillo Airport

ALP Update and Narrative Report

Chapter 1

Introduction and Inventory

Camarillo Airport

ALP Update and Narrative Report

Chapter 1
Introduction and Inventory

EXECUTIVE SUMMARY

Camarillo Airport (CMA) is a national general aviation reliever facility, as classified by the FAA. Airports with this classification are some of the most complex airports in the nation, as they accommodate every manner of general aviation activity, from business jets to small single-engine piston aircraft. CMA is owned and operated by Ventura County and is operated by the professional staff of the Ventura County Department of Airports. CMA is one of two airports that are owned and operated by the county; the other is Oxnard Airport.

The Ventura County Department of Airports pursues a continuous planning methodology to position its airports to address any necessary capital projects in a timely manner. When available, the Ventura County Department of Airports will utilize FAA grant funding for various capital projects. An eligibility requirement for FAA funding is that the airport layout plan (ALP) must be current. This project endeavors to update the CMA ALP to account for potential changes in aeronautical activity and address the most recent FAA design standards, which have a significant impact on the airfield geometry at CMA.

This ALP update is required by the FAA to support grant funding requests potentially made to the FAA. The last primary planning study for the airport was a master plan in 2011. The ALP associated with that master plan has subsequently been updated several times to address minor changes, such as the construction of a hangar.

The recommended development concept included in this ALP update is detailed in Chapter 4 and is graphically depicted on **Exhibit 4E – Preferred Development Concept**. The plan presents the following recommendations for airfield development over the next seven to 10 years:

- Narrow Runway 8-26 from 150 feet to 100 feet to meet the current and future design standard.
- Shorten the runway from 6,013 feet to 6,000 feet to fully comply with the *Joint Powers Agreement* from 1976, which limits the total runway length.
- Redesign the taxiway system to meet current design standards.

The plan also considers potential landside development, including identifying appropriate locations for various hangar types and opportunities for redevelopment of aging facilities. Other than community T-hangars or connected box hangars for smaller aircraft, all hangars are anticipated to be developed by the private sector.

The ALP update recognizes that certain elements included in the 2011 master plan will need to be addressed in a more detailed future master plan update. The primary carryover element is a potential parallel training runway; however, implementation of a parallel runway is not anticipated within the next 20 years and is, therefore, considered the ultimate condition. An ultimate condition ALP drawing is included in the ALP set associated with this ALP update.

The implementation timeline of projects associated with this ALP update is detailed in Chapter 5 and is graphically depicted on **Exhibit 5A – Capital Improvement Program**. While many of the potential projects in the capital improvement program (CIP) are currently justified for FAA grant funding, others are not. At the time of implementation, all projects must be justified to be eligible for FAA funding. The benchmarks for eligibility are outlined in Chapter 5. Essentially, the airport will need to verify the original planning assumptions and/or document newly eligible projects to proceed with implementation. **Exhibit 5B – Project Phasing** outlines a general timeframe for project implementation.

The ALP update includes a new 20-year forecast of aviation demand in which projections of based aircraft and operations are presented. An analysis of the current and future critical aircraft was also undertaken. The current critical aircraft is D-III-2B and the future critical aircraft is D-III-3. The difference is due to the possibility that more aircraft with wider wheelbases will operate at the airport, necessitating different taxiway design standards.

This ALP update provides a roadmap of potential capital projects that the Ventura County Department of Airports may pursue. The projects listed are nearly all eligible for FAA grant funding. The highest priority projects are directly related to safety and are also the highest priority projects for FAA grant funding.

STUDY OVERVIEW

The FAA requires federally obligated airports, like Camarillo Airport (CMA), to periodically update their local planning documents (i.e., master plan or airport layout plan & narrative report). Those local planning documents include a required set of technical drawings, collectively called the airport layout plan (ALP) set, which depict the current and the planned future condition of the airport. Any projects for which the airport may request FAA grant funding must be depicted on the ALP; therefore, the FAA uses these documents to aid in funding decisions for eligible capital improvement projects.

This study is officially called an Airport Layout Plan and Narrative Report commonly referred to as an ALP Update. It differs from a master plan in scope and duration. Where a master plan covers a 20-year timeframe, the ALP Update covers five to ten years. The ALP Update has a narrower scope in that potentially major changes that require significant analysis such whether the current role of the airport still meets the forecasted needs or if anticipated changes merit consideration of a different role for the airport (e.g., general aviation to commercial service) or a longer runway are not considered. Ultimately, the Camarillo Airport will need to update its master plan, but not within the lifetime of this study. Even when a master plan is done, the final recommendations very well may be similar to those in this study. This ALP update meets the requirements of FAA Grant Assurance #29 which stipulates that airports will maintain an up-to-date FAA approved ALP at all times.

Following a qualifications-based consultant selection process, Coffman Associates, Inc., a national airport consulting firm that specializes in airport planning studies, was selected to undertake this study. The ALP Update is a structured document organized following FAA guidelines. The ALP Update includes forecasts of aviation demand, facility requirements to meet the future demand, and analysis of safety standards, which have changed significantly since the ALP was last updated in 2007. The ALP Update also includes development alternatives, a final recommended alternative, and a capital improvement program.

As part of the project, a robust public involvement program is established. A public website is established (CMA-ALP-Update.airportstudy.net) where interested parties can seek answers to questions, review draft materials, and provide comments. The project website will be active throughout the planning process. In addition, during the study, the findings to date will be presented to the public during three planned public information workshops.

AIRPORT BACKGROUND

Camarillo Airport was established in 1942 when the California State Highway Department constructed a landing field with a 5,000-foot-long runway at the current site. In 1951, the U.S. Army Corps of Engineers extended the runway to 8,000 feet in length to support Cold War air defenses. In 1969, the Department of Defense deactivated the Oxnard Air Force Base and along with it, the Camarillo auxiliary airfield. The County of Ventura pursued acquisition of the airfield with the intent of operating a public airport available for commercial and general aviation activity. City of Camarillo representatives had a different vision for the airfield. Ultimately, an agreement was reached which provided for an airport limited to general aviation with a maximum runway length of 6,000 feet. In 1976, approximately 650 acres of airport property, including the runway system, were transferred to the County of Ventura via quitclaim deed from the federal government. In 1985, the County of Ventura Department of Airports was created to manage and operate both Camarillo Airport and Oxnard Airport. Today the Camarillo Airport is a thriving general aviation facility supporting and facilitating economic growth in the region.

The airport is situated at the southwest corner of the City of Camarillo. It is approximately 20 miles east of Oxnard and 50 miles northwest of Los Angeles. The airport sits at an elevation of 77 feet above mean sea level (MSL). Primary access to the airport is from Pleasant Valley Road, which runs on the southside of the airport. Las Posas Road defines the eastern boundary of the airport. There are no boundary roads on the north or west sides of the airport. U.S. Highway 101 runs parallel to the airport approximately one-quarter mile to the north. Today, the airport encompasses approximately 663 acres of land. **Exhibit 1A** depicts the regional setting of the airport.

199
395
5
101
80
50
Santa Rosa
Stockton
San Francisco
Berkeley
Modesto
6
San Jose
Salinas
Bakersfield
15
40
Ventura County
Lancaster
Palmdale
Lancaster
Los Angeles
Camarillo
Santa Barbara
Camarillo Airport
Santa Clarita
Los Angeles
Corona
Irvine
Simi Valley
Camarillo Airport
10
Oxnard
Camarillo
Thousand Oaks
Oceanside
San Diego
Glendale
Pasadena
30
Fontana
Los Angeles
Riverside
Torrance
Anaheim
Corona
Orange
Long Beach
Santa Ana
Irvine
Huntington Beach
Costa Mesa
8
E Vineyard
Valley Vista Dr
Upland Rd
232
W Ponderosa Dr
Carmen Dr
N Lewis Rd
E Gonzales Rd
El Camino Real
W Ventura Blvd
101
Flynn Rd
N H St
E Colonia Rd
N Rose Ave
Camino Del Sol
N Del Norte Blvd
Pleasant Valley Rd
W 2nd St
E 3rd St
Camarillo Airport
34
E 5th St
S Las Posas Rd
Hobson Way
E Wooley Rd
S Lewis Rd

AIRPORT ECONOMIC IMPACT

In 2019, the County of Ventura completed an economic benefit analysis for the Camarillo Airport. Airports bring many benefits that extend beyond the aviation community to impact economic growth and development as well as the quality of life of residents. The availability of air transportation is invariably listed by business executives as a key criterion for business location and expansion. Airports contribute to public safety by supporting police operations, firefighting teams, and border security. Private aviation firms provide medical transport and assist businesses with mapping, aerial photography, and transport to reach customers quickly and efficiently.

Although qualitative advantages created by an airport are important, they are also challenging to measure. In studying the economic benefits of airports and aviation, analysts have emphasized economic benefits that can be quantified:

- **Employment** is the number of jobs supported by economic activity created by the presence of the airport.
- **Payroll** includes income to workers as employee compensation (the dollar value of payments received by workers as wages and benefits) and proprietor's income to business owners.
- **Output** is the value of the production of private firms and public agencies. For a private firm, output is equal to the annual value of revenue or gross sales at producer prices (before addition of further margins or transportation costs), including sales or excise taxes. Output, revenue, and sales are interchangeable synonymous terms used throughout this study and in turn, these are equal to spending or expenditures from the perspective of the buyer. For government units, the agency budget is used as the measure of output.

Analysis of economic benefits is related to measurement of the economic contribution of an industry or a particular component of the economy. This methodology was standardized in the publication by the Federal Aviation Administration, *Estimating the Regional Economic Significance of Airports*, Washington DC, 1992, and has been closely followed in recent years by public and private sector aviation analysts. Consistent with the FAA methodology, this study views Camarillo Airport as a source of measurable benefits that impact Camarillo and Ventura County. Aviation activity creates revenues for firms and employment and income for workers on and off the airport.

On-airport activity by private aviation related firms and government agencies located on the airport is a source of output, jobs, and worker payrolls. Business spending on the airport injects revenues into the community when firms and public sector agencies buy products from local and regional suppliers and again when employees of the airport spend for goods and services in their communities.

Included in on-airport economic benefits are capital improvement projects that provide for growth and enhance air safety, as well as expenditures by tenants for modernization or expansion of existing space and facilities.

Off-airport spending by visitors that arrive by itinerant general aviation aircraft is a second source of economic benefits. Air visitor spending creates jobs, income, and revenues in the regions lodging, food service, ground transportation, retail, and recreation industries.

Economic activity (such as the purchase of fuel by an aircraft pilot) creates an initial economic impact or direct benefit when the purchase is made. The spending by the pilot provides revenue to the fixed base operator (FBO), a portion of which is retained as margin and the remainder is used for payments to suppliers or to pay salaries to workers (who then spend their wages in their home communities). As payments are received by suppliers or spent by workers, the initial direct spending from the fuel purchase recirculates in the economy bringing secondary benefits known as multiplier or "ripple effects." These combined direct and secondary benefits summed together provide a measure of total economic benefits.

Camarillo Airport created total 2018 economic benefits of $230.8 million of output, 1,764 total jobs supported, and payrolls of $115.3 million for workers (**Figure A**). The total benefits include both direct and secondary benefits, measuring the airport's overall contribution to the regional economy.

Figure A: Economic Impact of Camarillo Airport (2018)

Government Revenue Benefits

Because of the output, jobs, and income created by the presence of Camarillo Airport, the facility is an important source of public revenues. Estimated tax revenues are shown in **Table 1A**. Revenues were derived from the IMPLAN model, using average tax rates for Ventura County and California for profits, personal income, property, and sales taxes. Federal taxes are calculated using current federal rates for Social Security taxes, income, profits, and other federal taxes and fees.

The largest federal component was the social security tax, with contributions from employers and workers of $13.0 million in 2018. The second largest federal tax category was the personal income tax paid by workers and proprietors of $10.0 million. Overall, federal tax revenues estimated due to economic activity associated with Camarillo Airport were calculated to be $25.0 million for 2018.

TABLE 1A | Government Revenue Benefit

Federal Taxes	
Corporate Profits Tax	$1,249,000
Personal Income Tax	$10,039,000
Social Security Tax	$12,995,000
All Other Federal Taxes	$737,000
Total Federal Taxes	***$25,020,000***
State and Local Taxes	
Corporate Profits Tax	$326,000
Property Tax	$2,873,000
Sales Tax	$2,561,000
Personal Income Tax	$3,433,000
All Other State and Local Taxes	$1,672,614
Total State and Local Taxes	***$10,866,000***
Total All Taxes	**$35,886,000**

Source: Calculations from the IMPLAN input-out-put model based on tax rates for Ventura County and California and current federal rates. All figures are in 2018 dollars.

State and local tax revenues, shown in the lower portion of the table, summed to $10.9 million for 2018. The largest component was the personal income tax of $3.4 million. Property taxes due to the presence of the airport were estimated to be $2.9 million. Combined federal, state, and local government tax revenues created by Camarillo Airport were $35.9 million at the 2018 level of airport activity and visitor spending.

AIRPORT ADMINISTRATION

Camarillo Airport is owned by Ventura County and operated by the Ventura County Department of Airports, which is charged with the day-to-day operation, repair, maintenance, and administration of the airport. The Department of Airports oversees Oxnard and Camarillo Airports and is staffed with 37 employees. There are 16 administrative positions which are led by professional staff including a Director of Airports, a Deputy Director for Business Operations, and a Deputy Director for Operations and Maintenance. There are 11 staff members in the maintenance divisions and 10 staff members on the operations team.

The airport is overseen by the County Executive Officer (CEO) and the Ventura County Board of Supervisors. The Board receives recommendations from the Ventura County Aviation Advisory Commission, and the Camarillo Airport Authority.

The Aviation Advisory Commission, which makes recommendations on both Oxnard and Camarillo Airports, consists of 10 appointed members. The members are appointed by the County Board of Supervisors. Each supervisor appoints two individuals to serve on this commission.

The Camarillo Airport Authority is responsible for only Camarillo Airport and consists of five members - two from the Board of Supervisors, two from the Camarillo City Council, and one at-large member to be selected by the other four members. The Oxnard Airport Authority is responsible for the Oxnard Airport.

Joint Powers Agreement (JPA)

The Camarillo Airport currently operates under an "Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use", commonly known as the Joint Powers Agreement (JPA). Signed in 1976, the JPA outlines the creation of a joint powers body representing both the county and the city to oversee airport development. The Camarillo Airport Authority (CAA) was created pursuant to execution of the JPA. Any matter pertaining to development, operation or any other matter at the Camarillo Airport must be reviewed by the CAA prior to approval by the Ventura County Board of Supervisors.

The JPA outlines the following restrictions:

1) The airport shall be operated for general aviation purposes only as defined in the JPA.

2) The airport shall be open for public use at all reasonable hours of the day and night, subject to the following restrictions: a) The director of airports may close the airports because of conditions of the landing areas, necessary maintenance, the presentation of special events, and similar

causes; b) No aircraft shall depart from the Camarillo Airport between the hours of 12:00 midnight and 5:00 a.m., unless specific authorization is obtained from the Director of Airports, or except in the case of a medical or public safety emergency. (Reference City of Camarillo Ordinance 6506-17, Hours of Operations).

3) The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.

4) An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.

5) The airport VFR traffic pattern shall be to the south of the airfield as designated in the JPA.

6) Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.

AIRPORT ROLE

Camarillo Airport is recognized within the FAA's *National Plan of Integrated Airport Systems* (NPIAS) as a National General Aviation (GA) - Reliever airport. The NPIAS is a compilation of airports within the United States that are viewed as assets to national air transportation by the FAA. There are 3,287 airports included within the NPIAS that are qualified for federal funding through the Airport Improvement Program (AIP). Of that total, 383 are commercial service airports, and the remaining 2,904 are general aviation airports. There are four different categories of GA airports: National, Regional, Local, and Basic. CMA is classified within the National category. National GA airports are critical components of the national airport system, providing communities with access to national and international markets in multiple states and throughout the U.S. National airports have very high levels of aviation activity with many jets and multi-engine propeller aircraft. CMA is one of 107 National GA airports. In addition, 245 GA airports are further given the Reliever designation. Reliever airports are designated by FAA to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community. **Table 1B** summarizes the national system of NPIAS airports.

TABLE 1B | Activity and Development at NPIAS Airports

Airport Category	No. of Airports	% of 2021 Enplanements	% of GA Aircraft	% of Total Operations	% of NPIAS Cost
Large Hub	30	69	1	10	32
Medium Hub	35	18	2	5	14.9
Small Hub	80	9	5	7	9.7
Nonhub	238	3	10	10	12.2
Primary Subtotal	***383***	***99***	***18***	***32***	***68.8***
National	107	-	12	11	5.3
Regional	501	-	22	25	9
Local	1,179	-	20	23	10.3
Basic	904	-	3	7	6
Unclassified	213	-	1	2	0
Nonprimary Subtotal	***2,904***	***0.07***	***58***	***68***	***30.6***
Total NPIAS Airports	**3,287**	**100**	**76**	**100**	**100**

Source: NPIAS 2023-2027

At the state level, CMA is included in the *California Aviation System Plan* (CASP-2020) and falls under the jurisdiction of Caltrans. The CASP has been created by the Caltrans - Division of Aeronautics, which includes every California airport designated in the NPIAS and any other existing or proposed public use airports, as designated by the division. According to the *Aviation in California Fact Sheet (February 2019)*, there are 215 general aviation airports, 27 commercial service airports, 68 special-use airports, 365 permitted heliports, 22 federal air bases, and one joint use facility in the State of California. The purpose of CASP is to provide a framework for the integrated planning, operation, and development of California's aviation assets. The CASP provides policy guidelines that promote and maintain a safe aviation system in the state, assess the state's airport capital improvement needs, and identify resources and strategies to implement the plan. The CASP provides important insight into how California's airports can remain highly advanced, safe, and responsive to the public's needs today and throughout the 20-year planning horizon. The CASP identifies CMA as a Metropolitan-Business/Corporate airport, which is the highest classification for a GA airport.

Due to the nature of an ALP Update, the conclusions and recommendations will be constrained within the airport's current role.

CAPITAL IMPROVEMENT HISTORY

Historical funding and projects are presented in **Table 1C**. Between 2007 and 2021, CMA received numerous grants from the FAA for a combined total of approximately $16.4 million. Most recently, in 2020, CMA received a grant for a master plan. That grant was subsequently transitioned to this ALP Update.

TABLE 1C | Grant History

Fiscal Year	Project Description	Entitlement	Discretionary	Economic Recovery	CARES General	CARES Local Match	COVID Relief General	Grand Total
2007	Construct Taxiway	$150,000	$46,500	-	-	-	-	$196,500
2007	Expand Apron	-	$355,716	-	-	-	-	$355,716
2007	Improve Airport Drainage	-	$500,000	-	-	-	-	$500,000
2007	Rehabilitate Apron	-	$469,161	-	-	-	-	$469,161
2008	Construct Apron	$75,000	$11,250	-	-	-	-	$86,250
2008	Install Emergency Generator	$75,000	$11,250	-	-	-	-	$86,250
2009	Rehabilitate Apron	$100,000	-	-	-	-	-	$100,000
2009	Rehabilitate Apron	$188,760	$41,844	$986,237	-	-	-	$1,216,841
2010	Acquire Equipment	$204,190	-	-	-	-	-	$204,190
2011	Construct Taxiway	$2,941,407	$1,114,797	-	-	-	-	$4,056,204
2012	Misc Airport Improvements	$719,000	-	-	-	-	-	$719,000
2012	Rehabilitate Apron	$237,483	-	-	-	-	-	$237,483
2013	Rehabilitate Runway	$750,246	-	-	-	-	-	$750,246
2013	Rehabilitate Runway Lighting	$1,655,301	-	-	-	-	-	$1,655,301
2013	Rehabilitate Taxiway	$200,000	-	-	-	-	-	$200,000
2014	Rehabilitate Apron	$358,621	-	-	-	-	-	$358,621
2015	Rehabilitate Apron	$200,857	-	-		-	-	$200,857
2017	Construct Apron	$3,755,942	-	-	-	-	-	$3,755,942
2019	Rehabilitate Taxiway	$318,195	-	-	-	-	-	$318,195
2020	CARES Act Funds	-	-	-	$157,000	-	-	$157,000
2020	Update Planning Study	$675,000	-	-	-	$75,000	-	$750,000
2021	CRRSA Act Funds	-	-	-	-	-	$57,000	$57,000
TOTAL		**$12,605,002**	**$2,550,518**	**$986,237**	**$157,000**	**$75,000**	**$57,000**	**$16,430,757**

Source: FAA Records accessed on 1.10.23. http://www.faa.gov/airports/aip/grantapportion_data/

CLIMATE DATA

Weather conditions are a vital part to the planning and development of an airport. Temperature is used to determine the length of runways, while wind direction and speed are used to determine the optimal orientation of the runway. The percentage of time that visibility is impaired due to cloud coverage or other meteorological conditions determines the navigational aids and lighting requirements for airports.

In Camarillo, the summers are warm, arid, and clear and the winters are long, cool, wet, and partly cloudy. Over the course of a year the temperature typically varies from 45°F to 78°F and is rarely below 37°F or above 86°F. **Table 1D** summarizes climatic data from the National Oceanic and Atmospheric Administration (NOAA), which is sourced from the on-airport automated surface observation system (ASOS) weather station. The climate averages are for a 30-year period, which is the desired timeframe for FAA studies. This data shows an average annual high temperature of 62.5°F and an average annual low temperature of 52°F. September is the hottest month of the year with mean maximum temperatures reaching 79.6°F. This is an important data point as runway length requirements are a function of the mean maximum monthly temperature.

TABLE 1D | Historic Climate Data

Period	Average Precipitation (in.)	Mean Min. Temp. (F)	Average Temp. (F)	Mean Max. Temp. (F)
January	2.9	45.0	56.5	68.0
February	2.9	45.6	56.6	67.6
March	2.0	47.4	58.0	68.5
April	0.6	49.2	60.1	71.0
May	0.3	52.7	62.3	71.9
June	0.1	57.0	65.9	74.7
July	0.0	60.3	69.1	78.0
August	0.0	60.9	70.2	79.5
September	0.1	59.4	69.5	***79.6***
October	0.5	53.9	65.2	79.4
November	0.9	48.6	60.7	72.8
December	1.7	43.8	55.8	67.7
Total	**12.0**	**52.0**	**62.5**	**73.2**

Source: Source: National Oceanic and Atmospheric Administration (NOAA) -Climatography of the United States No. 81 (30-years of data from 1990-2020) as sourced from meteorological station ID: Camarillo Airport, ID USW00003974 Key: In - Inches; F - Fahrenheit

AIRSIDE FACILITIES

Airport facilities can be categorized into two separate classifications: airside facilities and landside facilities. The airside facilities are directly associated with aircraft operations. These facilities may include, but are not limited to, runways, taxiways, airport lighting, and navigational aids. Landside facilities pertain to facilities necessary to provide safe and efficient transition from surface transportation to air transportation, as well as support aircraft servicing, storage, maintenance, and safe operation. **Table 1E** and **Exhibit 1B** summarize the airside facilities.

LEGEND
Airport Property Line
A Taxiway Designator
Runway Protection Zone (RPZ)
KEY
ASOS - Automated Surface Observation Station
ATCT - Airport Traffic Control Tower
REIL - Runway End Identifier Lighting
PAPI - Precision Approach Path Indicator
VOR/DME - Very High Frequency Omni-directional Range/Distance Measuring Equipment
Ventura Freeway 101
Helicopter Training Pad
Blast Pad/Paved Overrun
Blast Pad/Paved Overrun
Ventura Blvd
PAPI-4
Camarillo Hills Drain
REILs
Segmented Circle/Windsock
REILs
Runway 8 - 26 (6,013' x 150')
VOR/DME
PAPI-4
Camarillo Center Dr
Compass Rose
E
D
C
B
A
H
F
G3
G
G2
G1
ASOS
Las Posas Rd
Hold Apron
Ventura County Sheriff Firing Range
Ultralight Airpark
ATCT
Pleasant Valley Rd
Airport Beacon
N
0 SCALE IN FEET 1,000
Photo Source: Google Earth 6/2022

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TABLE 1E | Airside Facilities

	Runway 8-26
Runway Length (feet)	6,013'
Runway Width (feet)	150'
Runway Surface Material	Asphalt/Concrete/Rubberized Friction Seal Coat
Condition	Fair
Pavement Markings	Non-Precision
Runway Weight Bearing Capacity	
Single Wheel Weight Bearing Capacity	50,000 lbs
Dual Wheel Weight Bearing Capacity	80,000 lbs
Double Dual Weight Bearing Capacity	125,000 lbs.
Runway Lighting	MIRL
Runway End Identifier Lights (REILs)	Yes
Taxiway Lighting	MITL
Glide Path Approach Aids	PAPI-4L (3° glide path)
Airport Traffic Control Tower/Hours	Yes (7:00 am – 9:00 pm)
Instrument Approach Procedures	RNAV (GPS), VOR
Weather and Navigational Aids	ASOS; CTAF/UNICOM/ATIS; Beacon; Segmented Circle; Lighted Wind Indicator; Supplemental Windcones; Rotating Beacon

ASOS: Automated Surface Observation System
ATIS: Automated Terminal Information System
CTAF: Common Traffic Advisory Frequency
GPS: Global Positioning System
MIRL: Medium Intensity Runway Lighting
MITL: Medium Intensity Taxiway Lighting
PAPI: Precision Approach Path Indicator
REIL: Runway End Identifier Lights
RNAV: Area Navigation
UNICOM: Universal Communication Frequency
VOR: Very High Frequency Omnidirectional and Range

Source: FAA Airport Master Record (Form 5010-1).

RUNWAY 8-26

CMA is served by a single runway (8-26) configuration oriented in an east-west manner. Runway 8-26 is 6,013 feet long by 150 feet wide. The runway is marked as a non-precision instrument runway, which includes landing designation, centerline dash, threshold markings, aiming point, and edge markings. The runway pavement is constructed of asphalt, and it has a rubberized friction seal coat. Runway 8-26 has a gradient of 0.22 percent, sloping upward from west to east.

The strength of the runway pavement is an important consideration for the utility of the runway. Runway pavement strength is described in terms of the load bearing capacity for repeated use of the runway by aircraft with certain landing gear configurations. The pavement strength rating for Runway 8-26 is published as 50,000 pounds single wheel gear (S), 80,000 pounds dual wheel gear (D), and 125,000 pounds double dual wheel gear (DD). The pavement strength is not a maximum limit or restriction, rather it is an indication of the weight level where repeated use by aircraft of that weight will equate with normal wear and tear of the pavement. Occasional operations by heavier aircraft are permissible with prior approval of aircraft management or in case of emergencies.

TAXIWAYS

Runway 8-26 is served by a full-length parallel taxiway (Taxiway H) with a separation of 700 feet from runway centerline to taxiway centerline. Taxiway H was constructed in 2013. Taxiway F is also a parallel taxiway that is 300 feet from Taxiway H and 1,000 feet from the runway. Taxiway F extends from the intersection with Taxiway E to the east for 8,000 feet. Taxiways A, B, C, D, and E are connecting taxiways to the runway. Taxiway G is parallel to the eastern portion of Taxiway F and is separated from Taxiway F by 130 feet. Taxiway G serves as a bypass taxiway increasing the efficiency of movement to and from the east hangar areas. Taxiway G1 extends from the east end of Taxiways F and G, north to the east hangar areas. Taxiways G2 and G3 connect Taxiways G and F. **Table 1F** summarizes the taxiway details.

TABLE 1F | Taxiway Data

Taxiway Designation	Description	Width	Edge Lighting (Y/N)	Notes
Taxiway A	Runway 26 Threshold	50'	Yes	-
Taxiway B	Connector	50'	Yes	Wide throat/curved geometry
Taxiway C	Connector	50'	Yes	Curved/angled geometry
Taxiway D	Connector	50'	Yes	Curved/angled geometry
Taxiway E	Runway 8 Threshold	75'	Yes	Curved/angled geometry
Taxiway F	Parallel	50'	Yes	-
Taxiway G	Bypass Taxiway	50'	No	-
Taxiway G1	Connector	50'	No	-
Taxiway G2	Connector	50'	Yes	-
Taxiway G3	Connector	50'	Yes	-

Taxiways typically have pavement markings to help guide pilots and to inform them of upcoming intersections. All taxiways at CMA have standard yellow centerline markings. The taxiways leading to the runway have standard aircraft hold position markings that are 250 feet from the runway centerline. These taxiways also have enhanced centerline markings leading to the hold position marking and then have on-pavement runway identification markings (white on red). Both of these pavement markings are enhancements above what is required for GA airports and are in place to increase pilot awareness at this busy airport.

The table notes that several of the taxiways have an unusual geometry with curves and wide throats that may not meet current standards. In the facility requirements section of this study, these will be examined in further detail to determine if improvements are needed.

All lighted taxiways are equipped with medium intensity taxiway lighting (MITL) except Taxiway G. All MITL utilizes light emitting diode (LED) technology.

AIRFIELD LIGHTING

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. All airfield lighting systems are owned and maintained by the airport. The following describes the airfield lighting systems.

Identification Lighting: The location of the airport at night is identified by a rotating beacon. The rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at CMA is situated on the top of a water tower adjacent to the intersection of Airport Way and Pleasant Valley Road approximately 3,800 feet southeast of the Runway 26 threshold. The airport is in the process of re-locating the beacon to a location approximately 500 feet southeast of the airport traffic control tower.

Runway and Taxiway Lighting: As mentioned the runway and taxiways (except Taxiway G) have edge lights. The edge lights are set along the sides of the pavement edge to define the lateral limits. This lighting is essential for safe operations during the night and/or times of low visibility.

Visual Approach Lighting: Runway 8-26 is equipped with precision approach path indicators (PAPIs) which are a system of colored lights arranged to provide visual descent guidance information during the approach to a runway. PAPI-4L is a system of four light units placed on the left side of the runway in a line perpendicular to the centerline. These aids provide the pilot with an indication of being above, below, or on the correct descent path to the runway. The PAPIs on both ends are set to the standard glide path of three degrees.

Both ends of Runway 8-26 are equipped with runway end identifier light (REILs) systems. Set to either side of the runway thresholds, REILs provide a visual identification of the runway end for landing aircraft. The system consists of two flashing light assemblies located approximately 40 feet to either side of the runway landing threshold. These flashing lights can be seen day or night for up to 20 miles depending on visibility conditions.

Airfield Signage System: Airfield identification signs assist pilots in identifying their location on the airfield and directing them to their desired location. The airfield signs, including the runways, taxiways, and distance-to-go markings, are lighted at Camarillo Airport.

Pilot-Controlled Lighting: When the control tower is closed, the airfield lights are turned off. With the pilot-controlled lighting system (PCL), pilots can turn on the airfield lights from their aircraft through a series of clicks of their radio transmitter. The PCL system at Camarillo Airport will turn on the MIRL and REIL systems. The airfield lights will remain on for approximately 15 minutes.

WEATHER AND COMMUNICATION AIDS

Camarillo Airport has three lighted wind cones, one offset from each runway end and one within the segmented circle that is adjacent to Taxiway B. The lighted wind cones provide information to pilots regarding wind conditions, such as direction and speed. A segmented circle, which is located to the south of the runway, provides pilots with information about the local airport traffic pattern.

Camarillo Airport is equipped with an automated surface observation system (ASOS). An ASOS will automatically record weather conditions such as wind speed, wind gust, wind direction, temperature, dew point, altimeter setting, visibility, fog/haze condition, precipitation, and cloud height. This information is then transmitted at regular intervals (usually once per hour). Pilots and individuals can call a published telephone number (805-384-9294) and receive the information via an automated voice recording. The ASOS at Camarillo Airport is located between Taxiways A and B approximately 200 feet north of parallel Taxiway F.

Camarillo Airport is also equipped with an automated terminal information service (ATIS), which is a recorded message updated hourly and broadcast on 126.025 MHz. ATIS broadcasts are used by airports to notify arriving and departing pilots of the current surface weather conditions, runway and taxiway conditions, communication frequencies, and other information of importance to arriving and departing aircraft. The ATIS broadcast includes the ASOS information and can be accessed on the same frequency.

CMA is served by a common traffic advisory frequency (CTAF), 128.2 MHz, which can be utilized by pilots to communicate with one another, as well as activate the airport lighting systems by keying the radio microphone.

AIRPORT TRAFFIC CONTROL TOWER (ATCT)

The ATCT is owned and staffed by the FAA. The tower is open from 7:00 a.m. to 9:00 p.m. daily. The tower was constructed in 1992, and it has a top elevation of 78 feet above the ground and a cab-eye elevation of 66 feet. The control tower can be reached at 128.2 Mhz. Camarillo ground control can be reached at 121.8 Mhz. Point Mugu NAS provides approach, departure, and clearance delivery on 124.7 MHz from 7:00 a.m. to 9:00 p.m. When Point Mugu NAS service is unavailable/closed, approach/departure services are provided by the Los Angeles air route traffic control center (ARTCC) on frequency 135.5 Mhz. The Camarillo ATCT controls air traffic within the Class D airspace that surrounds the airport when the tower is open. The ATCT is equipped with D-BRITE airport surveillance radar.

ELECTRONIC NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying in the vicinity of Camarillo Airport include a very high frequency omni-directional range (VOR) facility and the global positioning system (GPS).

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR/DME) to provide distance as well as direction information to the pilot. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form a VORTAC. The VORTAC provides distance and direction information to both civil and military pilots. A VOR/DME is located at the Camarillo Airport and is located between Taxiways B and C. The VOR/DME broadcasts on VHF frequency 115.8 MHz, providing the pilot with directional and distance information to and from the airport. The beacon continuously transmits the three-letter identifier “CMA.”

The Ventura VOR/DME is located approximately six nautical miles (nm) south-east of the Camarillo Airport and transmits on VHF frequency 108.2 MHz. The beacon transmits a continuous three-letter identifier code “VTU” using International Morse Code. Another VOR/DME used for navigation within the Camarillo Airport airspace is located at Van Nuys approximately 30 nm to the east. The Van Nuys VOR/DME transmits on VHF frequency 113.1 MHz and continuously broadcasts the three-letter identifier code “VNY.”

The Fillmore VORTAC is the only VORTAC located in the vicinity of Camarillo Airport. It is located approximately 14 nm north-east of the airport. The VOR operates on a frequency of 112.5 MHz and the TACAN Channel 72. The beacon transmits a continuous three-letter identifier code "FIM." These navigational aids incorporate the VOR and DME to function as a single channelized VHF/UHF system. Operating in conjunction with the ground station, a properly equipped aircraft can translate the VORTAC signals into a visual display of both azimuth and distance.

Global Positioning System (GPS) is an additional navigational aid for pilots. GPS was initially developed by the United States Department of Defense for military navigation around the world. GPS differs from a VOR in that pilots are not required to navigate using a specific ground-based facility. GPS uses satellites placed in orbit around the earth that transmit electronic radio signals, which pilots of properly equipped aircraft use to determine altitude, speed, and other navigational information. With GPS, pilots can navigate directly to any airport in the country and are not required to navigate using a ground-based navigational facility.

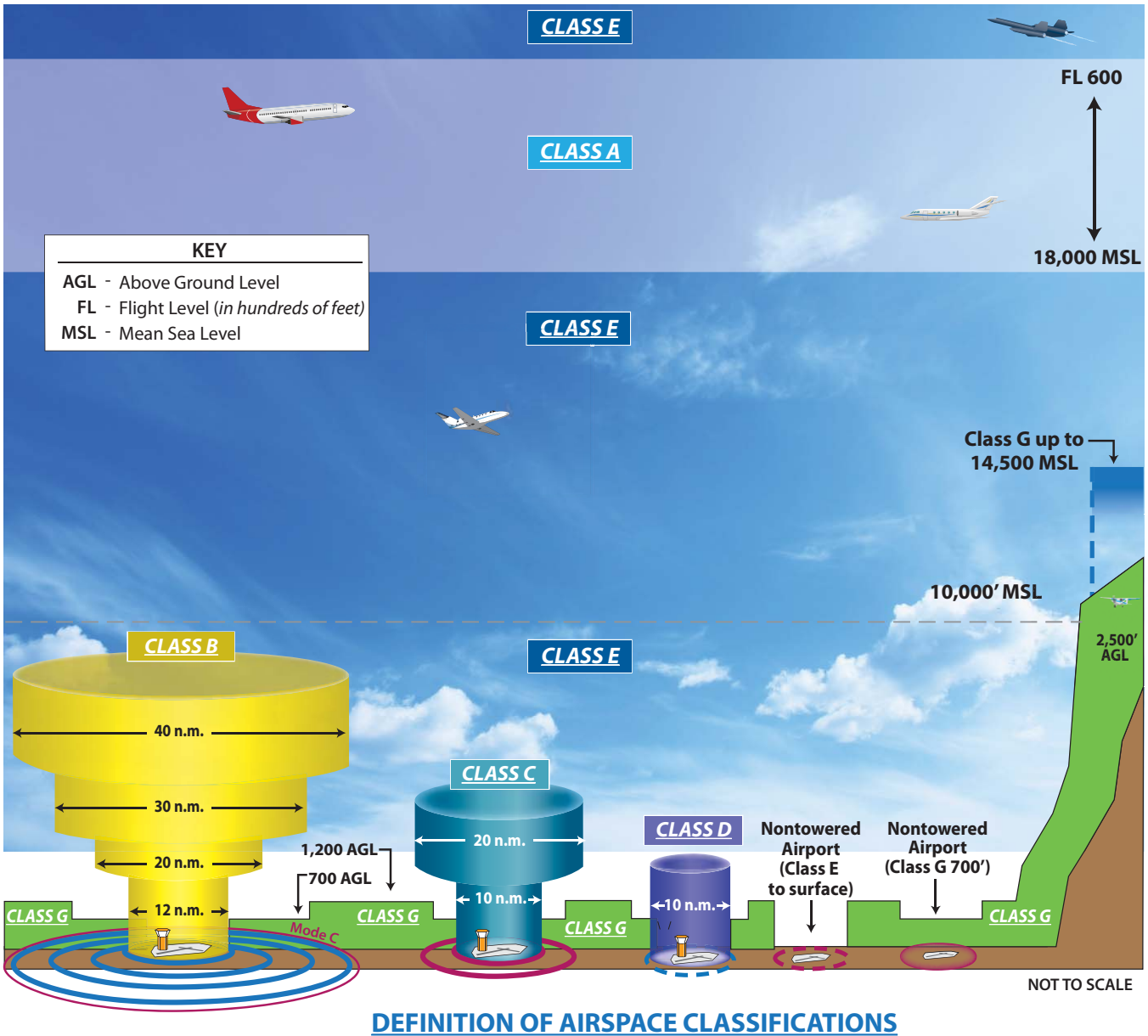
VICINITY AIRSPACE

The airspace within the National Airspace System (NAS) is divided into six different categories or classes. The airspace classifications that make up the NAS are presented on **Exhibit 1C**. These categories are made up of Classes A, B, C, D, E, and G airspace. Each class of airspace contains its own criteria that must be met in terms of required aircraft equipment, operating flight rules (visual or instrument flight rules), and procedures. Classes A, B, C, D, and E are considered controlled airspace, which requires pilot communication with the controlling agency prior to airspace entry and throughout operation within the designated airspace. Pilot communication procedures, required pilot ratings, and required minimum aircraft equipment vary depending upon the class of airspace, as well as the type of flight rules in use. Class G airspace is uncontrolled and extends from the surface to the base of the overlying Class E airspace. Although air traffic control (ATC) has no authority or responsibility to control air traffic within this airspace, pilots should remember there are visual flight rule minimums that apply to Class G airspace.

When the CMA tower is open, the airport is located under Class D airspace. The Class D airspace extends to a five nautical mile radius from the tower except to the west and south where it is interrupted by the Oxnard Airport and NAS Point Mugu Class D airspaces. The Camarillo Airport Class D airspace extends from the ground to an elevation of 2,500 feet above ground level (AGL). When the tower is closed, the airport operates in Class E airspace with a floor of 700 feet AGL and extending to 18,000 feet MSL. Class G airspace extends from the surface to the overlying Class E airspace. The Class E airspace surrounding the airport includes most of the region and to the north near Santa Paula. **Exhibit 1D** presents the classifications of airspace within the vicinity of CMA.

INSTRUMENT APPROACH PROCEDURES

Instrument approach procedures are a series of predetermined maneuvers established by the FAA, using electronic navigational aids that assist pilots in locating and landing at an airport, especially during instrument flight conditions. There are currently four published instrument approach procedures for Camarillo Airport.



DEFINITION OF AIRSPACE CLASSIFICATIONS

CLASS A Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.

CLASS B Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.

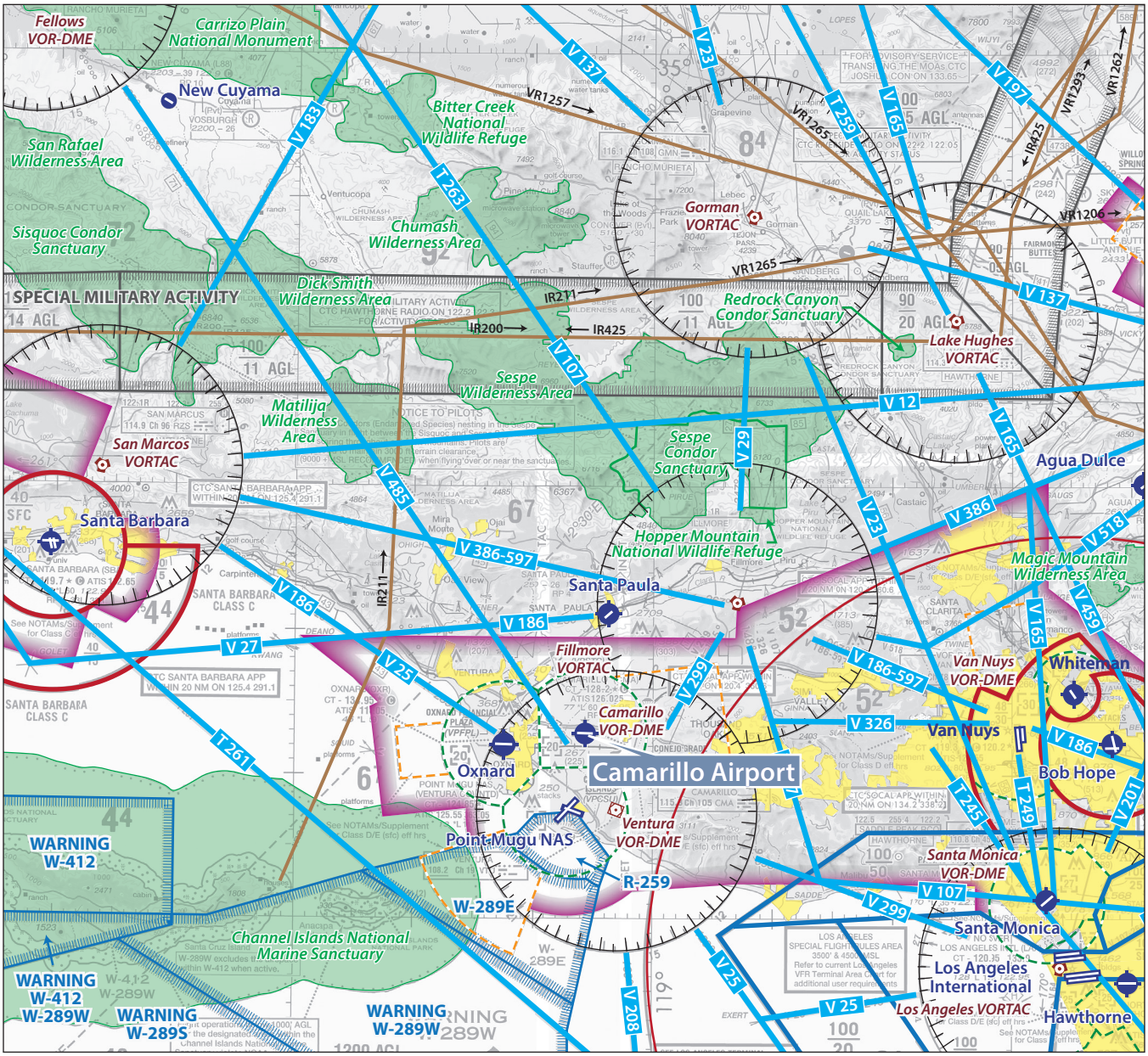
CLASS C Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.

CLASS D Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.

CLASS E Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.

CLASS G Think G - Ground. Uncontrolled airspace. From surface to 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf



LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- VORTAC
- VOR-DME
- Compass Rose
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E Airspace with floor 700 ft. above surface
- MODE C
- Victor Airways
- Military Training Routes
- Prohibited, Restricted, Warning and Alert Areas
- Wilderness Areas
- Populated Areas

Source: US Department of Commerce, National Oceanic and Atmospheric Administration Los Angeles Sectional Charts, December 5, 2019

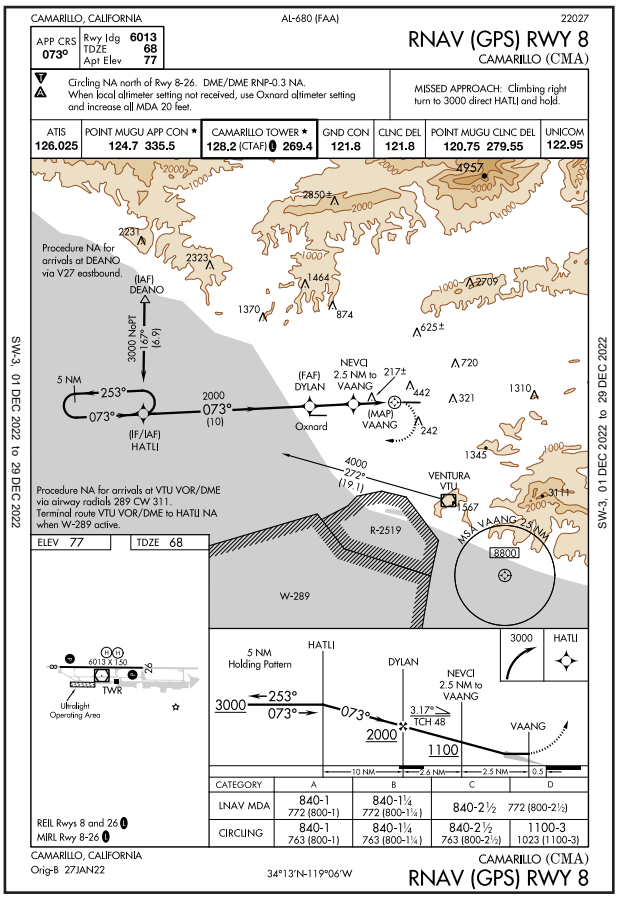
The capability of an instrument approach procedure is defined by the visibility and cloud ceiling minimums associated with the approach. Visibility minimums define the horizontal distance the pilot must be able to see to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach.

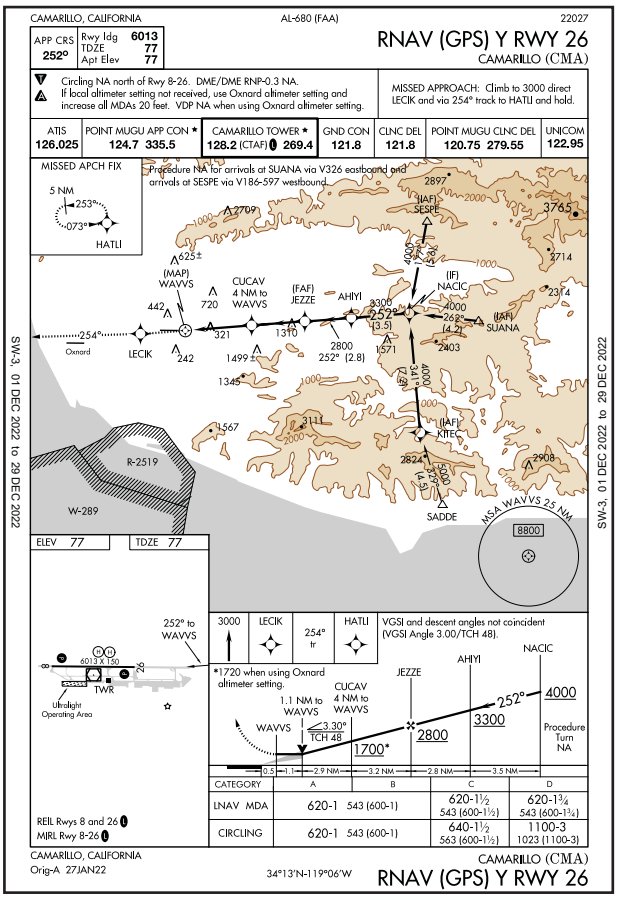
The most sophisticated instrument approach procedure at CMA is the RNAV (GPS) Z to Runway 26 which provides for a localizer performance with vertical guidance (LPV) approach. This LPV instrument approach allows for visibility minimums of ¾-mile and cloud ceilings of 250 feet. This instrument approach provides very low minimums, and only an ILS approach (which typically can provide ½-mile visibility and 200-foot cloud ceilings) may have lower minimums. LPV approaches are categorized by the FAA as a non-precision approach, even though they provide vertical guidance. There are several other GPS based instrument approaches available including an approach to Runway 8. **Exhibit 1E** shows the instrument approach plates for the airport, and **Table 1G** summarizes the minimums outlined on those approach plates.

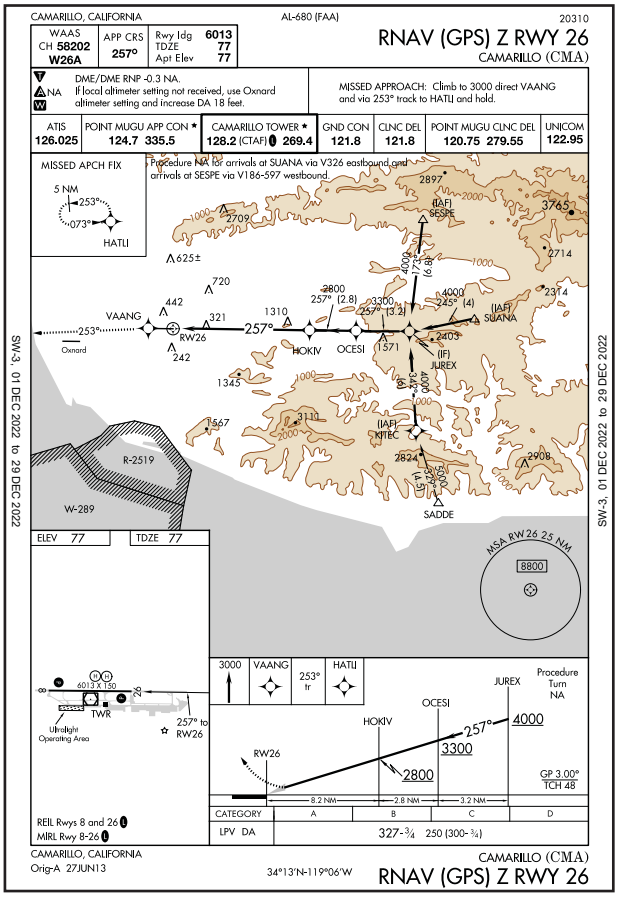
TABLE 1G | Instrument Approach Data

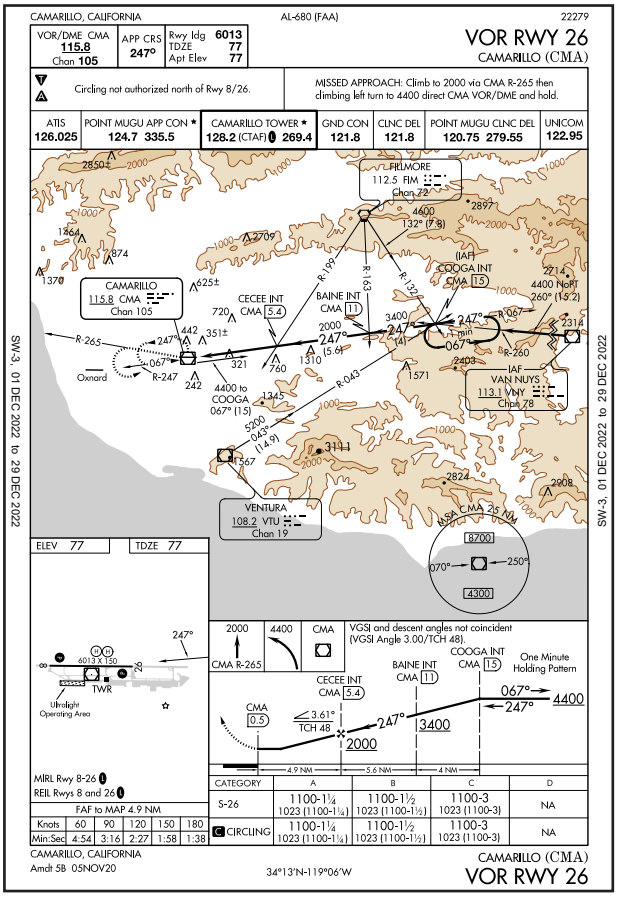
	WEATHER MINIMUMS BY AIRCRAFT TYPE			
	Category A	**Category B**	**Category C**	**Category D**
RNAV (GPS) Z Rwy 26				
LPV-DA Straight-In 26	250'/¾-mile			
RNAV (GPS) Y Rwy 26				
LNAV - MDA	543'/1-mile		543'/1½-mile	543'/1¾-mile
Circling	543'/1-mile		563'/1½-mile	1023'/3-mile
RNAV (GPS) Rwy 8				
LNAV MDA	772'/1-mile	772'/1¼-mile	772'/2½-mile	
Circling	763'/1-mile	763'/1¼-mile	763'/2½-mile	1023'/3-mile
VOR Rwy 26				
Straight-In 26	1023'/1¼-mile	1023'/1½-mile	1023'/3-mile	NA
Circling	1023'/1¼-mile	1023'/1½-mile	1023'/3-mile	NA
Aircraft Categories				
Aircraft categories are based on the approach speed of aircraft, which is determined as 1.3 times the stall speed in landing configuration. The approach categories are as follows:				
Category A:	0-90 knots (e.g., Cessna 172)			
Category B:	91-120 knots (e.g., Beechcraft KingAir)			
Category C:	121-140 knots (e.g., B-737, Regional Jets, Canadair Challenger)			
Category D:	141-166 knots (e.g., B-747, Gulfstream IV)			
Category E:	Greater than 166 knots (e.g., Certain large military or cargo aircraft)			
Abbreviations: LPV - Localizer Performance with Vertical Guidance VOR - Very High Frequency Omnirange Station GPS - Global Positioning System LNAV/RNAV/VNAV - A technical variant of GPS (Lateral, Area, Vertical Navigation) DA - Decision Altitude (Used for vertically guided approaches) MDA - Minimum Descent Altitude (Used for non-precision approaches) Note: (xxx'/ x-mile) = Visibility (in feet)/Cloud ceiling height (in miles)				

Source: U.S. Terminal Procedures (Effective Nov. 3, 2022)


CAMARILLO, CALIFORNIA
AL-680 (FAA)
22027
RNAV (GPS) RWY 8
CAMARILLO (CMA)
APP CRS 073°
Rwy Idg 6013
TDZE 68
Apt Elev 77
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Oxnard altimeter setting and increase all MDA 20 feet.
MISSED APPROACH: Climbing right turn to 3000 direct HATLI and hold.
ATIS 126.025
POINT MUGU APP CON * 124.7 335.5
CAMARILLO TOWER * 128.2 (CTAF) 269.4
GND CON 121.8
CLNC DEL 121.8
POINT MUGU CLNC DEL 120.75 279.55
UNICOM 122.95
Procedure NA for arrivals at DEANO via V27 eastbound.
(IAF) DEANO
3000 NoPT 16.7° (6.9)
5 NM
253°
073°
2000
073°
(10)
(IF/IAF) HATLI
(FAF) DYLAN
NEVCI 2.5 NM to VAANG
217±
(MAP) VAANG
Oxnard
242
Procedure NA for arrivals at VTU VOR/DME via airway radials 289 CW 311. Terminal route VTU VOR/DME to HATLI NA when W-289 active.
4000
272° (19.1)
VENTURA VTU
MSA VAANG 25 NM
8800
R-2519
W-289
ELEV 77
TDZE 68
REIL Rwys 8 and 26
MIRL Rwy 8-26
6013 X 150
TWR
Ultralight Operating Area
5 NM Holding Pattern
HATLI
DYLAN
NEVCI 2.5 NM to VAANG
3000
253°
073°
3.17°
TCH 48
2000
1100
VAANG
10 NM
2.6 NM
2.5 NM
0.5
CATEGORY A B C D
LNAV MDA 840-1 772 (800-1) 840-1¼ 772 (800-1¼) 840-2½ 772 (800-2½)
CIRCLING 840-1 763 (800-1) 840-1¼ 763 (800-1¼) 840-2½ 763 (800-2½) 1100-3 1023 (1100-3)
CAMARILLO, CALIFORNIA
Orig-B 27JAN22
34°13'N-119°06'W
CAMARILLO (CMA)
RNAV (GPS) RWY 8
SW-3, 01 DEC 2022 to 29 DEC 2022


CAMARILLO, CALIFORNIA
AL-680 (FAA)
22027
RNAV (GPS) Y RWY 26
CAMARILLO (CMA)
APP CRS 252°
Rwy Idg 6013
TDZE 77
Apt Elev 77
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.
MISSED APPROACH: Climb to 3000 direct LECIK and via 254° track to HATLI and hold.
ATIS 126.025
POINT MUGU APP CON * 124.7 335.5
CAMARILLO TOWER * 128.2 (CTAF) 269.4
GND CON 121.8
CLNC DEL 121.8
POINT MUGU CLNC DEL 120.75 279.55
UNICOM 122.95
MISSED APCH FIX
5 NM
253°
073°
HATLI
Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.
(IAF) SESPE
(MAP) WAVVS
CUCAV 4 NM to WAVVS
(FAF) JEZZE
AHIYI
(IF) NACIC
(IAF) SUANA
254°
Oxnard
LECIK
252°
(3.5)
2800
252° (2.8)
(IAF) KITEC
SADDE
MSA WAVVS 25 NM
8800
R-2519
W-289
ELEV 77
TDZE 77
252° to WAVVS
3000
LECIK
254° fr
HATLI
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).
*1720 when using Oxnard altimeter setting.
1.1 NM to WAVVS
3.30° TCH 48
1700*
2800
3300
252°
4000
Procedure Turn NA
0.5
1.1
2.9 NM
3.2 NM
2.8 NM
3.5 NM
CATEGORY A B C D
LNAV MDA 620-1 543 (600-1) 620-1½ 543 (600-1½) 620-1¾ 543 (600-1¾)
CIRCLING 620-1 543 (600-1) 640-1½ 563 (600-1½) 1100-3 1023 (1100-3)
REIL Rwys 8 and 26
MIRL Rwy 8-26
CAMARILLO, CALIFORNIA
Orig-A 27JAN22
34°13'N-119°06'W
CAMARILLO (CMA)
RNAV (GPS) Y RWY 26
SW-3, 01 DEC 2022 to 29 DEC 2022


CAMARILLO, CALIFORNIA
AL-680 (FAA)
20310
RNAV (GPS) Z RWY 26
CAMARILLO (CMA)
WAAS CH 58202 W26A
APP CRS 257°
Rwy Idg 6013
TDZE 77
Apt Elev 77
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Oxnard altimeter setting and increase DA 18 feet.
MISSED APPROACH: Climb to 3000 direct VAANG and via 253° track to HATLI and hold.
ATIS 126.025
POINT MUGU APP CON * 124.7 335.5
CAMARILLO TOWER * 128.2 (CTAF) 269.4
GND CON 121.8
CLNC DEL 121.8
POINT MUGU CLNC DEL 120.75 279.55
UNICOM 122.95
MISSED APCH FIX
5 NM
253°
073°
HATLI
Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.
(IAF) SESPE
VAANG
253°
Oxnard
RW26
257°
242
HOKIV
OCESI
(IF) JUREX
(IAF) SUANA
(IAF) KITEC
SADDE
MSA RW26 25 NM
8800
R-2519
W-289
ELEV 77
TDZE 77
REIL Rwys 8 and 26
MIRL Rwy 8-26
6013 X 150
TWR
Ultralight Operating Area
257° to RW26
3000
VAANG
253° fr
HATLI
JUREX
Procedure Turn NA
OCESI
HOKIV
RW26
257°
4000
3300
2800
GP 3.00° TCH 48
8.2 NM
2.8 NM
3.2 NM
CATEGORY A B C D
LPV DA 327-¾ 250 (300-¾)
CAMARILLO, CALIFORNIA
Orig-A 27JUN13
34°13'N-119°06'W
CAMARILLO (CMA)
RNAV (GPS) Z RWY 26
SW-3, 01 DEC 2022 to 29 DEC 2022


CAMARILLO, CALIFORNIA
AL-680 (FAA)
22279
VOR RWY 26
CAMARILLO (CMA)
VOR/DME CMA 115.8 Chan 105
APP CRS 247°
Rwy Idg 6013
TDZE 77
Apt Elev 77
Circling not authorized north of Rwy 8/26.
MISSED APPROACH: Climb to 2000 via CMA R-265 then climbing left turn to 4400 direct CMA VOR/DME and hold.
ATIS 126.025
POINT MUGU APP CON * 124.7 335.5
CAMARILLO TOWER * 128.2 (CTAF) 269.4
GND CON 121.8
CLNC DEL 121.8
POINT MUGU CLNC DEL 120.75 279.55
UNICOM 122.95
FILLMORE 112.5 FIM Chan 72
CAMARILLO 115.8 CMA Chan 105
CECEE INT CMA 5.4
BAINE INT CMA 11
(IAF) COOGA INT CMA 15
4400 NoPT 260° (15.2)
VAN NUYS 113.1 VNY Chan 78
IAF
Oxnard
R-265
R-247
R-043
R-260
4400 to COOGA 067° (15.5)
VENTURA 108.2 VTU Chan 19
MSA CMA 25 NM
8700
4300
070°
250°
ELEV 77
TDZE 77
MIRL Rwy 8-26
REIL Rwys 8 and 26
FAF to MAP 4.9 NM
Knots 60 90 120 150 180
Min:Sec 4:54 3:16 2:27 1:58 1:38
2000
4400
CMA
CMA R-265
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).
One Minute Holding Pattern
CMA 0.5
3.61° TCH 48
3400
247°
067°
4.9 NM
5.6 NM
4 NM
CATEGORY A B C D
S-26 1100-1¼ 1023 (1100-1¼) 1100-1½ 1023 (1100-1½) 1100-3 1023 (1100-3) NA
C CIRCLING 1100-1¼ 1023 (1100-1¼) 1100-1½ 1023 (1100-1½) 1100-3 1023 (1100-3) NA
CAMARILLO, CALIFORNIA
Amdt 5B 05NOV20
34°13'N-119°06'W
CAMARILLO (CMA)
VOR RWY 26
SW-3, 01 DEC 2022 to 29 DEC 2022

The approved approaches for the airport are for Categories A, B, C and D aircraft. Category A aircraft are those with approach speeds of less than 91 knots. Category B aircraft have approach speeds of 91 knots or greater, but less than 121 knots. Category C aircraft have approach speeds of 121 knots or greater, but less than 141 knots. Category D aircraft have approach speeds of 141 knots or more but less than 166 knots.

LOCAL OPERATING PROCEDURES

Camarillo Airport is situated at 76.8 feet MSL. The traffic pattern altitude for all single engine aircraft is 800 feet AGL (875 feet MSL) and 1,000-feet AGL (1,075 feet MSL) for multi and turbine engine aircraft. The airport utilizes a non-standard right-hand traffic pattern for Runway 8 and standard left-hand traffic pattern for Runway 26.

Runway use is dictated by prevailing wind conditions. Ideally, it is desirable for aircraft to land directly into the wind. The prevailing wind condition favors Runway 26 the majority of the time. Runway 8 is favored during Santa Ana winds.

The FAA Airport/Facility Directory identifies several conditions for pilots to be aware of in the vicinity of the airport. An unlighted mountain reaching 1,173 feet mean sea level (MSL) is located approximately five miles east of Runway 26. Another peak reaching 1,814 feet is located to the southeast. Also, the proximity of Oxnard Airport and NAS Point Mugu requires an understanding of the local airspace operational condition.

The Ventura County Department of Airports has established several voluntary noise abatement operational procedures in an effort to reduce aircraft noise for helicopters and fixed-wing aircraft. **Exhibit 1F** depicts noise abatement and generalized traffic pattern information for aircraft operating in the vicinity of the airport.

LANDSIDE FACILITIES

Landside facilities, for purposes of this study, are those that are not directly related to the runway and taxiway system or the area airspace. This includes aircraft hangars, aircraft parking aprons, fueling capabilities, and other support services and structures.

AIRCRAFT HANGARS

CMA has a wide range of hangar space on the airfield. In total there is approximately 1.2 million square feet of hangar space. **Table 1H** summarizes the hangar space. Hangar styles available include T-hangars, box/executive hangars, and conventional hangars. T-hangars are smaller hangars that accommodate one individual aircraft and are commonly "nested" with several individual storage units making up a larger T-hangar complex. Port-a-Ports at the airport are

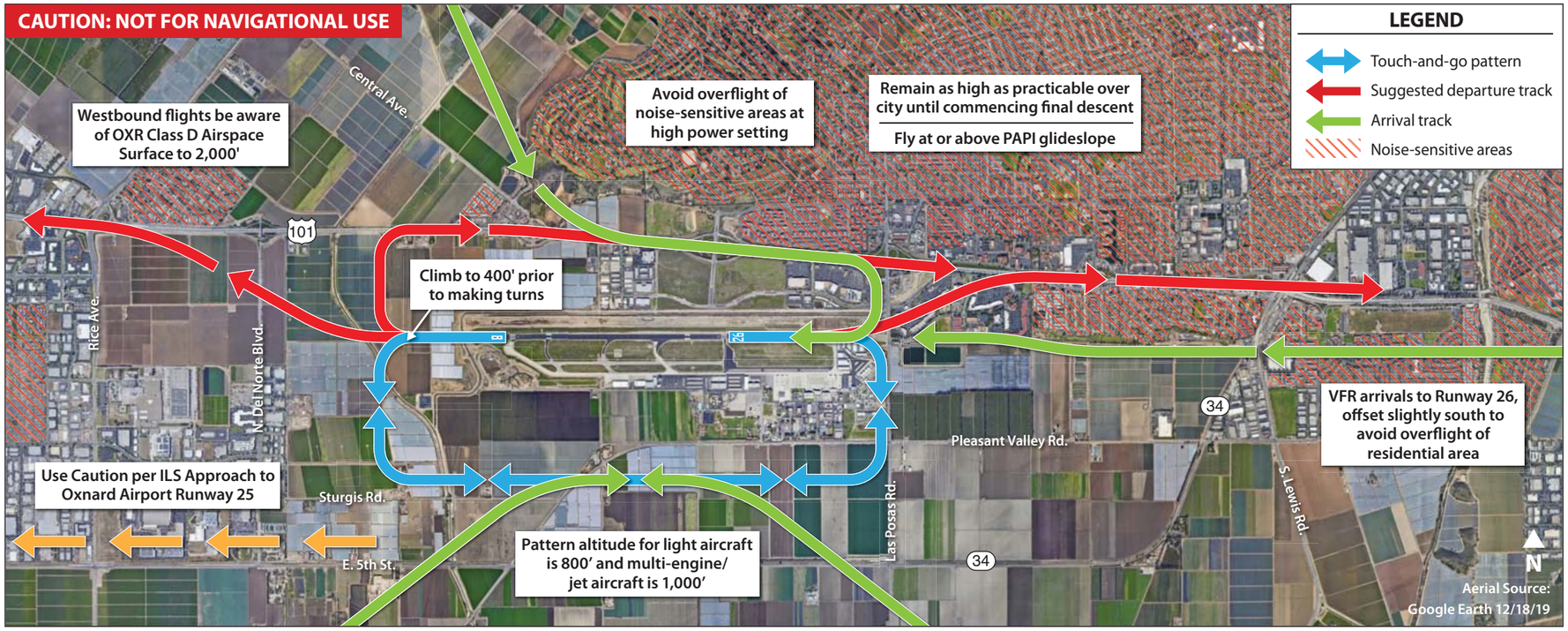
TABLE 1H | Approximate Hangar Area (sf)

Conventional	558,000
Box/Executive	461,000
T-Hangar/Port-a-Port	189,000
TOTAL	**1,208,000**

Source: Coffman Associates analysis.

CAMARILLO AIRPORT FLY FRIENDLY PROGRAM

COUNTY of VENTURA
Department of Airports



RECOMMENDED VOLUNTARY NOISE ABATEMENT PROCEDURES:

The airport environs are noise-sensitive in all quadrants. Aircraft operators are requested to practice noise abatement fly quiet procedures whenever possible consistent with safety.

- No aircraft departures between 0000-0500 without prior approval from the Airport Director.
- Remain as high as practicable over residential areas during overflight, approaches, and departures.
- Use best rate of climb when departing any runway.
- No formation takeoffs or landings without prior permission from the Airport Director.
- Utilize low energy approaches.
- North traffic fly downwind over Highway U.S. 101.
- Fly at or above PAPI glide slope on final approach.
- When departing Runway 8, use best rate of climb and when altitude permits turn so as to avoid residential overflight before proceeding on course.
- When the control tower is closed, arrivals to Runway 8 should plan RIGHT downwind to avoid overflight of city.
- Exercise extreme caution when departing Runway 8 due to opposite direction instrument approach traffic.
- Runway 8 arrivals use RIGHT traffic to avoid overflight of the City.
- Late night arrivals use GPS Runway 8 approach when wind, weather, and safety permit.
- Runway 8 departure to the east fly over Highway U.S. 101.
- When departing Runway 26, remain on runway heading until beyond the departure end of runway and reaching 400' before proceeding on course.
- When flying straight-in visual approaches to Runway 26, remain at or above PAPI glide path and avoid overflight of noise-sensitive areas north of extended centerline.
- Aircraft should depart on Runway 26 when practicable.
- Follow all ATC instructions.
- Aircraft over published runway weight limit shall contact airport administration for approval and instructions.
- No aircraft operations allowed by aircraft weighing over 115,000 pounds except for emergencies.

Compliance with recommended noise abatement procedures is encouraged. No procedure should be allowed to compromise flight safety.

555 Airport Way, Suite B, Camarillo, California 93010 • phone: 805-388-4372 • vcairports.org/camarillo-airport-noise-abatement-procedures • September 2022

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classified as T-hangars for this study. Box/executive hangars provide a larger storage space, generally with an area between 2,500 and 8,000 square feet. Conventional hangars are large, clear span hangars that can range in size from 8,000 square feet to more than 20,000 square feet and accommodate multiple aircraft and other aviation-related activities, such as maintenance. At the time of this writing (December 2022), four new conventional hangars were under construction in the northeast quadrant of the airport. These hangars will encompass approximately 100,000 square feet and are included in the total hangar area calculation. **Exhibit 1G** shows a map of the airport with landside facilities identified.

AIRCRAFT APRONS

Aircraft aprons are necessary for outside parking of aircraft. Private hangar developments often also have dedicated apron space. At CMA there are numerous aircraft apron areas as identified on **Exhibit 1H**. Some of the aprons are intended for local aircraft owners to tie-down their aircraft. Others are intended for transient/temporary parking. Often the two functions will interchange based on the need for the day. **Table 1J** summarizes the apron areas at CMA. In total there is approximately 113,500 square yards of aircraft parking area. There are 189 parking positions and four helicopter parking stands for a total of 193 apron parking positions. Of this total approximately 164 have tie-down capability

TABLE 1J | Aircraft Apron Areas

Map ID	Local/Itinerant	Square Yards (Approx.)	Fixed Wing Positions	Helo Parking
1	Itinerant	20,000	11 (est.)	NA
2	Local	9,000	27 (tie-downs)	2
3	Local	2,700	11 (tie-downs)	NA
4	Itinerant	8,000	4 (est.)	NA
5	Local	1,300	6 (tie-downs)	NA
6	Itinerant	6,900	4 (est.)	NA
7	Local	8,300	28 (tie-downs)	NA
8	Local	20,000	28 (tie-downs)	2
9	Itinerant	20,000	38 (tie-downs)	NA
10*	Itinerant	10,000	6 (est.)	NA
11	Local	7,300	26 (tie-downs)	NA
TOTAL		**113,500**	**189 (164 tie-downs)**	**4**

*Northeast conventional hangar development apron area estimate.

Source: Coffman Associates analysis.

AIRPORT BUSINESSES AND ORGANIZATIONS

Businesses that choose to locate on airport property or adjacent to the airport provide a significant impact not only to the airport, but also to the region. Encouraging businesses to locate in the vicinity of an airport is good practice for several reasons. First, the business will benefit from being near a commerce and transportation hub. Second, the community will benefit because, if planned and executed properly, the airport will develop a buffer of industry and manufacturing that will restrict incompatible land uses, such as residential housing, from locating too close to the airport. Third, business development on and around airports can generate a direct revenue stream to the airport. CMA has done this successfully, leading to airport self-sufficiency.

There is a full range of fixed base operator (FBOs) services and specialty aviation service operators (SASOs) located on the airport that provide aviation services, including fueling, line services, aircraft maintenance, rental cars, hangar space/leasing, aircraft parts, flight instruction, aircraft rental and charter services, and other services. These businesses and organizations include:

- **AVEX Aviation** – Full service FBO with fueling services and a pilot supply shop. Specialized FBO with a focus on TBM aircraft sales and maintenance. Exclusive TBM dealer for California, Nevada, Utah, Arizona, New Mexico, and Colorado.
- **AIR7** – Full service FBO with fueling services, aircraft charter, aircraft sales, and aircraft management.
- **Channel Island Aviation** - Full service FBO with fueling services, flight training (Part 141), pilot lounge, conference room, hangar and office leasing, concierge services, aircraft maintenance and avionics, and charter service.
- **Sun Air Jets** – Full service FBO with fueling services, private jet charter service, aircraft management, executive terminal and hangars, and aircraft maintenance.
- **Camarillo Flight Instruction** – Flight instruction offering private pilot, commercial, CFI/CFII.
- **Brett Lee Aviation** – Aircraft maintenance.
- **Aviation Instruction** – Flight instruction and simulator training center.
- **Orbic Helicopters** – Robinson helicopter R22 and R44 flight instruction, sales and service, and aerial tours.
- **Camarillo Aircraft Service** – Aircraft maintenance.
- **ATP USA, Inc**. – Flight instruction.
- **Skydive Coastal California** – Skydiving center.
- **Skyriders Ultralights** – USUA Ultralight flight training and checkouts.
- **SBEL Worldwide Jet Charter** – Aircraft charter service.
- **Waypoint Café** – An on-field restaurant with access from both the road network and the aircraft apron.
- **American Aeronautical Foundation** – Restoration and operations of antique aircraft.
- **Experimental Aircraft Association** – National association promoting and supporting flying, building, and restoration of recreational aircraft.
- **Civil Air Patrol Squadron 61** – A volunteer organization of citizen pilots committed to carrying out emergency missions when needed, both in the air and on the ground.
- **Commemorative Air Force** – All volunteer, non-profit organization dedicated to preserving, in flying condition, a complete collection of all combat aircraft flown in WWII.
- **Ventura County Sheriff's Aviation Unit** – A joint venture between the Fire District and the Sheriff's Office providing for public safety. Utilizing a fleet of five helicopters, the missions vary between law enforcement, search and rescue, emergency medical services, and fire suppression.

FUEL STORAGE

The airport currently has 12 above ground fuel storage tanks. Seven of the fuel tanks are owned by the County of Ventura Department of Airports and are located in the consolidated fuel farm near the intersection of Durley Avenue and Aviation Drive. All fuel storage tanks in the fuel farm are 12,000-gallon capacity tanks: three are utilized for 100LL Avgas storage and four for Jet A fuel storage. All tanks are leased to airport FBOs. The FBO's are currently working to supply non-leaded aviation fuels, which will require dedicated storage tanks.

LEGEND

- Airport Property Line
- A Taxiway Designator
- Runway Protection Zone (RPZ)

KEY

ASOS	-	Automated Surface Observation Station
ATCT	-	Airport Traffic Control Tower
REIL	-	Runway End Identifier Lighting
PAPI	-	Precision Approach Path Indicator
VOR/DME	-	Very High Frequency Omni-directional Range/Distance Measuring Equipment

Airport Support Facilities

1. VOR/DME
2. Above Ground Tank
3. ATCT
4. Airfield Electric Vault & Generator
5. Self-Service Fuel Island
6. ASOS
7. Public Restrooms
8. Water Storage Tank
9. Ventura Co. Dept of Airports Fuel Farm
10. Airport Administration
11. Airport Maintenance Facility
12. Fire Station

Airport Businesses

1. Sun Air
2. Private Hangar
3. Air 7
4. Experimental Aircraft Association
5. Commemorative Air Force
6. Hangar 3 (Vent. Co. Sheriff Helo)
7. Way Point Cafe
8. Channel Islands Aviation
9. Avex
10. Sky Blue Air
11. Camarillo Aircraft Services
12. Cloud Nine

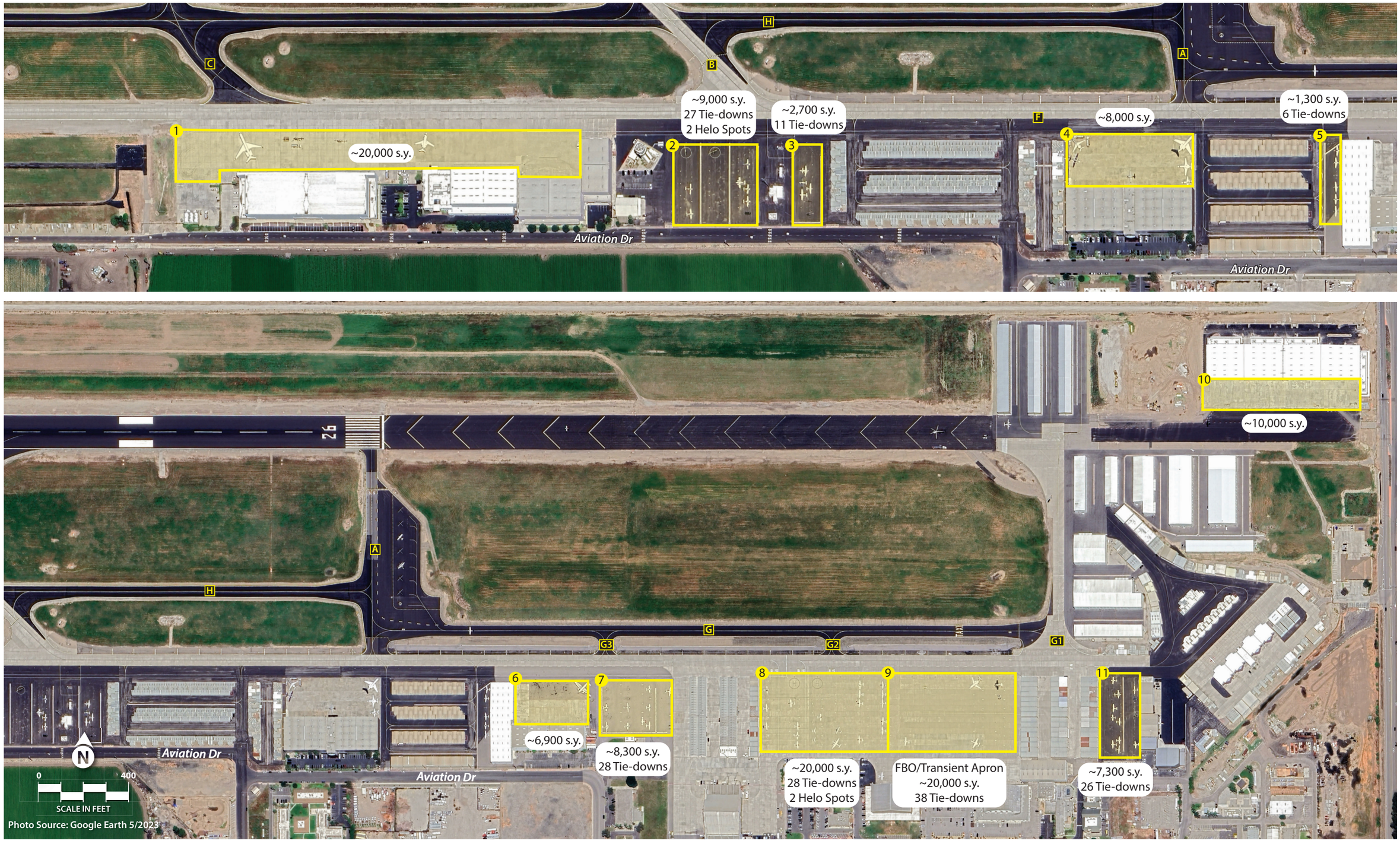
Other/Miscellaneous

1. Camarillo Flight Instruction
2. Ventura County Fire Department
3. Office Space
4. Correctional Services

Aircraft Storage Hangars

1. Port-a-Port Hangars
2. Box Hangars
3. Executive Hangars
4. T-Hangars
5. Self-Maintenance Hangar

Camarillo Hills Drain
Runway 8 - 26 (6,013' x 150')
PAPI-4
Segmented Circle/Windsock
Hold Apron
Ultralight Airpark
Aviation Dr
Sun Air Fuel Farm
ORBIC Helicopters
Convair St
FBO/Transient Ramp
Las Posas Rd
Pleasant Valley Rd
N
0 SCALE IN FEET 600
Photo Source: Google Earth 4/2022


C
B
H
A
F
1
~20,000 s.y.
2
~9,000 s.y.
27 Tie-downs
2 Helo Spots
3
~2,700 s.y.
11 Tie-downs
4
~8,000 s.y.
5
~1,300 s.y.
6 Tie-downs
10
~10,000 s.y.
Aviation Dr
Aviation Dr
26
A
H
G
G3
G2
TAXI
G1
6
~6,900 s.y.
7
~8,300 s.y.
28 Tie-downs
8
9
~20,000 s.y.
28 Tie-downs
2 Helo Spots
FBO/Transient Apron
~20,000 s.y.
38 Tie-downs
11
~7,300 s.y.
26 Tie-downs
Aviation Dr
Aviation Dr
N
0
400
SCALE IN FEET
Photo Source: Google Earth 5/2023

The airport also has five additional above ground fuel storage tanks that are privately owned and maintained. AVEX maintains two storage tanks: one 20,000-gallon capacity tank for Jet A storage and a 10,000-gallon capacity tank for 100LL Avgas storage. Sun Air Jets operates three 20,000-gallon capacity above ground storage tanks for Jet A storage. The final tank is owned by Avex Aviation and is utilized for self-fueling services and it is located adjacent to the ATCT.

UTILITIES

The utility system at Camarillo Airport includes existing water, electric, sanitary sewer, telephone/fiber, and natural gas systems. Water services are provided by the City of Camarillo. Natural gas and electricity are provided by The Gas Company and Southern California Edison. Telephone services are provided by multiple providers.

The County of Ventura, through its Water and Sanitation Department, owns, operates, and maintains the wastewater collection infrastructure for Camarillo Airport. Wastewater is discharged from the airport to the Camarillo Sanitary District's sewer system, an arrangement that has been in place since at least the 1960s. The wastewater is then treated at the district's treatment facility. The Camarillo Sanitary District is authorized to provide wastewater collection and treatment service within its jurisdictional boundaries (i.e., within and surrounding the City of Camarillo). The City Council of the City of Camarillo is the governing body of the district.

In 2017, the District and the County entered into an extraterritorial service agreement to authorize the district to provide sewer service to planned new development for a 20-acre area in the northeast corner of the airport. This area has since been developed with aircraft hangars.

AIRPORT MAINTENANCE FACILITY

The airport maintenance facility is the southeastern portion of the terminal area on Durley Avenue. The maintenance shop building is 4,280 square feet, while the storage yard provides another 7,500 square feet of space.

FIRE FIGHTING CAPABILITIES

As a general aviation airport, CMA is not required to have on-field firefighting capabilities. Fire Station 50 is located at the eastern end of the airport, on airport property. It has direct access to Las Posas Road and gate access to the airport. Station 50 responds not only to airport emergencies but also to the western portion of the City of Camarillo and unincorporated portions of the Oxnard Plain. The original fire station was inherited from the U.S. Air Force and leased at no cost to the fire district in exchange for fire protection on the airport. The original fire station, constructed in 1954, was replaced with a new modern facility at its current location in 2001.

Fire Station 50 is currently the district's hazardous materials response station. A paramedic squad is also stationed at this facility. The station houses a pumper (Engine 50); a crash truck (Crash 50); a tractor-trailer Haz-Mat unit; a foam unit pick-up truck; and a utility pickup truck. The station is staffed daily by five firefighters.

FENCING

The airport's perimeter consists of six-foot high chain-link fencing, topped with three-strand barbed wire. There are access gates in various locations to prevent inadvertent access by unauthorized personnel. The gates are operated by access cards issued by the Department of Aviation to authorized tenants and employees.

ADDITIONAL AIRPORT DOCUMENTS

The airport maintains several procedural documents which provide guidance for airport management on airport issues. The following is a brief description of the major documents.

Spill Prevention Plan: Camarillo Airport has procedures in place to direct airport staff in case of a chemical or fuel spill. These procedures and policies are outlined in the Storm Water Pollution Prevention Program (SWPPP) document. Camarillo Airport also has an approved Spill Prevention, Control, and Countermeasure (SPCC) Plan.

Noise Compatibility Study: In 1999, the airport completed a 14 CFR Part 150 Noise Compatibility Study. The results of the study provide airport administration with guidance on how to mitigate the impacts of aircraft noise on airport neighbors. The procedures developed in this study have been advertised to the pilot community and air traffic control personnel. **Exhibit 1F** depicts the recommended traffic patterns to minimize noise impacts on neighboring noise-sensitive land uses. Concurrent with this ALP Update, the airport is conducting an update to the Part 150 Noise Compatibility Study.

Rules and Regulations: The airport maintains Minimum Operating Standards which provide rules and guidelines for commercial activity conducted on the airport by tenants. The Rules and Regulations for Camarillo Airport apply to all airport tenants for both airside and landside operations. The Minimum Operating Standards are intended to be the threshold entry requirements for those wanting to provide aeronautical services to the public. Ordinance No. 4342 supplements the Minimum Operating Standards and provides operational rules and regulations. The rules set forth in the Ordinance are intended to maintain a reasonable, safe, and efficient use of the airport as well as to protect the surrounding communities and environment.

Rates and Fees: Airport management publish, on an annual basis, the current rates and fees charged for airport leases and other services. As of 2022, airport owned hangar and shop space leased for $0.40 per square foot per month. Office space associated with hangars is $0.50 per square foot per month, and apron space is $0.0886 per square foot per month. Aeronautical ground lease space is $0.975 per square foot per year and is discounted 35 percent due to being restricted to aviation use only. Non-aviation land rent is $1.50 per square foot per year. The airport charges for use of tie-down positions and the transient apron. Landing fees are assessed for aircraft over 12,500 pounds.

AREA LAND USE

Existing and planned land uses surrounding airports can have a significant impact on airport operations and growth. Understanding the land use issues surrounding CMA will assist in making appropriate recommendations for the future sustainability of the airport in the way of both environmental compatibility and economic development.

EXISTING LAND USE

The airport is located on the western end of the City of Camarillo, California. The airport is surrounded by a variety of land uses, including industrial, agriculture, commercial, and residential developments. To the immediate northwest, west, and southwest, land use is primarily agricultural. To the north and northeast (South of the Ventura Freeway) are commercial and industrial land uses. To the immediate east and southeast are more commercial and industrial uses.

AREA ZONING

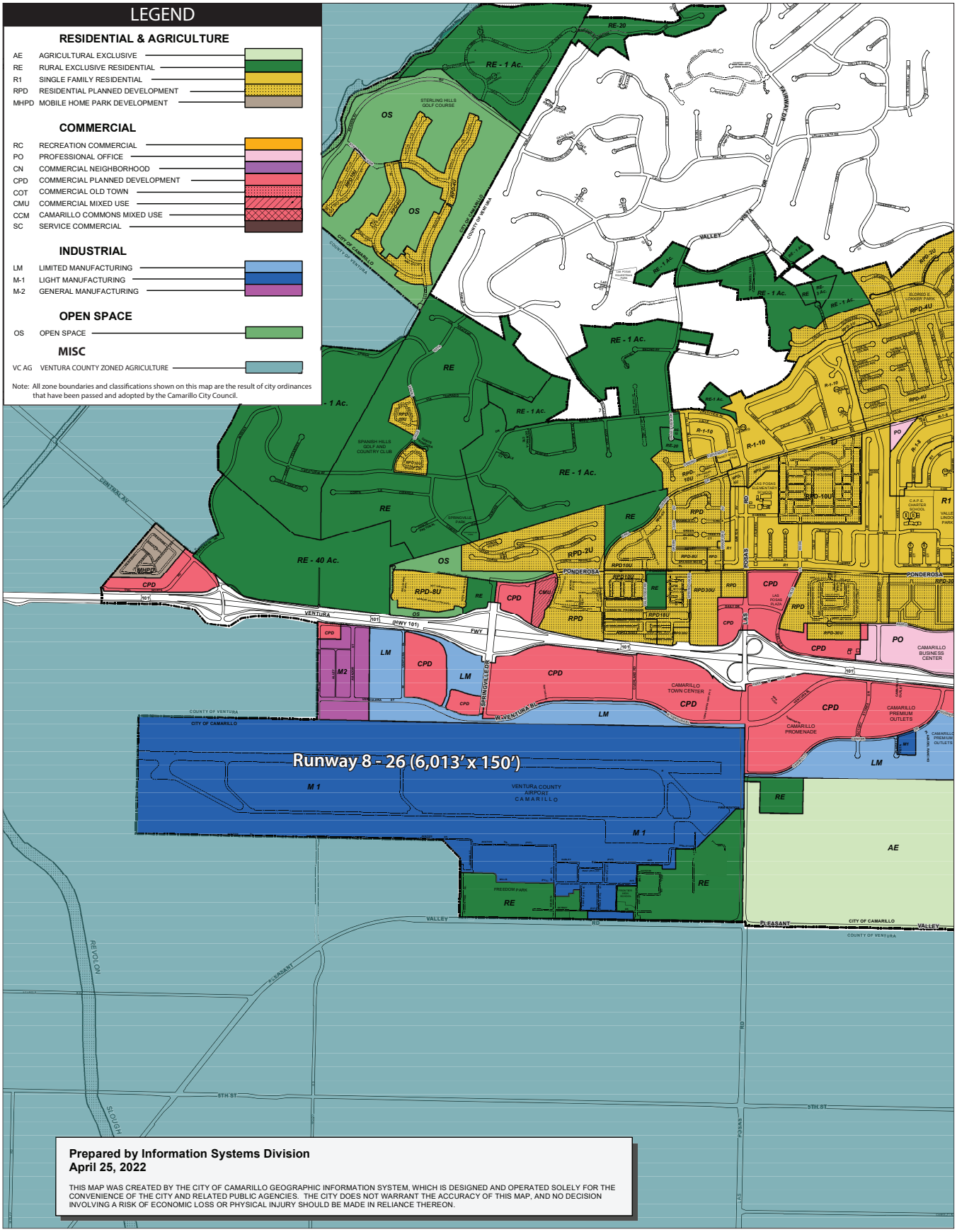
The City of Camarillo's Zoning Ordinance, which is administered by the Community Development Department, was adopted by the City Council in 1976 and is updated from time to time. It controls the size of parcels, height of buildings, and landscaping of structures such as fences, buildings, garages, and additions to houses and businesses. The Zoning Ordinance specifies the types of land uses that are allowed in different parts of the city. The Zoning Ordinance is designed to protect city residents from conflicting activities being conducted near their homes and businesses.

All land in the City of Camarillo is zoned for either residential, commercial, industrial, agricultural, or open space purposes. The Zoning Ordinance describes specific purposes for which land in each zoning category may be used. Specific development conditions may also be mandated by the General Plan, such as the Community Design Element or Scenic Highways Element. Some uses are permitted as a matter of right, while others require a planned development permit or conditional use permit.

Exhibit 1J shows the City of Camarillo Zoning Map in the area immediately surrounding the airport. The lands surrounding the west end of the airport are Ventura County and are zoned for agricultural purposes.

HEIGHT AND HAZARD ZONING

Height and Hazard zoning is necessary to ensure that objects will not impair flight safety or decrease the operational capability of the airport. Title 14 of the Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, defines a series of imaginary surfaces surrounding airports. The imaginary surfaces consist of the approach zone, conical zones, transitional zones, and horizontal zones. Objects such as trees, towers, buildings, or roads, which penetrate any of these surfaces, are considered by the FAA to be an obstruction to air navigation. Current City of Camarillo zoning and land use ordinances adhere to and support the height restriction guidelines as set forth in 14 CFR Part 77. Height restrictions can be accomplished through height and hazard zoning, avigation easements, or fee simple acquisition.


LEGEND
RESIDENTIAL & AGRICULTURE
AE AGRICULTURAL EXCLUSIVE
RE RURAL EXCLUSIVE RESIDENTIAL
R1 SINGLE FAMILY RESIDENTIAL
RPD RESIDENTIAL PLANNED DEVELOPMENT
MHPD MOBILE HOME PARK DEVELOPMENT
COMMERCIAL
RC RECREATION COMMERCIAL
PO PROFESSIONAL OFFICE
CN COMMERCIAL NEIGHBORHOOD
CPD COMMERCIAL PLANNED DEVELOPMENT
COT COMMERCIAL OLD TOWN
CMU COMMERCIAL MIXED USE
CCM CAMARILLO COMMONS MIXED USE
SC SERVICE COMMERCIAL
INDUSTRIAL
LM LIMITED MANUFACTURING
M-1 LIGHT MANUFACTURING
M-2 GENERAL MANUFACTURING
OPEN SPACE
OS OPEN SPACE
MISC
VC AG VENTURA COUNTY ZONED AGRICULTURE
Note: All zone boundaries and classifications shown on this map are the result of city ordinances that have been passed and adopted by the Camarillo City Council.
Runway 8 - 26 (6,013' x 150')
Prepared by Information Systems Division
April 25, 2022
THIS MAP WAS CREATED BY THE CITY OF CAMARILLO GEOGRAPHIC INFORMATION SYSTEM, WHICH IS DESIGNED AND OPERATED SOLELY FOR THE CONVENIENCE OF THE CITY AND RELATED PUBLIC AGENCIES. THE CITY DOES NOT WARRANT THE ACCURACY OF THIS MAP, AND NO DECISION INVOLVING A RISK OF ECONOMIC LOSS OR PHYSICAL INJURY SHOULD BE MADE IN RELIANCE THEREON.

AIRPORT LAND USE COMPATIBILITY PLAN

Airport land use commissions (ALUCs) were first established under the *California State Aeronautics Act* in 1967. Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. The statute gives ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use compatibility plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

The ALUCs are somewhat limited in their enforcement power. The statute specifically says that ALUCs have no authority over either existing land uses or the operation of airports. Local general plans are the primary mechanism for implementing the compatibility policies set forth in the ALUCs plan. State law allows for the county board of supervisors to designate an existing body to fulfill the role of the ALUC instead of creating an entirely new entity. The Ventura County Transportation Commission (VCTC) has been designated by the Board of Supervisors to act as the ALUC for the county.

On July 7, 2000, the VCTC adopted the Airport Comprehensive Land Use Plan for Ventura County (ACLUP). The ACLUP included the four airports located in the county. **Exhibit 1K** presents the approved compatibility map associated with Camarillo Airport. This map and the recommendations for land use compatibility have subsequently been included in the City of Camarillo Zoning Code (Article VI, Chapter 19.170, Airport Protection Overlay Zone [AP]) as of March 2006.

The compatibility map defines several zones and provides recommended land uses. A summary of the recommended land uses by zones are as follows:

- Runway Protection Zone (RPZ) – should be free of any land uses that will generate congregations of people on the ground. Unacceptable uses include residential, public/institutional, commercial, industrial (except utilities and auto-mobile parking), and recreation/open space (with the exception of golf courses).
- Outer Safety Zone (OSZ) – Roughly corresponds to the 14 CFR Part 77 approach surface extending between the RPZ and the base of the 14 CFR Part 77 horizontal surface. The size of this area will differ based on the type(s) of instrument approach(es) and local operating procedures. For example, the Camarillo OSZ was enlarged to cover the area beneath a commonly used right turning flight track on Runway 26 departures. Residential and public/institutional uses are unacceptable in the OSZ. Some commercial, industrial, transportation, communication, utilities, and recreation/open space uses are conditionally acceptable pursuant to meeting specific guidelines. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.
- Traffic Pattern Zone (TPZ) – Roughly rectangular area centered on the airport. It is an area commonly traversed by low altitude aircraft overflights and touch-and-go traffic in the pattern. At Camarillo, the TPZ extends 3,400 feet to either side of the runway. Most land uses are conditionally acceptable in the TPZ including residential, commercial, and industrial uses; whereas, some uses are fully acceptable including transportation terminals, utilities, automobile parking, and most outdoor recreational/open space uses with the exception of those creating large gatherings of the public (sports arenas, amphitheaters, etc.). Public/institutional uses are unacceptable in the TPZ. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.

- Extended Traffic Pattern Zone (ETPZ) – Based on the area which is beneath the extended traffic pattern on a typical or average busy day at the airport. All land uses are acceptable in the ETPZ; however, some uses are conditionally acceptable. Conditionally acceptable uses should have avigation easements and fair disclosure agreements.

SOCIOECONOMIC CHARACTERISTICS

Socioeconomic characteristics provide valuable information and insight about growth and the economic well-being of the study area. This information can contribute to the understanding and determination of the aviation service level requirements, as well as forecasting future operation and based aircraft levels. Trends in population, employment, and personal income are traditional variables used in aviation demand forecasting as outlined in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, which also provides guidance for ALP Updates. The AC identifies several suitable sources of socioeconomic data including *The Complete Economic and Demographic Data Source by* Woods & Poole Economics. **Table 1K** summarizes historical data for both Ventura County and the State of California for three commonly utilized parameters.

TABLE 1K | Historical Demographic Data

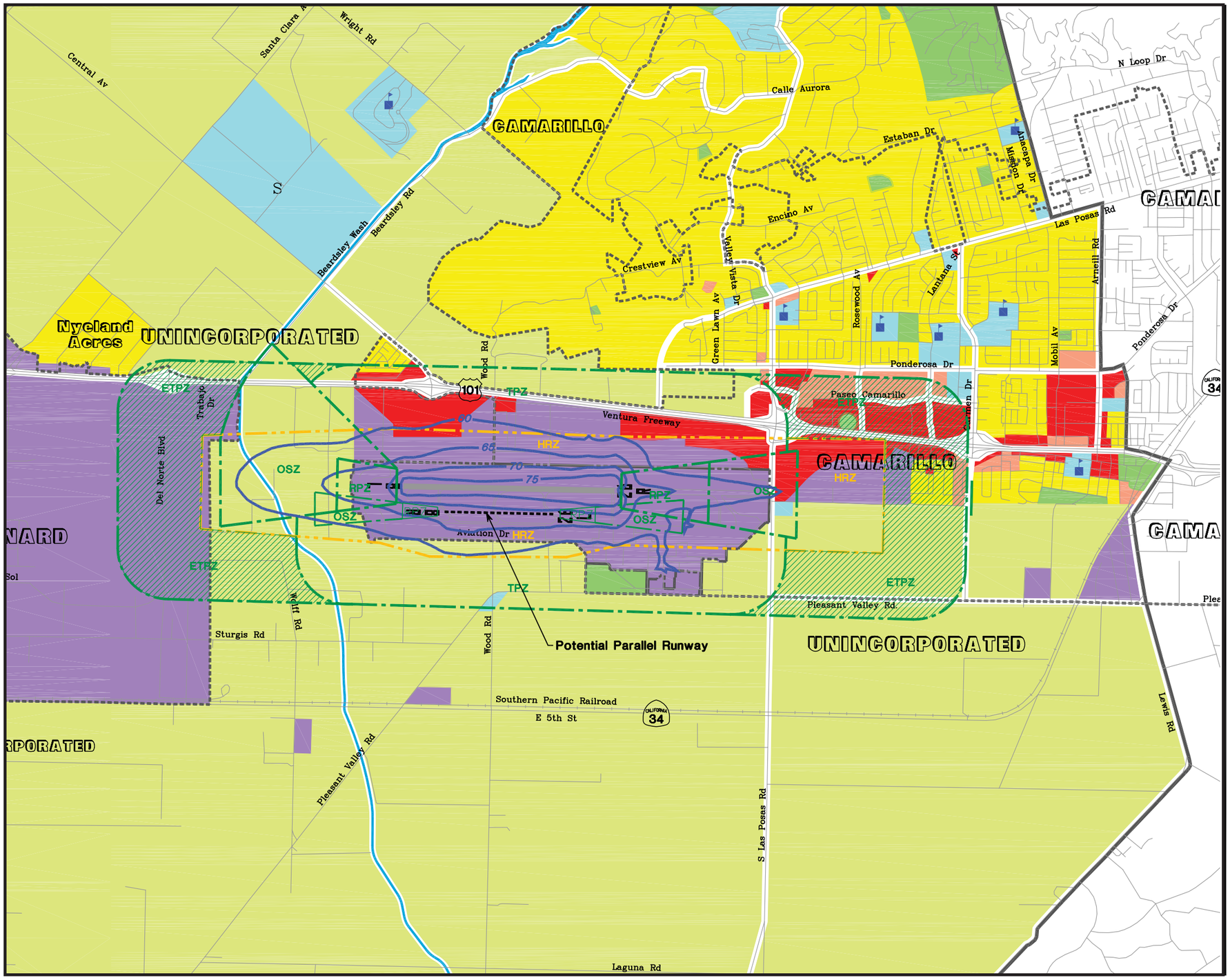
Local	YEAR				CAGR
	2000	2010	2020	2022	2000-2022
Population					
Ventura County	756,506	825,144	842,921	843,696	0.50%
State of California	33,987,977	37,319,550	39,499,738	39,522,028	0.69%
Employment					
Ventura County	395,385	424,867	448,378	484,907	0.93%
State of California	19,228,897	19,642,445	22,743,903	24,923,822	1.19%
PCPI					
Ventura County	$43,743	$47,893	$60,508	$61,051	1.53%
State of California	$42,784	$45,170	$62,897	$62,867	1.76%

CAGR: Compound Annual Growth Rate
PCPI: Per Capita Personal Income ($2012)

Source: The Complete Economic and Demographic Data Source, Woods and Poole, 2022.

ENVIRONMENTAL INVENTORY

This environmental inventory addresses existing conditions at Camarillo Airport and its environs. The inventory is intended to help identify relevant environmental issues that should be considered during the preparation of the Airport Layout Plan narrative report. The inventory is organized using the resource categories contained in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (2015). Available information regarding the environmental conditions at the airport and within the surrounding area has been derived from internet resources, agency maps, and existing literature. A comprehensive list of the resources is included in this section.



LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Potential Parallel Runway •
- Composite CNEL Contour (2003,2018)
- RPZ — Runway Protection Zone
- OSZ — Outer Safety Zone
- HRZ — Height Restriction Zone
- TPZ — Traffic Pattern Zone
- ETPZ — Extended Traffic Pattern Zone

Future Land Use Per General Plan

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial
- Agriculture
- Parks/Natural Open Space
- Public/Quasi-Public
- Schools
- S — Future School Site

Source: Future land use from City of Camarillo, 1996, City of Oxnard, 1990.

• The parallel runway is being included in the CLUP for information purposes only.

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AIR QUALITY

The concentration of various pollutants in the atmosphere describes the local air quality. The significance of a pollution concentration is determined by comparing it to the state and federal air quality standards. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards set by the United States (U.S.) Environmental Protection Agency (U.S. EPA) for the following criteria pollutants: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

Based on the NAAQS, a specific geographic area can be classified as an "attainment," "maintenance," or "nonattainment" area for each pollutant. The threshold for nonattainment designation varies by pollutant. The airport is in South Central Coast air basin, which is managed by the Ventura County Air Pollution Control District (VCAPCD). Ventura County is in nonattainment for the federal 8-hour O_3 2008 and 2015 standards (Serious) under the NAAQS (as of November 30, 2022).[1]

BIOLOGICAL RESOURCES

Biotic resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals. The most common vegetative community at the airport is ruderal vegetation, which is widespread due to regular mowing and high traffic uses of the airport infield. Ruderal areas were observed in and around drainage basin, along the taxiway and runway shoulders, bordering developed areas, and along the engineered channel of the Camarillo Hills drain.

Other vegetative communities include annual brome grassland within the infields. Vegetation within this type of habitat consists primarily of non-native and naturalized annual species, including wild oats (*Avena fatua*), softchess brome (*Bromus hordeacous*), rip-gut brome (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), and foxtail (*Hordeum murinum*). Native grass species observed in this habitat consists of giant wild rye (*Elymus condensatus*) and creeping wild rye (*Elymus tritticoides*).

The Camarillo Hills Drain, an earthen flood control channel that is partially covered with concrete and/or rock slope protection, is located along the northern and western airport boundary. Additionally, the Camarillo Hills Drain supports hydrologic conditions that are appropriate for coastal and valley freshwater marshes, and a few coastal freshwater marshes that sporadically occur within the drain. However, these sporadic occurrences of hydrophytic plants are not contiguous and therefore, do not constitute a vegetive community.

U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the federal *Endangered Species Act* (ESA). The ESA was put into place to protect animal or plant species whose populations are threatened by human activities. Along with FAA, USFWS reviews projects to determine if a significant impact to protected species would result from a proposed project.

[1] U.S. EPA, Green Book, California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (https://www3.epa.gov/airquality/greenbook/anayo_ca.html)

Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area.

In November 2022 a reconnaissance-level biological survey of the airport was conducted by a qualified biologist to determine the presence of endangered and/or threatened species, other special-status species, or their habitat. According to the USFWS Information for Planning and Consultation (IPaC) resources report, 11 federally listed plant or wildlife species have a potential to occur within the airport property (**Table 1L**). As shown in the table, it is unlikely for any of these species to occur at the airport due to a lack of suitable habitat conditions or known occurrences. In addition, no designated critical habitat is present.

Additional federal laws that may be applicable to the airport are the *Bald and Golden Eagle Protection Act* (BGEPA) and the *Migratory Bird Treaty Act* (MBTA), which prohibit activities that would harm eagles and other migratory birds, their eggs, or nests. Birds protected under the BGEPA or MBTA may nest, winter, or migrate throughout the area. Under the requirements of the BGEPA and MBTA, all project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project.

TABLE 1L | Federally Listed Species Investigated for Potential Occurrence - Camarillo Airport

Species Name (*Scientific name*)	Habitat and Distribution[1]	Federal Legal Status	Potential for Occurrence within Airport
Flowering Plants			
marsh sandwort (*Arenaria paludicola)*	A perennial herb that occurs in marshes and swamps at elevations of 33-558 ft (amsl).	Endangered	None. No suitable habitat present or occurrences.
spreading navarretia (*Naverretia fossalis*)	An annual herb that occurs in chenopod scrub, marshes and swamps, playas, and vernal pools at elevations of 100-2,150 ft amsl.	Threatened	None. No suitable habitat present or occurrences.
California Orcutt grass (*Orcuttia californica* var. *californica)*	An annual herb that occurs in vernal pools at elevations of 50-2,165 ft amsl.	Endangered	None. No suitable habitat present or occurrences.
Gambel's watercress (*Rorippa gambellii*)	A rhizomatous herb that occurs in marshes and swamps with fresh or brackish water at elevations of 10-164 ft amsl.	Endangered	None. No suitable habitat present or occurrences.
Branchiopods			
vernal pool fairy shrimp (*Branchinecta lynchi*)	Vernal pool habitats, including depressions in sandstone, to small swale, earth slump, or basalt-flow depressions with a grassy or, occasionally, muddy bottom in grassland.	Threatened	None. No suitable vernal pool habitat present.
Riverside fairy shrimp (*Streptocephalus woottoni*)	Seasonal pools filled by winter/spring rains. Hatch in warm water later in season.	Endangered	None. No suitable aquatic habitat present.
Insects			
monarch butterfly *(Danaus plexippus)*	A migratory species found in a variety of habitats; monarch butterfly requires milkweed (*Asclepias* ssp.) for breeding. In the southwestern United States, migrating monarch butterflies often occur near water sources (e.g., rivers, creeks, riparian corridors, roadside ditches, and irrigated gardens).	Candidate	Potential for occurrence. Roosting habitat (such as trees) may be present at the airport. Additional habitat surveys may be necessary to determine the presence of this species or its habitat.

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TABLE 1L | Federally Listed Species Investigated for Potential Occurrence - Camarillo Airport (continued)

Species Name (*Scientific name*)	Habitat and Distribution[1]	Federal Legal Status	Potential for Occurrence within Airport
Birds			
marbled murrelet (*Brachyramphus marmoratus*)	Offshore or near-shore aquatic environments near coniferous forests.	Threatened	None. No suitable habitat present.
southwestern willow flycatcher (*Empidonax traillii extimus*)	Riparian woodlands of southern California with habitat patches at least 0.25 acres in size and at least 30 ft wide.	Endangered	None. No suitable habitat present.
coastal California gnatcatcher (*Polioptila californica californica*)	Permanent resident in coastal sage scrub habitats of southern California, typically below 2,500 ft amsl.	Threatened	None. No suitable habitat present.
least Bell's vireo (*Vireo bellii pusillus*)	Low riparian areas in the vicinity of water or in dry river bottoms below 2,000 ft amsl. Nests along the margins of bushes or twigs of willow, Baccharis or mesquite.	Endangered	None. No suitable habitat present.
yellow-billed cuckoo (*Coccyzus americanus)*	Riparian woodland, especially in dense stands of cottonwood and willow, as well as mesquite and salt cedar in some areas.	Threatened	None. No suitable habitat present.
California condor (*Gymnogyps californianus*)	Open or semi-open grasslands and woodlands, rocky open scrubland, coniferous and deciduous forests, and coastal dunes. Nests along cliffs, rocky outcrops, and large trees.	Endangered	None. No suitable habitat present. The project area does not contain nesting habitat for the species, and individual condors are likely to avoid the airport due to aviation activity. In addition, any carrion present within the active areas of the airport is removed by airport maintenance staff.

[1] Habitat and distribution data provided by California Natural Diversity Database.
ft = feet; amsl = above mean sea level

Source: SWCA Environmental Consultants, 2022_. Biological Resources Assessment for the Camarillo Airport Layout Plan, Camarillo, Ventura County, California; U.S. Fish & Wildlife Service – IPaC resource list (https://ipac.ecosphere.fws.gov/location/HR5UBEL2WFB2ZMGIPVMYH7UTHQ/resources)

The IPaC report lists several migratory bird species that are identified by the USFWS as Birds of Conservation Concern (BCC) (meaning that they are migratory, non-game birds that, without additional conservation actions, are likely to become candidates for listing under the ESA). These birds may nest and/or forage at the airport (**Table 1M**) and include 17 different species.

TABLE 1M | Birds of Conservation Concern Protected Under the *Migratory Bird Treaty Act* - Camarillo Airport

Species Name	Scientific Name	Breeding Season
Allen's hummingbird	*Selasphorus sasin*	February 1 to July 15
bald eagle	*Haliaeetus leucocephalus*	January 1 to August 31
Belding's savannah sparrow	*Passerculus sandwichensis beldingi*	April 1 to August 15
Bullock's oriole	*Icterus bullockii*	March 21 to July 25
California gull	*Larus californicus*	January 1 to July 31
California thrasher	*Toxostoma redivivum*	January 1 to July 31
common yellowthroat	*Geothlypis trichas sinuosa*	May 20 to July 31
Lawrence's goldfinch	*Carduelis lawrencei*	March 20 to September 20
marbled godwit	*Limosa fedoa*	Breeds elsewhere
Nuttall's woodpecker	*Picoides nuttallii*	April 1 to July 20
oak titmouse	*Baeolophus inornatus*	March 15 to July 15
olive-sided flycatcher	*Contopus cooperi*	May 20 to August 31
short-billed dowitcher	*Limnodromus griseus*	Breeds elsewhere
tricolored blackbird	*Agelaius tricolor*	March 15 to August 10
western grebe	*Aechmophorus occidentalis*	June 1 to August 31
willet	*Tringa semipalmata*	Breeds elsewhere
wrentit	*Chamaea fasciata*	March 15 to August 10

Source: USFWS, Information for Planning and Consulting (https://ipac.ecosphere.fws.gov/location/HR5UBEL2WFB2ZMGIPVMYH7UTHQ/resources) December 2022

Additionally, there are some bird species like the burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alepestris actia*), and northern harrier (*Circus cyaneus*) that are protected by both the *Migratory Bird Treaty Act* (MBTA) and by state law as Species of Special Concern.

There are four known documented occurrences of the burrowing owl at the airport, according to California Natural Diversity Database (CNDDB) records. The burrowing owl prefers open grasslands, prairies, and occasionally, open areas such as vacant lots. It spends much of its time on the ground or on low perches and nests in abandoned burrows, such as prairie dogs, ground squirrels, fox, or woodchuck burrows. In California, the breeding season for the burrowing owl occurs between February 1 and August 31; however, there has been documentation of breeding in December. The burrowing owl is typically present in coastal California during the wintering season or the non-breeding season (September 1 to January 31).[2] The documented occurrences of burrowing owl on and near the airport occurred in December, January, February, and March. A burrowing owl observed on and near the airport has been seen utilizing California ground squirrel burrows as a place to roost.

Suitable foraging and nesting habitat (i.e., short grass prairies, coastal plains, and fallow fields) for the California horned lark is also present. Northern harrier was observed during the field survey and foraging habitat is present; however, suitable nesting substrate (i.e., shrubby vegetation) for northern harrier is not present at the airport. Preconstruction surveys for these MBTA-protected species are recommended to avoid potential impacts as the burrowing owl and northern harrier are known to utilize habitat within Camarillo Airport property.

COASTAL RESOURCES

Federal activities involving or affecting coastal resources are governed by the *Coastal Barriers Resource Act* (CBRA), the *Coastal Zone Management Act* (CZMA), and Executive Order (E.O.) 13089, *Coral Reef Protection*.

Camarillo Airport is not within the California Coastal Zone, which is five miles to the west. The airport is seven miles from the Pacific Ocean at its closest point. The closest National Marine Sanctuary is Channel Islands National Marine Sanctuary, 13 miles west of the airport.

CLIMATE

Increasing concentrations of greenhouse gases (GHG) can affect global climate by trapping heat in Earth's atmosphere. Scientific measurements have shown that Earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs, such as water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and O_3, are both naturally occurring and anthropogenic (man-made). The research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic (i.e., human made) sources include CO_2, CH_4, N_2O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). CO_2 is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.

[2] SWCA Environmental Consultants, Biological Resources Assessment for the Camarillo Airport Layout Plan, Camarillo, Ventura County, California, January 2023).

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020* shows total transportation emissions, including aviation, decreased largely due to coronavirus (COVID-19), and the combined impacts of long-term trends in population, economic growth, energy markets, technological changes, and changes in energy efficiency. The inventory included aviation as a part of the 13.3 percent decrease in transportation sector GHG emissions leading up to 2020.[3]

GHG emissions at Camarillo Airport occur from the combustion of jet fuel and aviation gasoline consumed by business jets, general aviation, military aircraft, and miscellaneous ground service equipment, such as fuel trucks. GHGs, including water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and O_3, are both naturally occurring and anthropogenic (human-made). Most GHG emissions from transportation systems are CO_2, which is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years. Relatively insignificant amounts of CH_4, N_2O, and other GHGs are emitted during fuel combustion.

Increasing concentrations of GHGs can affect global climate by trapping heat in the Earth's atmosphere. Scientific measurements have shown that Earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Section 4(f) of the *Department of Transportation Act* (DOT Act), which was recodified and renumbered as Section 303(c) of Title 49 United States Code (USC), provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly or privately owned historic sites, public parks, recreation areas (including public schools playgrounds or athletic fields if open to the public), or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.

Table 1N summarizes resources that may be protected under Section 4(f) of the DOT Act within the vicinity of the airport (defined here as within one mile of the airport). Where a specific type of Section 4(f) resource is not located within a one-mile radius, the closest known resource is listed.

There are no lands at the airport that have been granted to the county under Section 6(f) of the *Land and Water Conservation Fund Act*. This act provides funds for buying or developing public use recreational lands through grants to local and state governments.

Table 1N shows that there are no historic resources listed on the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) within or near the airport. Also, based on cultural resources record search and on-ground survey, no archaeological resources were identified at the airport.[4] Additionally, no waterfowl or wildlife refuge areas are near the airport nor are there any national public parks or recreation areas.

[3] Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020 (https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf)

[4] SWCA Archaeological Survey Report for the Camarillo Airport ALP Update/Narrative Report, August 2022

TABLE 1N | *Department of Transportation Act*, Section 4(f) Resources - Camarillo Airport

Facility	Distance from Airport (miles)	Direction from Airport
National Register of Historic Places/California Register of Historic Resources		
Camarillo Ranch House	3.0	East
Waterfowl or Wildlife Refuge		
Channel Islands National Marine Sanctuary	12.7	West
National Public Parks/Recreation Areas		
Channel Islands National Park	12.7	West
Santa Monica Mountains National Recreation Area	4.0	South
Local Public Parks		
Freedom Park	0.0	South
Springville Park	0.7	North
Nancy Bush Park	1.0	Northeast
Mel Vincent Park	0.45	North
Carmentia Park	1.0	East
Valle Lindo Park	1.0	Northeast

Sources: National Register of Historic Places database; Google Earth Aerial Imagery

FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and take into account the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and policies to protect farmland. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime or unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

USDA's Natural Resources Conservation Service (NRCS) Web Soil Survey indicates that soils are present on the airport property that are prime farmland if irrigated, and farmland of statewide importance. However, the airport is fully developed with airfield infrastructure or support or landside development and is not currently farmed or irrigated. **Table 1P** describes the farmland classification based on the soils within the airport's boundaries.

Table 1P | Farmland Classification – Summary by Map Unit Ventura Area, California (CA674)

Web Soil Survey symbol	Soil Type	Farmland Rating
Cd	Camarillo loam, 0 to 2 percent slopes	Not rated in Web Soil Survey
Cz	Cropley clay, calcareous variant	Prime farmland if irrigated
Hn	Hueneme loamy fine sand, 0 to 2 percent slopes	Not rated in Web Soil Survey
Pa	Pacheco silty clay loam	Farmland of statewide importance

Source USDA-NRCS Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)

The California Department of Conservation's California Important Farmland Finder website shows the airport as Urban and Built-Up Land, while the U.S. Census identifies the City of Camarillo, including the airport, as an urbanized area. Therefore, the FPPA is not applicable to the airport property.

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Hazardous Materials. Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) and the *Comprehensive Environmental Response, Compensation, and Liability* Act (CERCLA or Superfund), as amended. According to the U.S. EPA's EJSCREEN website, the airport does not contain any areas listed as active Superfund (i.e., National Priorities List [NPL]) or brownfield[5] sites.

Disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources. The California Department of Toxic Substances Control (DTSC) EnviroStor website identifies one Formerly Used Defense Site (FUDS) associated with previous military use of the airport, i.e., Oxnard Flight Strip (80000858). The site is listed as inactive and is not on the NPL. The DTSC Regulatory Profile notes that past uses of the Oxnard Flight Strip that caused contamination are a firing range (artillery, firing range, small arms, etc.) with potential contaminants of concern of explosives (UXO, MEC), munitions debris (MD), and RDX (cyclonite).

In addition, voluntary cleanup activity has occurred within the southeast portion of airport property to address groundwater contamination. This resulted in trichloroethylene (TCE) groundwater cleanup activities, as well as a post-remedy human health risk assessment. The site is listed as active and is a formerly used defense facility. The DTSC Regulatory Profile notes that past uses of the former defense site that caused contamination are agricultural (row crops), aircraft maintenance, airfield operations, firing range (small arms), fuel (aircraft storage/refueling, and vehicle storage/refueling), landfill (domestic, open burn/open detonation, pesticide, etc.) with UXO, MEC, MD, petroleum, polynuclear aromatic hydrocarbons (PAHS), and TCE. Land use restrictions[6] and ongoing groundwater monitoring are overseen by DTSC.

The airport has two fuel farms with aboveground storage tanks. Airport operations and fixed base operators handle hazardous materials and waste in accordance with their individual permits and conditions. Hazardous waste is collected separately and disposed at facilities approved to handle hazardous materials.

Solid Waste. Existing solid waste in the Camarillo area is generally collected and disposed of via the Gold Coast Recycling and Transfer Station in Ventura. A second transfer station is the Del Norte Regional Recycling and Transfer Station in Oxnard. Refuse incapable of being recycled is then hauled to county landfills (i.e., the Simi Valley Landfill & Recycling Center [SVLRC] or the Toland Road Sanitary Landfill). The county's Integrated Waste Management Division (IWMD) enforces recyclable construction material provisions as part of its building permit process, as well as diversion requirements for green materials such as wood waste and vegetation removal.

[5] The U.S. EPA defines a brownfield as a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

[6] Site management requirements include: prohibitions on specific uses (day care centers, elder care centers, hospitals, residences, and schools for persons under age 21); land use covenants; notification prior to any land use changes; groundwater monitoring; and restrictions on groundwater extraction without prior approval.

The Simi Valley Landfill is a fully permitted non-hazardous municipal solid waste landfill and recycling facility that provides approximately 60 percent of the county's daily refuse disposal needs. According to Simi Valley Landfill's Waste Management System, the landfill is permitted to accept up to 3,000 tons per day of refuse and can accept 6,250 tons of recyclable materials.[7] According to the California Department of Resources Recycling and Recovery (CalRecycle), as of January 2023, the landfill has a remaining capacity of just under 83,000,000 cubic yards (cy); its "cease operation" date is listed as March 31, 2063.[8]

The Toland Road Sanitary Landfill is in Santa Paula and is operated by the Ventura Regional Sanitation District (VRSD). It accepts only non-hazardous wastes from residents in the Santa Clara Valley and commercial loads processed through a Ventura County transfer station or materials recycling facility. According to CalRecycle), as of January 2023, the Toland Road Sanitary Landfill had a remaining capacity of just over 16,000,000 cy; its "cease operation" date is listed as April 30, 2033.[9]

Pollution Prevention. The airport's onsite aircraft rescue and firefighting (ARFF) station is a hazardous materials response station. The airport also has procedures outlined in its storm water pollution prevention program (SWPPP) to address chemical or fuel spills. The airport's fuel farms are required to maintain a spill prevention, control, and countermeasure (SPCC) Plan.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended, the *Archaeological and Historic Preservation Act of 1974* (AHPA), the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA). In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource which has been identified (or is unearthed during construction) as having historical, architectural, archaeological, or cultural significance.

In August 2022, an archaeological field survey of the airport was conducted to determine if historically significant artifacts are present. Based on that survey effort, no archaeological resources were identified within the study area. Furthermore, archival research revealed that 50 percent of the study area had been previously subjected to a cultural resources study, and no prehistoric or historic archaeological resources were identified within the study area because of those prior efforts.

In addition to on-ground artifacts, the airport's "as built" environment includes buildings or structures that are more than 50 years in age, making them potentially eligible for listing on the NRHP or CRHR. Future projects should be reviewed to determine the presence of historic built environment resources and/or the potential for a future project to affect such resources.

[7] Waste Management – Simi Valley Landfill (https://www.wm.com/location/california/ventura-county/landfill/index.jsp)
[8] CalRecycle – Solid Waste Information System (SWIS) Facility/Site Summary (https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/3954)
[9] CalRecycle – SWIS Facility/Site Summary (https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/3952)

In the past, FAA has contacted three federally recognized Native American tribes in connection with airport development projects: Barbareno/Ventureno Band of Mission Indians; Coastal Band of the Chumash Nation; and Santa Ynez Band of Mission Indians.[10]

LAND USE

The airport and surrounding environs are within the jurisdiction of County of Ventura and the City of Camarillo. Land uses surrounding the airport include commercial, office, light industrial, and agriculture. Solar arrays are located in the northwest and western portion of the airport. The Camarillo Premium Outlets commercial property is northeast across Las Posas Road from the airport. The closest residential areas are located 0.3 mile away to the north and are separated from the airport by U.S. Route 101.

South of the airport is a mixed-use area that contains a few noise-sensitive lands uses such as two public high schools (Frontier High School and Phoenix School), and a grade 6-12 school (Gateway Community School).

The county's General Plan Land Use Map and Community Character Element shows the airport as located within an urban area.[11] The airport is designated by the City of Camarillo as Public, with Agriculture designated to the south, east and west; north of the airport is a combination of Commercial Mixed-Use, Industrial, Research and Development, and Office.[12]

The airport is zoned by the city as M-1, Light Manufacturing, while the off-airport portion of the mixed-use area located on the north side of Pleasant Valley Road is zoned Rural Exclusive (RE). Areas east and north of the airport are zoned Agriculture Exclusive (AE), Commercial Planned Development (CPD), or Limited Manufacturing (LM) and reflect the existing land uses discussed above.[13]

NATURAL RESOURCES AND ENERGY SUPPLY

E.O. 13423, *Strengthening Federal Environmental, Energy, and Transportation Management* instructs federal agencies to advance the nation's energy security and environmental performance by achieving specified goals. Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

Water at the airport is supplied by the City of Camarillo. The city's water supply is obtained from both local groundwater sources and imported water sources.[14] The city's imported water is obtained from the Metropolitan Water District of Southern California and is purveyed to the city by the Calleguas Municipal Water District. Several other water companies provide water service to portions of Camarillo, such as

[10] U.S. Department of Transportation, Federal Aviation Administration – *Final Environmental Assessment for Camarillo Airport Proposed Northeast Hangar Development*, page 3-10 (June 2017)
[11] Ventura County 2040 General Plan – Chapter 2 Land Use and Community Element
[12] City of Camarillo – Planning – General Plan Map
[13] City of Camarillo Zoning Map (https://cms7files.revize.com/camarilloca/Zoning_April25_22_24x52_wall.pdf)
[14] City of Camarillo Water Supply – (https://www.cityofcamarillo.org/departments/public_works/water_service/water_supply.php), January 2023

the Camrosa Water District, Crestview Mutual Water Company, and the Pleasant Valley Mutual Water Company. For water service to be approved by the city for a proposed development, the Applicant must prepare a water impact study which demonstrates that the proposed project would not create a new demand on the city's water system. Project domestic water can then be obtained from a public water purveyor operating with a valid permit.[15]

The California Environmental Protection Agency (CalEPA) was formally established July 17, 1991, and was created to preserve, conserve, and enhance the environment, to ensure public health, environmental quality, and economic vitality. CalEPA consists of the California Air Resources Board (CARB), the Department of Pesticide Regulation (DPR), CalRecycle, DTSC, the Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board (SWRCB).[16]

NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land use and schools are noise-sensitive land uses that are not considered compatible with a Day-Night Average Sound Level (DNL or L_{dn}) of 65 decibel (dB). Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a DNL 65 dB contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of the structure. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question. A 14 CFR Part 150 Study for Camarillo Airport is currently being conducted (as of January 2022).

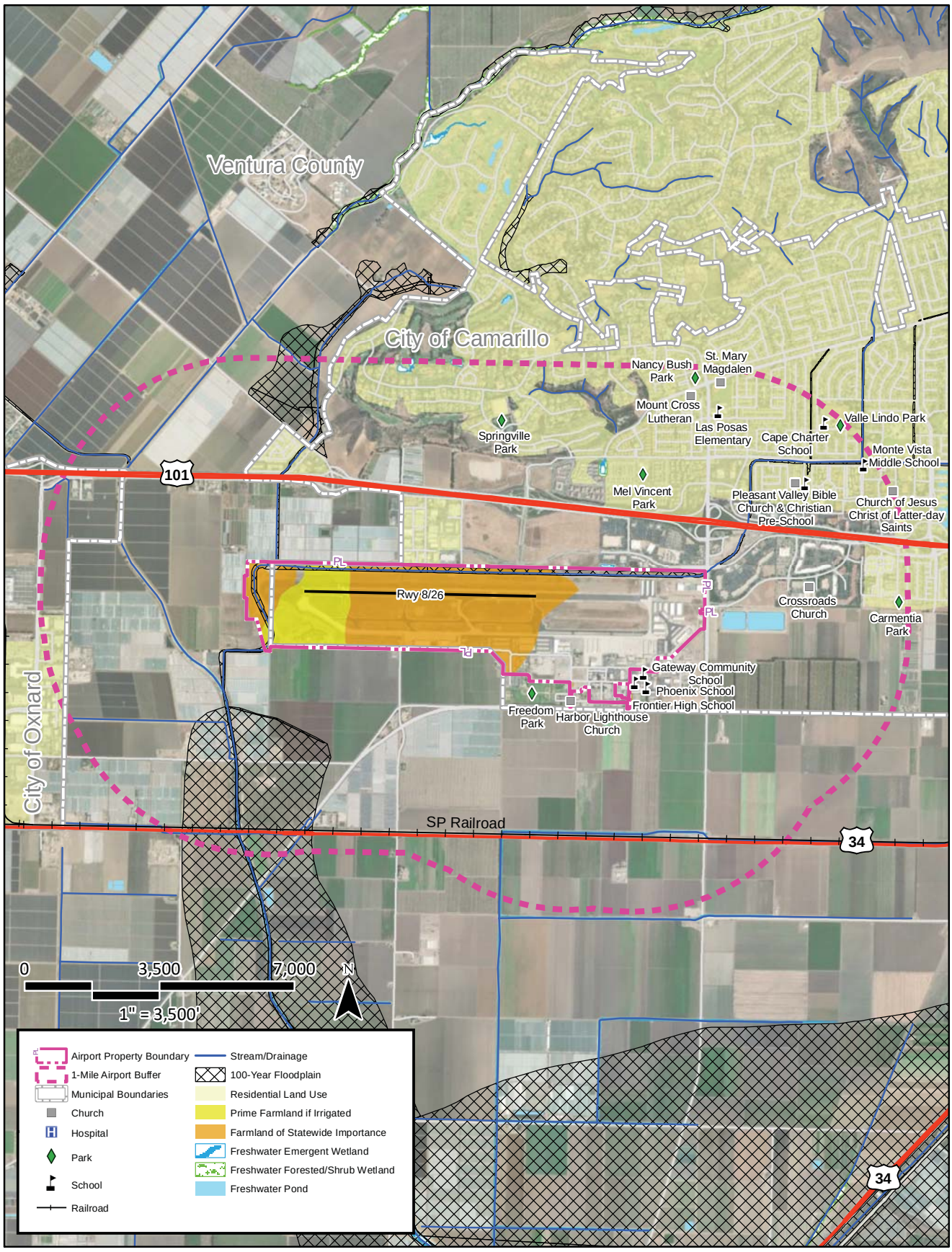
Table 1Q below identifies noise-sensitive land uses within one mile of the airport. These land uses are also shown on **Exhibit 1L**. The closest residential areas are located 0.3 mile away to the north and are separated from the airport by U.S. Route 101.

Table 1Q | Noise-Sensitive Land Uses within One Mile of Airport

Facility	Location	Distance from Airport (Miles)	Direction from Airport
Schools			
Gateway Community School	200 Horizon Circle	0.0	Southeast
Frontier High School	545 Airport Way	0.0	Southeast
Phoenix School	500 Airport Way	0.0	Southeast
Las Posas Elementary	75 E Calle La Guerra	0.8	Northeast
Camarillo Academy of Progressive Education (CAPE) Charter School	777 Aileen Street	0.7	Northeast
Monte Vista Middle School	888 Lantana Street	1.0	Northeast

Continues on next page

[15] City of Camarillo Water Supply – City of Camarillo resolution NO. 2016-90 (https://www.ci.camarillo.ca.us/departments/public_works/water_service/water_supply.php)
[16] California Environmental Protection Agency (CalEPA) (https://calepa.ca.gov/about/), January 2023



Source: ESRI Basemap Imagery (2022), FEMA, USDA, USGS, TigerLine, City of Camarillo

Table 1Q | Noise-Sensitive Land Uses within One Mile of Airport (continued)

Facility	Location	Distance from Airport (Miles)	Direction from Airport
Places of Worship			
Mount Cross Lutheran Church	102 Camino Esplendido	1.0	Northeast
St. Mary Magdalen Church	25 N Las Posas Road	1.0	Northeast
Pleasant Valley Bible Church and Christian Pre-School	1101 E Ponderosa Drive	1.0	Northeast
Church of Jesus Christ of Latter-day Saints	1201 Paseo Camarillo	1.0	Northeast
Harbor Lighthouse Church	400 Skyway Drive	0.0	South
Health Care Facilities			
Atria Las Posas	24 Las Posas Road	0.9	Northeast
Camarillo Healthcare Facility	205 Granada Street	0.9	East

Source: EPA EJScreen (https://ejscreen.epa.gov/mapper/); Google Earth Aerial Imagery (January 2023)

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics | *Socioeconomics* is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s).

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* specifically requires that a federal action causing disproportionate impacts to an environmental justice population (i.e., a low-income or minority population) be considered, as well as an evaluation of environmental health and safety risks to children. The FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts.

Would the proposed action?

- Induce substantial economic growth in an area, either directly or indirectly;
- Disrupt or divide the physical arrangement of an established community;
- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community business what would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- Produce a substantial change in the community tax base.

Environmental Justice | *Environmental justice* is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

Meaningful Involvement ensures that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public's contribution can influence the regulatory agency's decision;
- Their concerns will be considered in the decision-making process; and
- The decision-makers seek out and facilitate the involvement of those potentially affected.[17]

The closest residential areas are located 0.3 mile away to the north and are separated from the airport by U.S. Route 101. According to the 5-Year 2016-2020 American Community Survey (ACS) estimates, the population within one mile of the airport is 11,413 persons, of which 17 percent of the population is considered low-income and 53 percent are people of color. Indicated in **Table 1R**, approximately 29 percent of the population has identified as Hispanic or Latino.

Table 1R | Population Characteristics Within One Mile of the Airport

Characteristic	
Total Population	11,413
Population by Race[1]	
White	64%
Black	7%
American Indian	1%
Asian	13%
Pacific Islander	0%
Some Other Race	4%
Population Reporting Two or More Races	11%
Total Hispanic population (of any race)	29%

Source: U.S. EPA EJSCREEN ACS Summary Report (5-Year 2016-2022) (https://ejscreen.epa.gov/mapper/)
[1] Percentages do not add up to 100 percent. Hispanic or Latino is treated by the U.S. Census as a question separate from Race.

Children's Environmental Health and Safety |Federal agencies are directed, per E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, to make it a high priority to identify and assess the environmental health and safety risks that may disproportionately impact children. Such risks include those that are attributable to products or substances that a child is likely to encounter or ingest (air, food, water – including drinking water) or to which they may be exposed.

According to the 2016-2020 ACS estimates, 22 percent of the population within one mile of the airport are aged 17 or under. This equated to 2,543 children. See **Tables 1N** and **1Q** for lists of schools and recreational facilities that are used by children within one mile of the airport.

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities; or (2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in zoning ordinances and their general plan.

[17] U.S. EPA website - Environmental Justice (https://www.epa.gov/environmentaljustice)

Light Emissions | *Light Emissions.* These impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities. Generally, local jurisdictions will include ordinances in the local code addressing outdoor illumination to reduce the impact of light on surrounding properties.

Airfield lighting at the airport includes a rotating beacon, runway and taxiway edge lighting, precision approach path indicator (PAPIs) system along Runway 8-26, and runway end identifier lights (REILs) at both ends of Runway 8-26. In addition to this, the airport is equipped with pilot-controlled lighting which allows pilots to activate a lighting system along both runways through a series of clicks on their radio transmitter.

Visual Resources and Visual Character |*Visual character* refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have a visual character defined by the surrounding landscape features, such as open grass fields, forests, mountains, deserts, etc.

Visual resources include buildings, sites, traditional cultural properties, and other natural or manmade landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

Although the airport environment is within an urban area, visually it is characterized not only by buildings and streets, but by trees and open vegetated areas. Views of the airport are accessible from surrounding roadways due to the vegetation being spread out rather than densely put together. In addition to this, long-range views are not readily available due to the relatively flat topography of the airport environs and surrounding mixed-used development on and adjacent to the southern portion of airport property.

The state of California has a designated department called the California Department of Transportation (Caltrans) which manages the state scenic Highway Program.[18] According to the Scenic Highway Program, the development of scenic highways is to not only add to the pleasure of residents in California but should further encourage the growth of both recreation and tourism industries. Existing legislation provides Caltrans with full possession and control of all state highways, with a county highway component later added to the Scenic Highway Program in Section 154 of the Streets and Highways Code.

Currently, Ventura County has no officially designated county scenic highways.[19] However, according to the City of Camarillo's 2021 General Plan Annual Progress Report there are a few scenic corridors near the airport such as U.S. Route 101 (near the northern boundary of airport property lines) and Las Posas Road (along the eastern boundary airport property lines).[20] According to the City of Camarillo, a scenic corridor consists of land that is visible from, adjacent to, and outside of, the right-of-way that contributes to Camarillo's scenic character.

[18] Caltrans – California State Scenic Highways (https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways)
[19] Officially Designated County Scenic Highways (https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways)
[20] City of Camarillo – General Plan – (https://www.ci.camarillo.ca.us/departments/community_development/general_plan.php)

WATER RESOURCES

Wetlands. The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and soils that are saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

Based on information from the USDA-NRCS Web Soil Survey, soils on airport property are either not hydric (Cropley clay, calcareous variant, Camarillo loam, 0 to 2 percent slopes, and Hueneme loamy fine sand, 0 to 2 percent slopes) or have a low hydric rating between 1 and 32 percent (Pacheco silty clay loam).[21] According to the National Wetland Inventory, there are no mapped wetlands or water features at the airport other than along the bottom of the Camarillo Hills Drain located on the north and west portion of the airfield.[22]

In 2018, a field investigation was conducted at the airport by a qualified wetland specialist to determine whether any areas on airport property qualify as Waters of the United States (WOTUS). Based on this study, the Camarillo Drain was determined to be Other Waters of the U.S. by the U.S. Corps of Engineers (USACE).

Floodplains. E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains. U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection* implements the guidelines contained in E.O. 11988.

On May 25, 2021, E.O. 14030, *Climate-Related Financial Risk* was established. Section 5(e) of E.O. 14030 reinstates E.O. 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (originally set forth on January 30, 2015). E.O. 13690 amends E.O. 11988 and mandates that a Federal Flood Risk Management Standard (FFRMS) be created. One of the primary purposes of the FFRMS is to expand the management of floodplains from a "base flood" evaluation to include a higher vertical elevation (and the corresponding floodplain) to protect against future flood risks for federally funded projects.

Under E.O. 13690 and its guidelines, one of several approaches should be used to identify floodplains and their risks to critical[23] or non-critical federally funded actions:

- Climate-Informed Science Approach (CISA) – the elevation and flood hazard area (i.e., 100-year floodplain) using data that integrates climate science with an emphasis on possible future effects on critical actions.

[21] Web Soil Survey – Map Hydric Rating by Map Unit (https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx)
[22] National Wetlands Inventory – surface waters and wetlands (https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/)
[23] A critical action is defined in E.O. 13690 and the 2015 Guidelines for Implementing E.O. 11988 as any activity for which even a slight change of flooding is too great.

- Freeboard Value Approach – the elevation and flood hazard area and an additional 2 or 3 feet above the base flood elevation depending on whether the proposed federal action is critical or non-critical.
- 500-year Floodplain Approach – all area subject to the 0.2 percent annual chance flood.
- Other methods resulting from updates to the FFRMS.

Of the four approaches listed above, federal departments and agencies should use the CISA approach when data to support such an analysis is available.

Surface Waters. The CWA establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, Congress has mandated (under the CWA) the National Pollutant Discharge Elimination System (NPDES).

The airport drains into two separate sub watersheds of the Calleguas Creek watershed and the Revolon Slough – Calleguas Creek sub watershed.[24] The Revolon Slough - Calleguas Creek sub watershed includes the areas south of the runway. Calleguas Creek and other tributary creeks drain the surface waters of the area westward toward the Pacific Ocean. The Calleguas Creek watershed consists of the Calleguas Creek Reach 4 (Revlon Slough) (State Waterbody) on the southwest portion of the watershed located to the west of the airport. According to the U.S. EPA's *How's My Waterway* website this waterbody is currently impaired.

The area between the runway and the Camarillo Hills Drain, which is located on airport property to the north and west of the airfield, is part of the Beardsley Wash sub watershed. The Beardsley Wash and Revolon Slough, located west and south of the airport, are the closest impaired waters under the CWA, Section 303(d) guidance.[25] The county operates under the Los Angeles Regional Water Quality Control Board (RWQCB) NPDES Municipal Stormwater Permit No. CAS004002. In addition, VCWPD enforces Ordinance WP-2, which contains standards and permitting conditions related to new drainage connections within the VCWPD's jurisdiction.

Groundwater. Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.[26]

[24] United States Environmental Protection Agency – How's My Waterway (https://mywaterway.epa.gov/community/camarillo%20airport/overview)
[25] 2019 IRWM Plan – Appendix D – Impaired Water Bodies in Ventura County 303d list (https://watershedscoalition.org/2019-irwm-plans/)
[26] United States Geological Survey – What is Groundwater? (https://www.usgs.gov/faqs/what-groundwater)

U.S. EPA's Sole Source Aquifer (SSA) Program was established under Section 1424(e) of the *Safe Drinking Water Act* (SDWA). Since 1977, it has been used by communities to help prevent contamination of groundwater from federally funded projects. It has increased public awareness of the vulnerability of groundwater resources. The SSA program is authorized by Section 1424(e) of the SDWA (Public Law 93-523, 42 U.S.C. 300 et. seq), which states:

> "*If the Administrator determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health, he shall publish notice of that determination in the Federal Register.*"[27]

According to the U.S. EPA Sole Source Aquifer for Drinking Water website, there are no sole source aquifers located within airport boundaries. The closest sole source aquifer to Ventura County is the Fresno County sole source aquifer, located 155 miles north.[28]

The airport is underlain by the Pleasant Valley groundwater basin, which has a surface area of 21,600 acres (33.7 square miles) (California's Groundwater Bulletin No. 118).[29] The basin is bounded on the north by the Camarillo and Las Posas Hills and on the south by the Santa Monica Mountains; the eastern boundary is formed by a constriction in Arroyo Santa Rosa, and the basin is bounded on the west by the Oxnard subbasin of the Santa Clara River Groundwater Basin (Ventura County Investigation, Bulletin 12).[30]

According to the county's *2019 Integrated Regional Water Management Plan* (IRWMP), groundwater is one of the primary sources of water for this region. Around 65 percent of groundwater is pumped extensively by individual well owners and by a majority of the 166 public and private water purveyors within the county. Since more groundwater is used than is replaced, the county's groundwater reserves are slowly decreasing, and overdraft conditions have resulted.[31]

Agriculture accounts for most of the demand for groundwater in the county. Saline intrusion from surrounding sediments and salinity associated with high groundwater levels are the primary water quality concerns in the Pleasant Valley groundwater basin. This potential for saline intrusion also exists in the depressed groundwater elevations in the Lower Aquifer System of the Pleasant Valley groundwater basin.

Wild and Scenic Rivers. The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Nationwide River Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from Section 5(d)(1) in the *Wild and Scenic Rivers Act*, directing federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

[27] U.S. EPA – Overview of the Drinking Water Sole Source Aquifer Program (https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#Authority)
[28] Sole Source Aquifers (https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b)
[29] California Department of Water Resource – California's Groundwater (Bulletin 118) (https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118)
[30] California Water Library (https://cawaterlibrary.net/document-type/bulletin/)
[31] Watersheds Coalition of Ventura County – 2019 IRWM Plan – Appendix J Ventura County Stormwater Resources Plan (https://watershedscoalition.org/2019-irwm-plans/)

The closest designated Wild and Scenic River to the airport is Sespe Creek, located more than 16 miles north; Piru Creek on the border of Ventura and Los Angeles counties also has a designated river segment.[32] There are no other creeks or rivers in Ventura County that are currently under study or on the NRI. Big Sycamore River, located in the Santa Monica Mountains National Recreation Area, is seven miles south of the airport.[33]

[32] National Wild and Scenic Rivers System (https://www.rivers.gov/california.php)

[33] Nationwide Rivers Inventory (https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977)

Camarillo Airport

ALP Update and Narrative Report

Chapter 2

Aviation Demand Forecasts

Chapter 2

Aviation Demand Forecasts

The definition of demand that may reasonably be expected to occur during the useful life of an airport's key components (e.g., runways, taxiways, terminal buildings, etc.) is an important factor in facility planning. In airport forecasting, this involves projecting potential aviation activity for a 20-year timeframe. Aviation demand forecasting for the Camarillo Airport (CMA) will primarily consider based aircraft, aircraft operations, and peak activity periods.

The Federal Aviation Administration (FAA) has oversight responsibility to review and approve aviation forecasts developed in conjunction with airport planning studies. FAA will review individual airport forecasts with the objective of comparing them to its *Terminal Area Forecasts* (TAF) and the *National Plan of Integrated Airport Systems* (NPIAS). While the TAF forecasts are a point of comparison for airport forecasts, they primarily serve other purposes, such as asset allocation by the FAA.

When reviewing a sponsor's airport forecast, the FAA must ensure that the forecast is based on reasonable planning assumptions, uses current data, and is developed using appropriate forecast methods. As stated in FAA Order 5090.5, *Formulation of the National Plan of Integrated Airport Systems (NPIAS) and Airports Capital Improvement* Plan (ACIP), forecasts should be:

- Realistic;
- Based on the latest available data;
- Reflective of current conditions at the airport (as a baseline);
- Supported by information in the study; and
- Able to provide adequate justification for airport planning and development.

The forecast process for an airport planning study consists of basic steps that vary in complexity depending upon the issues addressed and the level of effort required. The steps include a review of previous forecasts, determination of data needs, identification of data sources, collection of data, selection of forecast methods, preparation of the forecasts, and evaluation and documentation of the results. FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, outlines seven standard steps involved in the forecast process for master plans, ALP updates, and other airport forecasting efforts:

1) **Identify Aviation Activity Measures**: The level and type of aviation activities likely to impact facility needs. For general aviation, this typically includes based aircraft and operations.
2) **Review Previous Airport Forecasts**: May include the FAA *Terminal Area Forecast*, state or regional system plans, and previous planning studies.
3) **Gather Data**: Determine what data are required to prepare the forecasts, identify data sources, and collect historical and forecast data.
4) **Select Forecast Methods**: There are several appropriate methodologies and techniques available, including regression analysis, trend analysis, market share or ratio analysis, exponential smoothing, econometric modeling, comparison with other airports, survey techniques, cohort analysis, choice and distribution models, range projections, and professional judgment.
5) **Apply Forecast Methods and Evaluate Results**: Prepare the actual forecasts and evaluate for reasonableness.
6) **Summarize and Document Results**: Provide supporting text and data tables as necessary.
7) **Compare Forecast Results with FAA's TAF**: For general aviation airports, such as Camarillo Airport, forecasts for based aircraft and total operations are considered consistent with the TAF if they meet the following criteria:
    - Forecasts differ by less than 10 percent in the 5-year forecast period and 15 percent in the 10-year forecast period, or
    - Forecasts do not affect the timing or scale of an airport project, or
    - Forecasts do not affect the role of the airport as defined in the current version of FAA Order 5090.5, *Formulation of the NPIAS and ACIP*.

Aviation activity can be affected by many influences on the local, regional, and national levels, making it virtually impossible to predict year-to-year fluctuations of activity over 20 years with any certainty. Therefore, it is important to remember that forecasts are to serve only as guidelines, and planning must remain flexible enough to respond to a range of unforeseen developments.

The following forecast analysis for CMA was produced following these basic guidelines. Existing forecasts are examined and compared against current and historic activity. The historical aviation activity is then examined, along with other factors and trends that can affect demand. The intent is to provide an updated set of aviation demand projections for CMA that will permit airport management to make planning adjustments as necessary to maintain a viable, efficient, and cost-effective facility.

The forecasts for this study utilize a base year of 2022, with a long-range forecast year of 2042. For this study, the emphasis will be on activity expected within the forecast horizon in the ALP Update.

AIRPORT SERVICE AREA

The initial step in determining the aviation demand for an airport is to define its generalized service area for various segments of aviation the airport can accommodate. The airport service area is determined primarily by evaluating the location of competing airports, their capabilities, their services, and their relative attraction and convenience. In determining the aviation demand for an airport, it is necessary to identify the role of that airport, as well as the specific areas of aviation demand the airport is intended to serve. The primary role of Camarillo Airport is to relieve congestion at Los Angeles area commercial service airports and to serve general aviation demand in the area.

The airport service area is a geographical area where there is a potential market for airport services. Access to general aviation airports and transportation networks enter the equation to determine the size of a service area. Also, to be factored are subjective criteria, such as the services and amenities available.

Defining a service area for an airport is an important factor in the forecasting process. Once a general service area is identified, various statistical comparisons can be made for projecting aviation demand. For example, in rural areas, where there may be one general aviation airport in each county, the service area could reasonably be defined as the entire county. This would facilitate comparisons to county population and other factors pertaining to that county for forecasting purposes.

In urban areas, where there are many general aviation airports, the definition of a service area is not as simple. Aircraft owners in urban areas have many more choices when it comes to basing their aircraft. The number one reason aircraft owners select an airport at which to base their aircraft is convenience to home or work. Other reasons may include the capability of the runway system, services available, availability of hangar space, airport congestion, etc.

The service area will generally represent where most, but not all, based aircraft will come from. It is not unusual for some based aircraft to be registered outside the region or even outside the state. Particularly in urban areas, airport service areas will likely overlap to some extent as well.

The generalized service area of an airport can be estimated by its proximity to other airports providing similar levels of service. CMA is one of three airports serving the general aviation needs in the Ventura County area. **Table 2A** summarizes available facilities at airports in proximity to CMA. There are varying levels of service located at each airport. Oxnard Airport (OXR) is six nautical miles (nm) to the west of

CMA. OXR has a comparable runway that is 5,953 feet long and an ILS approach with 1-mile visibility minimums. Point Mugu Naval Air Station (NTD) is six nm to the south-west with an 11,102-foot-long runway. This military base is not open to the public. Saint Paula Airport (SZP) is eight nm to the north-east with a 2,665-foot-long runway. This airport is limited to use by smaller aircraft due to the runway length. Van Nuys Airport (VNY), Whiteman Airport (WHP), and Santa Monica Airport (SMO) are all re-liever general aviation airports located 30 nm or more to the east of CMA.

TABLE 2A | Area Airports

Identifier	Airport	Nautical Miles/Direction from CMA	FAA Service Level[2]	Based Aircraft[1]	Local Ops	Itinerant Ops	Total Ops[1]	Longest Runway (ft.)[1]	Lowest Visibility Minimum[1]
CMA	**Camarillo Airport**	**NA**	**National GA - Reliever**	**383**	**103,600**	**83,500**	**187,100**	**6,013**	**¾-mile LPV**
OXR	Oxnard Airport	6 nm/W	Regional GA	122	55,600	32,300	87,900	5,953	1-mile ILS
NTD/PVT	Point Mugu NAS Airport	6 nm/SSW	NA/Naval Base	UK	UK	UK	UK	11,102	½-mile/ILS
SZP	Saint Paula Airport	8 nm/NNE	NA	309	72,750	24,250	97,000	2,665	NA
VNY	Van Nuys Airport	30 nm/E	National GA - Reliever	243	80,600	143,400	224,000	8,001	¾-mile ILS
WHP	Whiteman Airport	34 nm/E	Regional GA - Reliever	223	60,900	37,300	98,200	4,120	1-mile GPS
SMO	Santa Monica Airport	34 nm/E	Local GA – Reliever	74	27,700	39,800	67,500	3,500	1-mile GPS

PVT: Private Military Airport; UK: Unknown

Source: [1]www.airnav.com; [2]NPIAS

For purposes of this forecast analysis, CMA, OXR, and SZP serve the general aviation needs for Ventura County; therefore, Ventura County is considered the service area for each of these airports. They have overlapping service areas as an aircraft owner is likely to choose one of these three airports at which to base their aircraft.

SOCIOECONOMIC FORECASTS

Socioeconomic conditions also provide an important baseline for preparing aviation demand forecasts. Local socioeconomic variables, such as population and employment, are indicators for understanding the dynamics of the community and can relate to local trends in aviation activity. Analysis of the demographics of the airport service area will give a more comprehensive understanding of the socioeconomic situations influencing the region which supports CMA. The following is a summary of the demographic and socioeconomic data presented in Chapter One, as well as forecasts of those socioeconomic characteristics.

Table 2B summarizes historical and forecast population, employment, and income estimates for Ventura County and the State of California. Population in Ventura County is forecast to grow at an average annual rate of 0.47 percent. Statewide population growth is projected to be slightly higher at 0.62 percent. Ventura County employment is projected to grow at 1.04 percent, while the state is projected to add jobs at an annual rate of 1.46 percent. Income levels are very similar between the state and county for both historical and forecast scenarios.

TABLE 2B | Socioeconomic Forecast Data

	HISTORICAL		FORECAST			CAGR
	2010	2022	2027	2032	2042	2022-2042
Ventura County						
Population	825,144	843,696	863,528	883,827	925,867	0.47%
Employment	424,867	484,907	519,601	546,213	596,286	1.04%
Income[1]	$47,893	$61,051	$65,915	$70,908	$81,029	1.43%
State of California						
Population	37,319,550	39,522,028	40,906,071	42,239,008	44,681,832	0.62%
Employment	19,642,445	24,197,137	27,106,637	28,880,442	32,335,947	1.46%
Income[1]	$45,170	$62,867	$67,878	$73,171	$84,227	1.47%

[1]Per capita personal income in 2012 dollars.
CAGR: Compound annual growth rate

Source: Woods & Poole Complete Economic and Demographic Data Source (CEDDS) 2022

NATIONAL AVIATION TRENDS

Each year, the FAA updates and publishes a national aviation forecast. Included in this publication are forecasts for the large air carriers, regional/commuter air carriers, general aviation, and FAA workload measures. The forecasts are prepared to meet the budget and planning needs of the FAA and to provide information that can be used by state and local authorities, the aviation industry, and the general public. The current edition used in preparation of this study was FAA *Aerospace Forecasts – Fiscal Years 2022-2042*, published in March 2022. The FAA primarily uses the economic performance of the United States as an indicator of future aviation industry growth. Similar economic analyses are applied to the outlook for aviation growth in international markets. The following discussion is summarized from the FAA Aerospace Forecasts.

FAA GENERAL AVIATION FORECASTS

The FAA forecasts the fleet mix and hours flown for single engine piston aircraft, multi-engine piston aircraft, turboprops, business jets, piston and turbine helicopters, light sport, experimental, and others (gliders and balloons). The FAA forecasts "active aircraft," not total aircraft. An active aircraft is one that is flown at least one hour during the year. As previously mentioned, from 2010 through 2013, the FAA undertook an effort to have all aircraft owners re-register their aircraft. This effort resulted in a 10.5 percent decrease in the number of active general aviation aircraft, mostly in the piston category.

The COVID-19 pandemic of 2020-2021 also had a significant impact on the aviation industry; however, the impact was less acute in the general aviation sector as more people began to see private aviation as a viable alternative to commercial airlines, which were severely impacted. In fact, some sectors of general aviation saw increases in activity such as charters and fractionals.

The long-term outlook for general aviation is relatively stable, as growth at the high-end offsets continuing retirements at the traditional low end of the segment. The active general aviation fleet is forecast to grow between 2022 and 2042. While steady growth in both gross domestic product (GDP)

and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet – fixed-wing piston aircraft – continues to decline over the forecast period. Against the growing fleet, the number of general aviation hours flown is projected to increase by an average of 0.91 percent per year during the same period, as growth in turbine, rotorcraft, and experimental hours more than offset a decline in fixed-wing piston hours. Following declining numbers of pilots from 2010-2016, growth in pilots has returned and is forecast to grow by 0.27 percent through 2042. **Table 2C** shows the primary general aviation demand indicators as forecast by the FAA.

TABLE 2C | FAA National General Aviation Forecast

Demand Indicator	2022	2042	CAGR 2022-2042
Total General Aviation Fleet	**204,590**	**208,905**	**0.10%**
Total Fixed Wing Piston	133,815	112,915	-0.85%
Total Fixed Wing Turbine	26,480	38,455	1.88%
Total Helicopters	9,955	13,530	1.55%
Total Other (experimental, light sport, etc.)	34,340	44,005	1.25%
Total General Aviation Operations	**28,300,413**	**32,027,144**	**0.62%**
Local	13,731,399	15,767,539	0.69%
Itinerant	14,569,014	16,259,605	0.55%
Total General Aviation Hours Flown[1]	**22,665,047**	**27,165,249**	**0.91%**
Total Pistons	13,527,555	12,091,335	-0.56%
Total Turbine	9,137,492	15,073,915	2.53%
Total General Aviation Pilots[2]	**474,450**	**500,720**	**0.27%**

[1]Excludes Experimental, Light Sport, and Others (gliders, balloons, etc.)
[2]Excludes student pilots
CAGR: compound annual growth rate

Source: FAA Aerospace Forecast - Fiscal Years 2022-2042

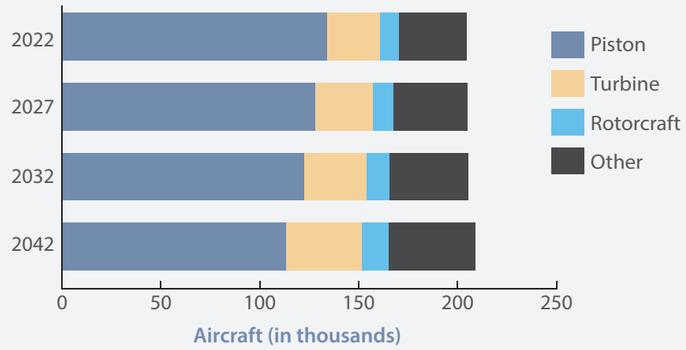
Exhibit 2A presents the historical and FAA forecast of the U.S. active general aviation aircraft fleet and operations.

UNMANNED AIRCRAFT SYSTEMS (UAS)

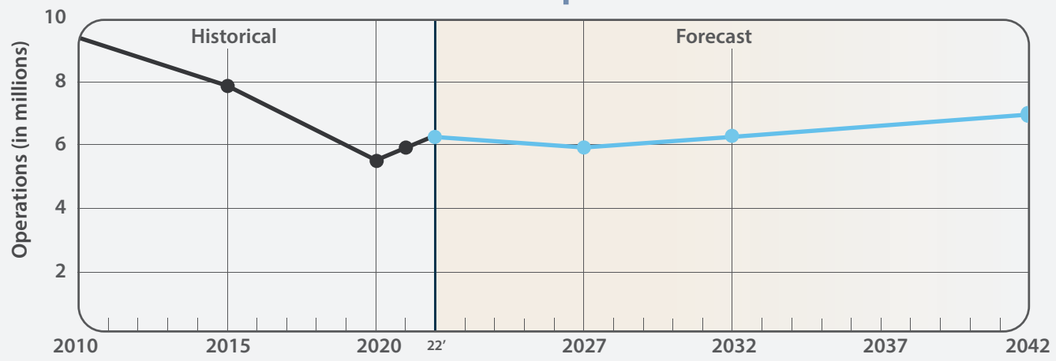
UAS are commonly referred to as drones which have been experiencing healthy growth in the U.S. and around the world the past few years. According to the *FAA Aerospace Forecasts Fiscal Years 2022-2042*:

> "A drone consists of a remotely piloted aircraft and its associated elements – including the control station and the associated communication links – that are required for the safe and efficient operation in the national airspace system (NAS). The introduction of drones in the NAS has opened up numerous possibilities, especially from a commercial perspective. This has also brought challenges including drones' safe and secure integration into the NAS. Despite these challenges, the drone sector holds enormous promise; potential uses range from individuals flying solely for recreational purposes to large companies delivering commercial packages and delivering medical supplies. Public service uses, such as conducting search and rescue support missions following natural disasters, are proving promising as well."

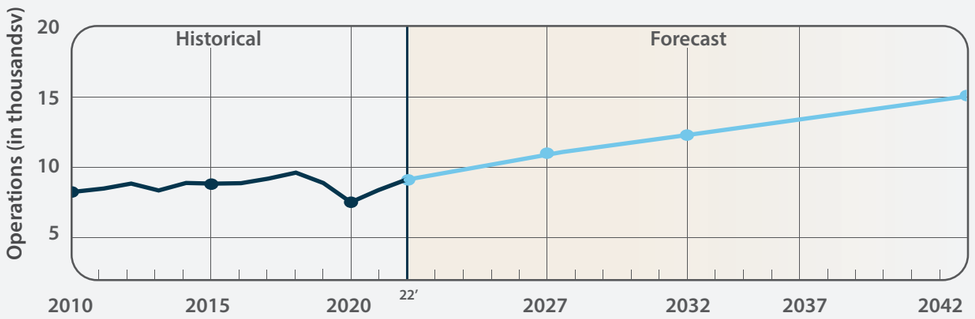
U.S. Active General Aviation Aircraft



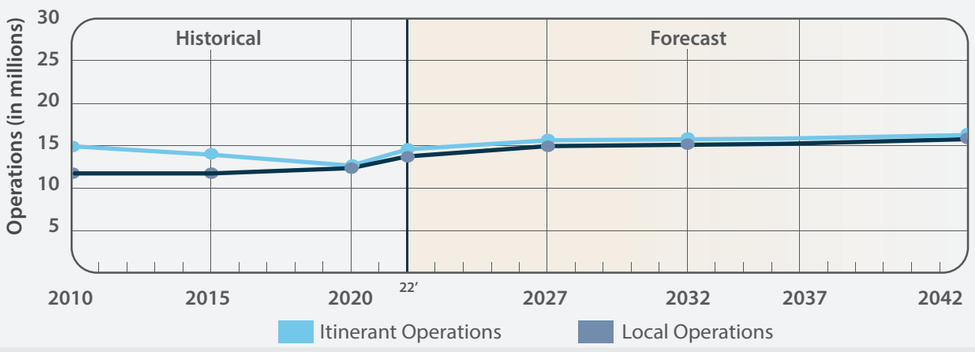
U.S. Air Taxi Operations



Active General Avaition & Air Taxi Hours Flown



U.S. General Aviation Operations

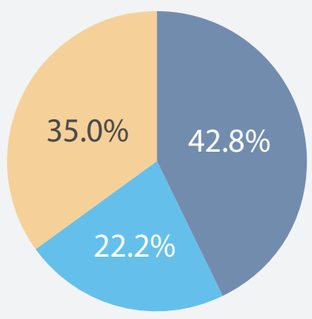


Source: FAA Aerospace Forecasts FY2022-2042

Active Pilots By Certificate

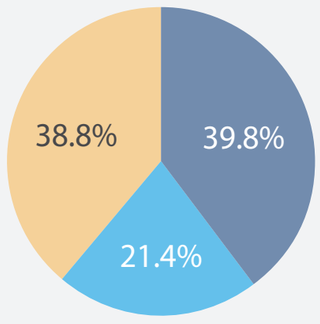
2022

Total Active Pilots: **474,450***



2042

Total Active Pilots: **500,720**



Recreational / Sport Pilot / Private / Glider / Rotorcraft
Commercial
Airline Transport

**Excludes Student Pilot Certificates*

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On December 21, 2015, the FAA launched an online registration system for recreational/model small drones. This required all drones weighing more than 0.55 pounds (or 250 grams) and fewer than 55 pounds (or 25 kilograms) be registered. The registrations system captures the number of registered pilots but does not capture individual drone aircraft. Nonetheless, the registrations information does provide a basic understanding of the growth in drone activity from which the FAA has made a growth forecast for the next five years.

Trends in Recreational/Model Aircraft

Through an examination of the drone aircraft registrations and renewals, the FAA estimated that there were as many as 1.58 million small drones in the national fleet. FAA developed three forecasts which are presented in **Table 2D**. By 2026, FAA is forecasting as many as 1.83 million small drones.

TABLE 2D | Total Recreational/Model Fleet

Fiscal Year	Low*	Base**	High**
2021	607,200	1,582,200	1,582,200
Forecast			
2022	650,900	1,696,500	1,698,100
2023	684,800	1,757,600	1,764,500
2024	709,600	1,796,500	1,818,200
2025	726,200	1,803,900	1,827,200
2026	737,800	1,807,500	1,836,000
CAGR	3.97%	2.70%	3.02%

CAGR: Compound annual growth rate
*Effective/Active fleet counts combined with multiplicity of aircraft ownership.
**New registration counts combined with multiplicity of aircraft ownership

Source: FAA Aerospace Forecasts FY 2022-2042

Trends in Commercial/Non-Model UAS Aircraft

Online registration for commercial/non-model small drones went into effect on April 1, 2016. These are commercial drones weighing less than 55 pounds. Unlike recreational/model ownership, each aircraft must be registered individually. Registrations of commercial/non-model UAS aircraft have been increasing year-over-year according to the FAA. **Table 2E** shows the FAA forecast for this category of UAS. It is estimated that there were up to 622,000 commercial/non-model UAS in 2021 which is forecast to increase to 968,000 by 2026.

Trends in Large UAS

Drones weighing 55 pounds or more cannot be operated as recreational remote piloted aircraft. They are registered with FAA using the existing aircraft registration system. At present most large drones are flown by government entities, but commercial operators have steadily increased in 2021 with most new large drone operators active in agricultural spraying operations. The FAA estimates there were 285 large drones operating in the NAD in 2021. By 2026, FAA is forecasting 568 commercial large drones will be operating.

TABLE 2E | Total Commercial/Non-Model Fleet

Fiscal Year	Low*	Base**	High**
2021	328,000	622,000	622,000
Forecast			
2022	292,000	699,000	729,000
2023	301,000	757,000	809,000
2024	320,000	801,000	869,000
2025	339,000	834,000	918,000
2026	355,000	858,000	968,000
CAGR	1.59%	6.64%	9.25%

CAGR: Compound annual growth rate
*Effective/Active fleet counts combined with multiplicity of aircraft ownership.
**New registration counts combined with multiplicity of aircraft ownership

Source: FAA Aerospace Forecasts FY 2022-2042

UAS and Ventura County Airports

The FAA has initiated several UAS test programs including the UAS Test Site Program. Currently, there are seven designated UAS test sites in the U.S. The County of Ventura Department of Airports has partnered with the test site designated for the University of Alaska Fairbank's Alaska Center for Unmanned Aircraft Systems Integration (ACUASI), which is also known as the Pan-Pacific UAS Test Range Complex. This partnership is intended to capitalize on the growth in UAS and in doing so Ventura County could benefit from: (i) increased rent revenues; (ii) the ability to be an early adaptor of technologies that improve airport operations, safety and noise reduction; and (iii) establishing a more diverse tenant population, diminishing the impact of economic downturns. The UAS partnership may also lead to new capital investment and jobs in the community.

Advanced Air Mobility (AAM)

The AAM segment has some cross over with the functions of drone. AAM is defined as "a safe and efficient system for air passenger and cargo transportation, inclusive of small package delivery and other urban drone services, which support a mix of onboard/ground-piloted and increasingly autonomous operations."

AAM technology presents considerable opportunities for economic growth over the coming decades. The FAA Forecasts indicate that package delivery is likely to experience economic growth over the next decade. Passenger service, on the other hand, promise larger markets for AAM services, but safety challenges, infrastructure, public acceptance, and evolving technology, may slow full integration in the short term. Nevertheless, flight testing continues with numerous commercial companies conducting test flights. An example is the advancements that Joby Aviation has made with its Electric Vertical Takeoff and Landing Aircraft (eVTOL) which is expected to receive FAA certification in 2023 or 2024. Currently, this aircraft can fly over 150 miles on one battery charge and can carry four passengers.

One of the major challenges of eVTOL entering the marketplace is infrastructure. A system of vertiports for AAM services appears to be the preferred method. Joby Aviation and Archer have partnered with parking garage operator REEF Technology with the goal of using parking garage rooftops as vertiports. Other options may include establishing vertiports at existing airports. For example, there could be an eVTOL air taxi service from CMA or OXR to LAX in the future. Future infrastructure planning for both airports should consider establishing vertiports to take advantage of the emerging AAM market.

FORECASTING APPROACH

The development of aviation forecasts proceeds through both analytical and judgmental processes. A series of mathematical relationships is tested to establish statistical logic and rationale for projected growth; however, the judgment of the forecast analyst, based upon professional experience, knowledge of the aviation industry, and assessment of the local situation, is important in the final determination of the preferred forecast. The most reliable approach to estimating aviation demand is through the utilization of more than one analytical technique. Methodologies frequently considered include trend line/time-series projections, correlation/regression analysis, and market share analysis. The forecast analyst may decide to employ one or all these methods to arrive at a reasonable single forecast. The following is a description of those methodologies utilized to develop the forecasts of aviation demand.

Trend Line/Time Series Extension: Trend line/time-series projections are probably the simplest and most familiar of the forecasting techniques. By fitting growth curves to historical data, and then extending them into the future, a basic trend line projection is produced. An assumption of this technique is that outside factors will continue to affect aviation demand in much the same manner as in the past. As broad as this assumption may be, the trend line projection does serve as a reliable benchmark for comparing other projections.

Ratio Projection: The ratio projection methodology examines the historical relationship between two variables as a ratio. A common example in aviation demand forecasting is to consider the number of based aircraft as a ratio of the service area population where there may be 1.8 aircraft per 1,000 people. This ratio can then be carried to future years in comparison to projections of population.

Market Share Analysis: Market share analysis involves historical review of airport activity as a percentage, or share, of a larger regional, state, or national aviation market. A historical market share trend is determined, providing an expected market share for the future. These shares are then multiplied by the forecasts of the larger geographical area to produce a market share projection. This method has the same limitations as trend line projections but can provide a useful check on the validity of other forecasting techniques.

Socioeconomic Methodologies: Though trend line extrapolation and market share analysis may provide mathematical and formulaic justification for demand projections, many factors beyond historical levels of activity may identify trends in aviation and impact aviation demand locally. Socioeconomic or correlation analysis examines the direct relationship between two or more sets of historical data from which future aviation activity projections are developed.

Professional Judgement: Judgmental methods are educated estimations of future events based on the industry knowledge, experience, and intuition of the forecaster. This method permits the inclusion of a broad range of relevant information into the forecasting process and is usually used to refine the results of the other methods.

Forecasts will age the farther they are from the base year, thus the less reliable a forecast may become, due to changing local and national conditions. Nonetheless, the FAA indicates that a 20-year forecast be developed for long-range airport planning. Facility and financial planning usually require at least a 10-year view because it often takes more than five years to complete a major facility development program. However, it is important to use forecasts that do not overestimate revenue-generating capabilities or understate demand for facilities required to meet public (user) needs.

A wide range of factors are known to influence the aviation industry and can have significant impacts on the extent and nature of aviation activity in both the local and national markets. Historically, the nature and trend of the national economy have had direct impacts on the level of aviation activity. Recessionary periods have been closely followed by declines in aviation activity. Nonetheless, over time trends emerge and provide the basis for airport planning.

Future facility requirements, such as hangar and apron needs, are derived from projections of various aviation demand indicators. Using a broad spectrum of local, regional, and national socioeconomic and aviation information, and analyzing the most current aviation trends, forecasts are presented for the following aviation demand indicators:

- Based Aircraft
- Based Aircraft Fleet Mix
- General Aviation Operations
- Air Taxi and Military Operations
- Operational Peaks

This forecasting effort was completed in January 2023, with a base year of 2022. The negative impacts of the COVID-19 pandemic appear to have largely passed and were not as impactful to certain general aviation airports, especially reliever type airports like CMA.

EXISTING FORECASTS

Consideration is given to any forecasts of aviation demand for the airport that have been completed in the recent past. These are typically sourced from the FAA *Terminal Area Forecast* (TAF), previous airport planning studies, and state or regional aviation plans. Since the most recent completed master plan is from 2011, it is considered to be out of date and is not referenced in this study.

FAA *TERMINAL AREA FORECAST* (TAF February 2023)

On an annual basis, the FAA publishes the *Terminal Area Forecast* (TAF) for each airport included in the *National Plan of Integrated Airport Systems* (NPIAS). The TAF is a generalized forecast of airport activity used by FAA primarily for internal planning purposes. It is available to airports and consultants to use as a point of comparison while developing local forecasts. The TAF was published in February 2023 and is based on the federal fiscal year (October-September).

Table 2F presents the 2022 TAF for CMA. The FAA TAF estimates that there are 388 based aircraft and 187,355 annual operations. The TAF forecast for based aircraft estimates a 1.18 percent annual growth rate with a 2042 based aircraft figure of 491. Operations are projected to grow more modestly at 0.43 percent annually which has a 2042 estimate of 204,145 annual operations.

TABLE 2F | 2022 FAA Terminal Area Forecast

	2022	2027	2032	2042	CAGR 2022-2042
ANNUAL OPERATIONS					
Itinerant					
Air Taxi	3,608	3,608	3,608	3,608	0.00%
General Aviation	79,567	81,318	83,107	86,804	0.44%
Military	476	476	476	476	0.00%
Total Itinerant	**83,651**	**85,402**	**87,191**	**90,888**	**0.42%**
Local					
General Aviation	103,615	105,925	108,285	113,168	0.44%
Military	89	89	89	89	0.00%
Total Local	103,704	106,014	108,374	113,257	0.44%
Total Operations	***187,355***	***191,416***	***195,565***	***204,145***	**0.43%**
BASED AIRCRAFT	**388**	**413**	**438**	**491**	**1.18%**
CAGR - Compound annual growth rate					

Source: FAA Terminal Area Forecast (TAF)*, Feb. 2023*

AVIATION FORECASTS

To determine the types and sizes of facilities that should be planned to accommodate aviation activity at the airport, certain elements of this activity must be forecast. These indicators of aviation demand include based aircraft, aircraft fleet mix, operations, and peak periods.

The number of based aircraft is the most basic indicator of aviation demand for general aviation airports. By first developing a forecast of based aircraft for CMA, other demand indicators can be projected. The process of developing forecasts of based aircraft begins with an analysis of aircraft ownership in the primary service area through a review of historical aircraft registrations. An initial forecast of service area registered aircraft is developed and will be used as one data point to arrive at a based aircraft forecast for CMA.

Because of the numerous variables known to influence aviation demand, several separate forecasts are developed for each aviation demand indicator. Each of the forecasts is then examined for reasonableness and any outliers are discarded or given less weight. The remaining forecasts collectively will create a planning envelope. A single planning forecast is then selected for use in developing facility needs for the airport. The selected forecast can be one of the several forecasts developed or, based on the experience and judgment of the forecaster, it can be a blend of the several forecasts.

BASED AIRCRAFT FORECAST

Forecasts of based aircraft may directly influence needed facilities and the applicable design standards. The needed facilities may include hangars, aprons, taxilanes, etc. The applicable design standards may include separation distances and object clearing surfaces. The size and type of based aircraft are also an important consideration. The addition of numerous small aircraft may have no effect on design standards, while the addition of a few larger business jets can have a substantial impact on applicable design standards.

Based Aircraft Inventory

The FAA has established a based aircraft inventory database in which it is possible to cross-reference based aircraft claimed by one airport with other airports. This database evolves daily as aircraft are added or removed, and it does not provide an annual history of based aircraft. It is the responsibility of the sponsor (owner) of each airport to input based aircraft information into the FAA database (www.basedaircraft.com). The FAA based aircraft database currently shows 350 verified aircraft and a total of 410 aircraft “in-inventory” for the airport. The difference between those “in-inventory” and those “verified” is attributable to those claimed by two airports and those with comments (typically registration or air worthiness issues).

The FAA directs that the base year for a forecasting effort use only the verified based aircraft number as the starting point; therefore, the base year (2022) based aircraft number for CMA is 350. This does not mean that the other aircraft “in-inventory” are not based at the airport, only that they can’t be counted for the forecasting effort.

Registered Aircraft

The process of developing forecasts of based aircraft begins with an analysis of aircraft ownership in the primary service area (Ventura County) through a review of historical aircraft registrations. **Table 2G** presents historical data regarding aircraft registered in Ventura County since 2000. These figures are derived from the FAA aircraft registration database that categorized registered aircraft by county based on the zip code of the registered aircraft. Although this information generally provides a correlation to based aircraft, it is not uncommon for some aircraft to be registered in the county but based at an airport outside the county or vice versa.

TABLE 2G | Historical Registered Aircraft - Ventura County

Year	SEP	MEP	Turboprop	Jet	Helicopter	Other[1]	Total
2000	895	77	12	15	60	30	1,089
2001	895	68	48	15	63	31	1,120
2002	892	68	46	15	63	30	1,114
2003	870	61	74	21	67	36	1,129
2004	883	56	79	24	64	35	1,141
2005	930	60	80	28	63	37	1,198
2006	980	81	13	24	66	35	1,199
2007	1,005	89	19	24	64	43	1,244
2008	984	87	36	32	65	44	1,248
2009	991	85	37	28	70	44	1,255
2010	975	76	38	24	75	46	1,234
2011	957	72	31	21	71	45	1,197
2012	900	66	30	21	58	39	1,114
2013	819	63	30	22	50	50	1,034
2014	837	55	22	23	49	34	1,020
2015	815	52	18	23	48	39	995
2016	812	50	24	24	51	42	1,003
2017	788	52	18	23	49	41	971
2018	739	49	24	18	47	52	929
2019	713	42	19	15	47	41	877
2020	706	43	17	14	54	39	873
2021	686	43	14	17	61	27	848
2022	673	41	12	22	63	18	829

[1]Includes balloons, gliders, and others.

Source: FAA Aircraft Registration Database

In 2009, there were 1,255 aircraft registered in Ventura County. Beginning in 2010, the FAA initiated a three-year program nationally in which aircraft owners were required to re-register their aircraft. This resulted in about a 20 percent decline in the number of registered aircraft in the county. Since 2016, the number of registered aircraft has steadily declined, year-over-year and there are 829 registered aircraft in the county as of 2022.

Now that the current number of registered aircraft within the county is known, three projections of future registered aircraft are considered over the 20-year planning horizon.

The first projection is a market share forecast that considers the relationship between registered aircraft located in the county and active aircraft in the U.S. as projected by FAA. In 2022, the county had 0.405 percent of the U.S. active aircraft. By keeping this market share constant, a forecast emerges that shows very modest growth to 846 registered aircraft in 2042.

The second projection is a function of the FAA statewide TAF (published in Feb. 2023) which presents a growth rate of 0.83 percent for based aircraft over the next 20 years. By applying this growth rate to the current number of registered aircraft in the county, a forecast emerges. This forecast results in 978 registered aircraft by 2042.

The third registered aircraft forecast considers the relationship between the population and registered aircraft in the county. In 2022, Ventura County had 0.98 registered aircraft per 1,000 residents. By holding this ratio constant through the plan years, a forecast emerges. The constant ratio forecast results in 910 registered aircraft by 2042 and a CAGR of 0.47 percent.

Registered Aircraft Forecast Summary

Exhibit 2B summarizes the three registered aircraft forecasts produced for the airport service area (Ventura County). The table includes all forecasts and provides the ability to see how the projection for each compares to the others, which is an indication of the reasonableness of each forecast. For example, while the TAF growth rate forecast is not influenced by the number of U.S. active aircraft or the population, one can see that the ratios for those other variables are consistent and reasonable as compared to the historical data.

It is at this stage that the forecast analyst must select one of the projections or choose to develop a blended forecast. All three forecasts of registered aircraft for Ventura County appear reasonable. There are no wild swings, and the three forecasts present a tight planning envelope. Since the forecast related to population growth is the one that utilizes data specific to the location, it is the selected forecast of registered aircraft.

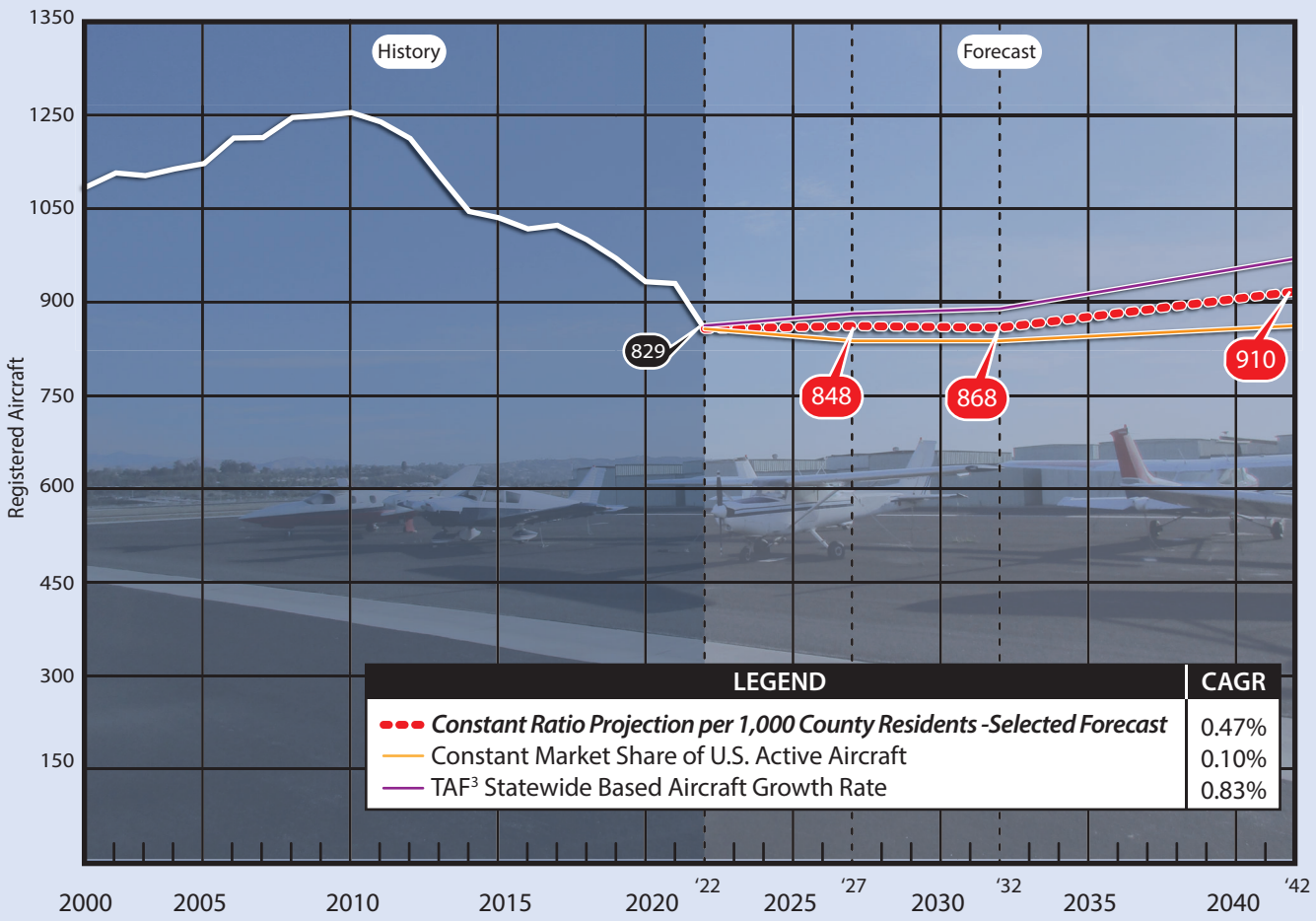
The registered aircraft projection is one variable to be used in the development of a based aircraft forecast. The following section presents several potential based aircraft forecasts, as well as the selected based aircraft forecast, to be utilized in this study.

Constant Ratio of Based Aircraft to Population Forecast

Trends comparing the number of based aircraft with the airport's service area population were analyzed. In 2022, there were 0.41 based aircraft per 1,000 people in Ventura County. By maintaining this ratio as a constant through the plan years a forecast emerges. This forecast results in 384 based aircraft by 2042, which is an annual growth rate of 0.47 percent.

Increasing Market Share of Based Aircraft to Registered Aircraft Forecast

The airport captured 42.2 percent of aircraft registered in Ventura County in 2022. The increasing market share forecast considers based aircraft at the airport to account for up to 50 percent of county registered aircraft by the long term. This projection yields 455 based aircraft by 2042, equating to a 1.32 percent annual growth rate.



Year	Ventura County Registrations	US Active Aircraft[1]	Market Share of US Active Aircraft	Service Area Population[2]	Aircraft Per 1,000 Residents
2012	1,114	209,034	0.533%	833,594	1.34
2022	829	204,590	0.405%	843,696	0.98
Constant Market Share of U.S. Active Aircraft (CAGR 0.10%)					
2027	830	204,925	0.405%	863,528	0.96
2032	831	205,195	0.405%	883,827	0.94
2042	846	208,905	0.405%	925,867	0.91
TAF[3] Statewide Based Aircraft Growth Rate (CAGR 0.83%)					
2027	864	204,925	0.422%	863,528	1.00
2032	900	205,195	0.439%	883,827	1.02
2042	978	208,905	0.468%	925,867	1.06
Constant Ratio Projection per 1,000 County Residents (CAGR 0.47%) - SELECTED					
2027	848	204,925	0.414%	863,528	0.98
2032	868	205,195	0.423%	883,827	0.98
2042	910	208,905	0.435%	925,867	0.98

[1]FAA Aerospace Forecasts - Fiscal Years 2022-2042

[2]Woods & Poole Complete Economic and Demographic Data Source (CEDDS) 2022

[3]TAF published in Feb. 2023

TAF Statewide Based Aircraft Growth Rate

The FAA produces a Terminal Area Forecast (TAF) for each NPIAS airport in the state. The statewide TAF projects an annual growth rate for based aircraft of 0.83 percent through 2042. By applying that annual growth rate to the current number of based aircraft (350), a long-term forecast results in which there may be 413 based aircraft at CMA by 2042.

Increasing Share of Based Aircraft to Population

A final forecast of based aircraft was developed that considers a moderately increasing ratio to the county population. Currently, there are 0.41 based aircraft per 1,000 county residents. This forecast considers this ratio increasing to 0.48 over the course of the next 20 years and results in a long-term forecast of 444 based aircraft at CMA by 2042.

Based Aircraft Forecast Summary

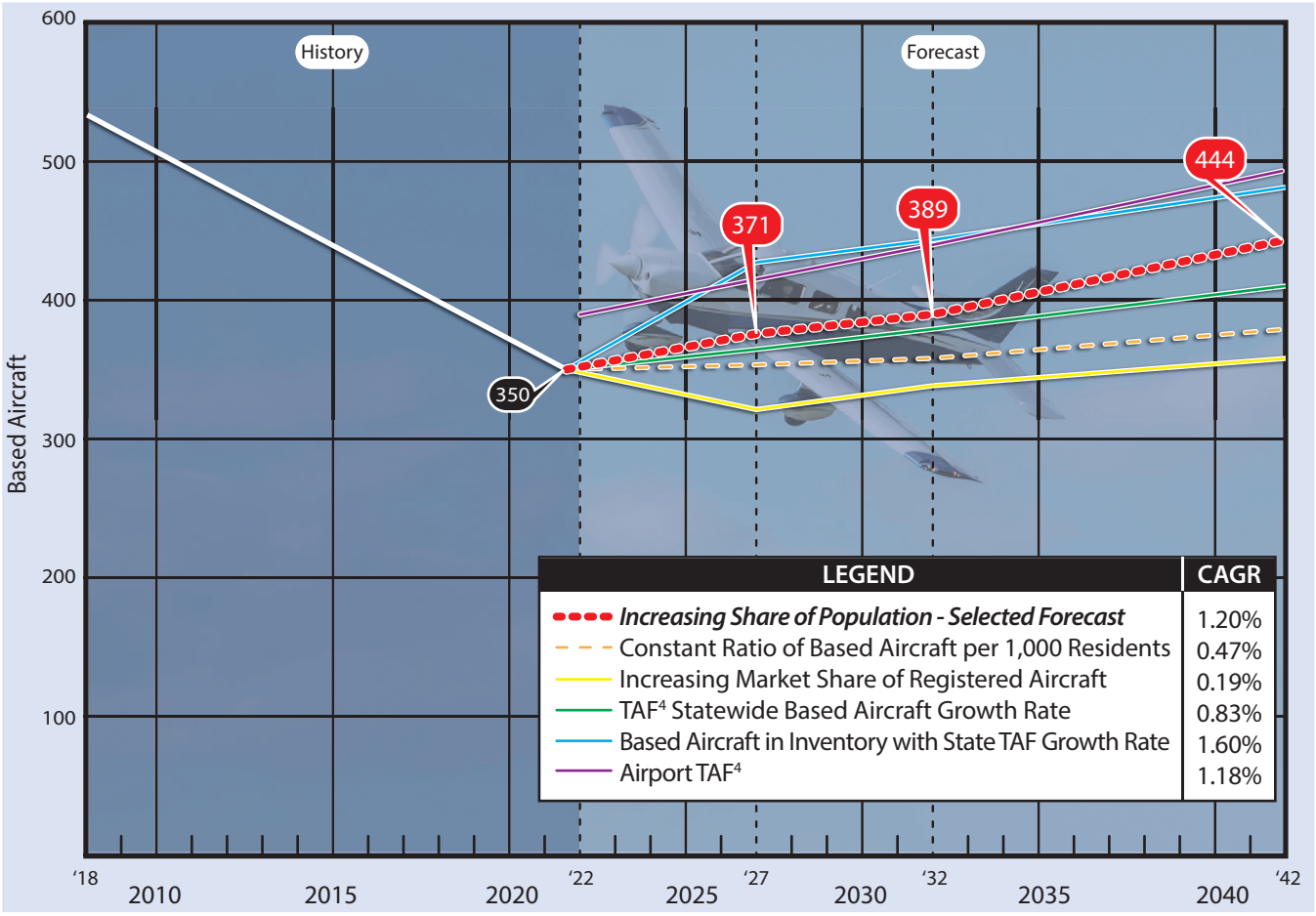
The based aircraft forecasts are summarized on **Exhibit 2C**. The next step is for the forecast analyst to choose a selected forecast to be used to determine future facility needs.

While each of the four forecasts of based aircraft form a reasonable planning envelope, a specific forecast or a blended forecast must be chosen for FAA planning studies. Additional local factors should also be considered. Currently, the Cloud Nine development is under construction which will add more than 100,000 square feet of hangar space to the airport. Once completed, it is anticipated that these hangars will house a mix of current based aircraft and new additional aircraft. In addition, Santa Monica Airport is planned for closure in 2028. Currently, there are 175 aircraft based there. Over the next five years, a portion of those aircraft owners may choose to base their aircraft at CMA. As a result of these additional factors, it is prudent to choose a forecast on the higher end of the planning envelope so that airport management can proactively address demand should it materialize. Therefore, the selected forecast is the one based on an increasing market ratio of the population to based aircraft. This forecast results in 444 based aircraft by the long-term planning period. The based aircraft forecast to be utilized for planning purposes is:

- 2022 – 350 Based Aircraft
- 2027 – 371 Based Aircraft
- 2032 – 389 Based Aircraft
- 2042 – 444 Based Aircraft

BASED AIRCRAFT FLEET MIX

The fleet mix of based aircraft is oftentimes more important to airport planning and design than the total number of aircraft. For example, the presence of one, or a few, business jets can impact the design standards more than many smaller, single engine piston-powered aircraft.



Year	Based Aircraft[1]	Registered Aircraft[2]	Market Share of Registered Aircraft	Service Area Population[3]	Based Aircraft Per 1,000 Residents
2008	533	1,248	42.7%	806,353	0.66
2022	350	829	42.2%	843,696	0.41
Constant Ratio of Based Aircraft per 1,000 Residents (CAGR = 0.47%)					
2027	358	848	42.2%	863,528	0.41
2032	367	868	42.2%	883,827	0.41
2042	384	910	42.2%	925,867	0.41
Increasing Market Share of Registered Aircraft (CAGR = 1.32%)					
2027	373	848	44.0%	863,528	0.43
2032	399	868	46.0%	883,827	0.45
2042	455	910	50.0%	925,867	0.49
TAF[4] Statewide Based Aircraft Growth Rate (CAGR = 0.83%)					
2027	365	848	43.02%	863,528	0.42
2032	380	868	43.76%	883,827	0.43
2042	413	910	45.40%	925,867	0.45
Increasing Share of Population (CAGR = 1.20%) - SELECTED					
2024	371	848	43.76%	863,528	0.43
2029	389	868	44.78%	883,827	0.44
2039	444	910	48.85%	925,867	0.48

[1]Airport and FAA records [2]FAA aircraft registration database for Ventura County and Coffman Associates forecast.
[3]Woods & Poole CEDDS Data for Ventura County [4]TAF published in Feb. 2023

Knowing the aircraft fleet mix expected to utilize CMA is necessary to properly plan for facilities that will best serve the level of activity and the type of activities occurring at the airport. The existing fleet mix of aircraft based at the airport is comprised of 280 single engine piston aircraft, 24 multi-engine piston aircraft, four turboprops, 21 jets, and 21 helicopters for a total of 350 based aircraft.

The based aircraft fleet mix, as presented in **Table 2H**, was compared to the existing and forecast U.S. general aviation fleet mix trends as presented in *FAA Aerospace Forecast – Fiscal Years 2022-2042*, as well as to trends occurring at the airport. The national trend in general aviation continues to be toward a greater percentage of larger, more sophisticated aircraft. While single engine piston-powered aircraft will continue to account for the largest share of based aircraft at the airport, these aircraft are forecast to decline as a percentage of the total fleet mix. Multi-engine piston-powered aircraft are expected to decrease in number and decrease as a percentage of the total fleet mix during the planning period of this study. Consistent with national aviation trends, growth is anticipated to occur within turboprop, jet, and helicopter categories.

TABLE 2H | Based Aircraft Fleet Mix

	EXISTING		FORECAST					
Aircraft Type	**2022**	**Percent**	**2027**	**Percent**	**2032**	**Percent**	**2042**	**Percent**
Single Engine Piston	280	80.00%	285	76.82%	290	74.55%	303	68.24%
Multi-Engine Piston	24	6.86%	24	6.47%	24	6.17%	24	5.41%
Turboprop	4	1.14%	8	2.16%	13	3.34%	25	5.63%
Jet	21	6.00%	31	8.36%	37	9.51%	62	13.96%
Helicopter	21	6.00%	23	6.20%	25	6.43%	30	6.76%
Totals	**350**	**100.00%**	**371**	**100.00%**	**389**	**100.00%**	**444**	**100.00%**

Source: Airport Records: Coffman Associates analysis

As can be seen in the table, all categories of aircraft are projected to grow at the airport except multi-engine piston aircraft which are projected to remain flat through the planning period, which is in line with national trends. Also in line with national trends business jets are projected to experience the largest percentage growth during the forecast period.

GENERAL AVIATION ANNUAL OPERATIONS

General aviation operations are classified as either local or itinerant. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport, or which executes simulated approaches or touch-and-go operations at the airport. Generally, local operations are characterized by training operations. Itinerant operations are those performed by aircraft with a specific origin or destination away from the airport. Typically, itinerant operations increase with business and commercial use, since business aircraft are not typically used for large scale training activities. Local operations include a portion of general aviation and military operations, while itinerant operations include general aviation, military, and air taxi (for-hire operators, such as air cargo, life flight, charters, and fractionals).

Each operational segment is forecast individually, then the segments are combined to arrive at a total operations forecast. **Table 2J** shows total historical operations since 2000. As can be seen, 2022 represented the fourth consecutive year that operations have increased and the highest total since 2002.

TABLE 2J | Historical Operations

	ITINERANT OPERATIONS			LOCAL OPERATIONS		
Year	Air Taxi	General Aviation	Military	General Aviation	Military	Total Ops
2000	2,560	101,260	123	82,428	103	186,476
2001	2,786	96,288	70	80,277	37	179,460
2002	2,823	107,365	92	93,651	10	203,941
2003	2,377	102,716	172	80,608	6	185,887
2004	2,367	91,503	176	68,827	16	162,889
2005	2,543	86,865	134	63,936	20	153,501
2006	2,996	81,266	147	64,902	514	149,825
2007	3,465	77,533	112	66,788	620	148,518
2008	3,909	78,227	184	75,590	328	158,949
2009	3,924	75,642	47	82,552	5	162,170
2010	3,782	67,547	40	75,448	44	146,863
2011	3,927	67,712	71	61,619	74	133,403
2012	3,286	65,965	114	63,205	109	132,679
2013	2,325	67,154	257	66,650	124	136,510
2014	2,969	74,330	285	66,776	277	144,637
2015	3,145	74,875	371	68,342	282	147,020
2016	3,228	69,180	427	62,343	338	135,517
2017	3,637	72,940	662	72,265	398	149,902
2018	3,637	67,314	593	68,669	385	140,598
2019	3,473	67,977	566	76,921	414	149,351
2020	2,796	68,443	358	87,009	175	158,782
2021	4,330	75,206	366	94,014	52	173,970
2022	3,220	79,760	488	103,490	118	187,076

Source: OPSNET - FAA operations count from the CMA control tower.

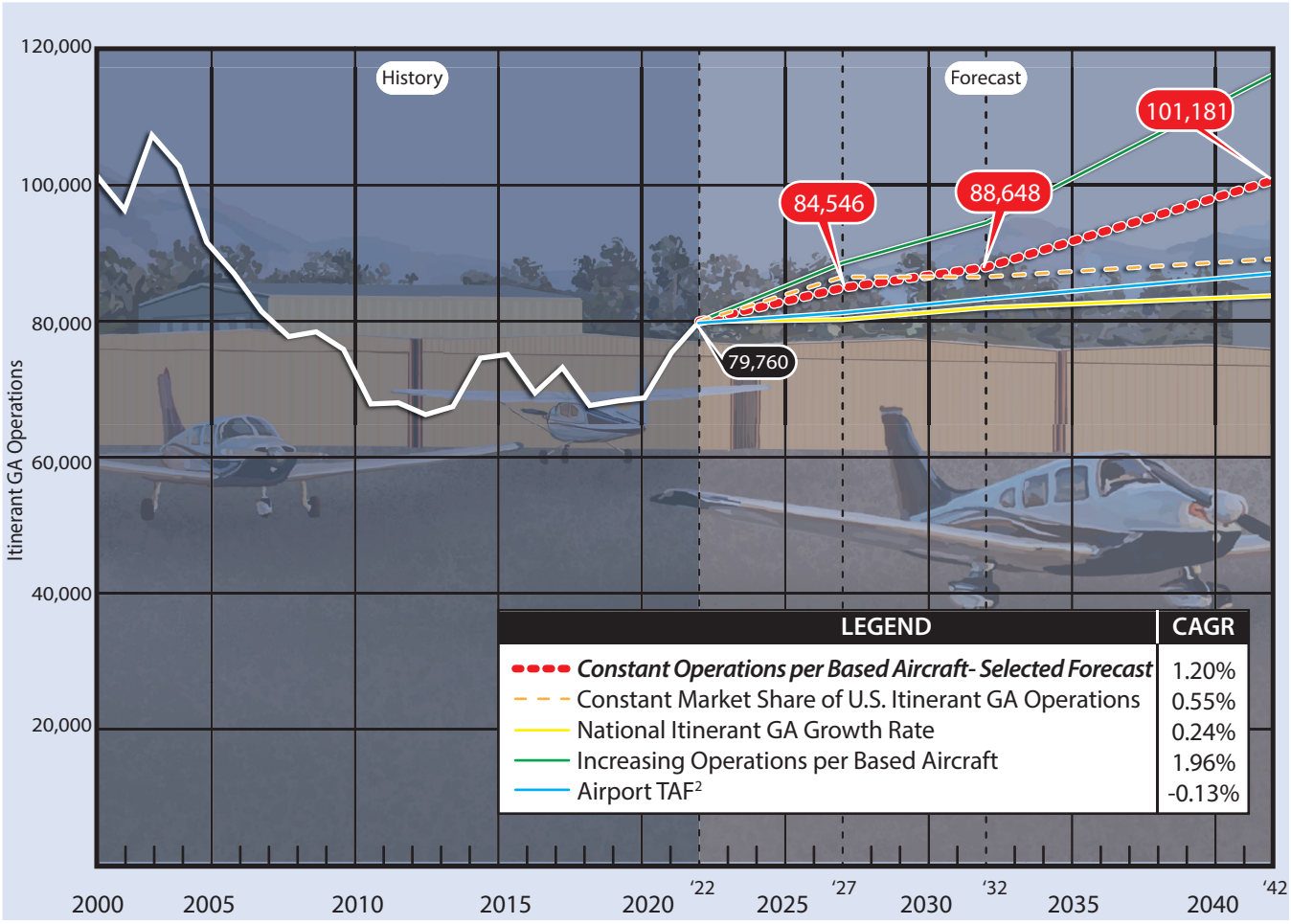
Itinerant General Aviation Operations Forecast

Three itinerant general aviation operations forecasts have been developed and are shown on **Exhibit 2D**.

The first forecast of itinerant general aviation operations considers the relationship between the FAA's national itinerant general aviation operations forecast and the historical itinerant general aviation operations at the airport. Itinerant general aviation operations were 0.547 percent of the national total. By maintaining this ratio as a constant through the plan years a forecast emerges.

The second itinerant general aviation operations forecast simply applies the national growth rate for itinerant general aviation operations (0.24 percent) to airport itinerant general aviation operations and extends that growth rate into the future years.

The third forecast considers the relationship between general aviation itinerant operations and based aircraft. In 2022, there were 228 itinerant general aviation operation per based aircraft. The increasing ratio considers the national trend toward higher utilization rates of multi-engine, turboprops, jets, and helicopters. In the long term, 265 itinerant general aviation operations per based aircraft are considered.



Year	CMA Itinerant GA Operations	U.S. Itinerant GA Operations[1]	Market Share	CMA Based Aircraft	Itinerant GA Operations per Based Aircraft
2022	79,760	14,569,014	0.547%	350	228
Constant Market Share of U.S. Itinerant GA Operations (CAGR = 0.55%)					
2027	85,603	15,636,300	0.547%	371	231
2032	86,711	15,838,715	0.547%	389	223
2042	89,015	16,259,605	0.547%	444	200
National Itinerant GA Growth Rate (CAGR = 0.24%)					
2027	80,478	15,636,300	0.347%	371	217
2032	81,530	15,838,715	0.368%	389	210
2042	83,675	16,259,605	0.412%	444	188
Increasing Operations per Based Aircraft (CAGR 1.96%)					
2027	87,200	15,636,300	0.558%	371	235
2032	95,300	15,838,715	0.602%	389	245
2042	117,700	16,259,605	0.724%	444	265
Constant Operations per Based Aircraft (CAGR 1.20%) - SELECTED					
2027	84,546	15,636,300	0.541%	371	228
2032	88,648	15,838,715	0.560%	389	228
2042	101,181	16,259,605	0.622%	444	228

[1]FAA Aerospace Forecasts - Fiscal Years 2022-2042

[2]TAF published in Feb. 2023

The last itinerant general aviation operations forecast also utilized the based aircraft forecast, however, in this scenario, the ratio is maintained at a constant 228 per based aircraft. This forecast results in 101,181 itinerant general aviation operations by the long-term planning period. This forecast is the selected forecast for itinerant general aviation operations at the airport for several reasons:

1. The selected forecast falls within the planning envelope defined by the four forecasts.
2. Since itinerant general aviation operations have been increasing for the last four years, year-over-year, a higher range of the planning envelope is justified.
3. With the fleet mix evolving to include a higher proportion of turboprops and business jets, more itinerant operations can be anticipated.

Local General Aviation Operations Forecast

Local general aviation operations are generally touch-and-go training operations. Most local operations are conducted by operators of smaller piston aircraft. It is common for pilots from other airports to fly to CMA, which is an itinerant operation, then conduct several touch-and-go's, which are local, then depart back to their home airport (another itinerant operation). Aircraft maintenance providers will also perform local operations as well, so some local operations will be in larger turboprops and business jets. In 2022, there were 103,490 local operations at the airport. This was the highest level in the last 20 years and represented the fourth consecutive year-over-year increase.

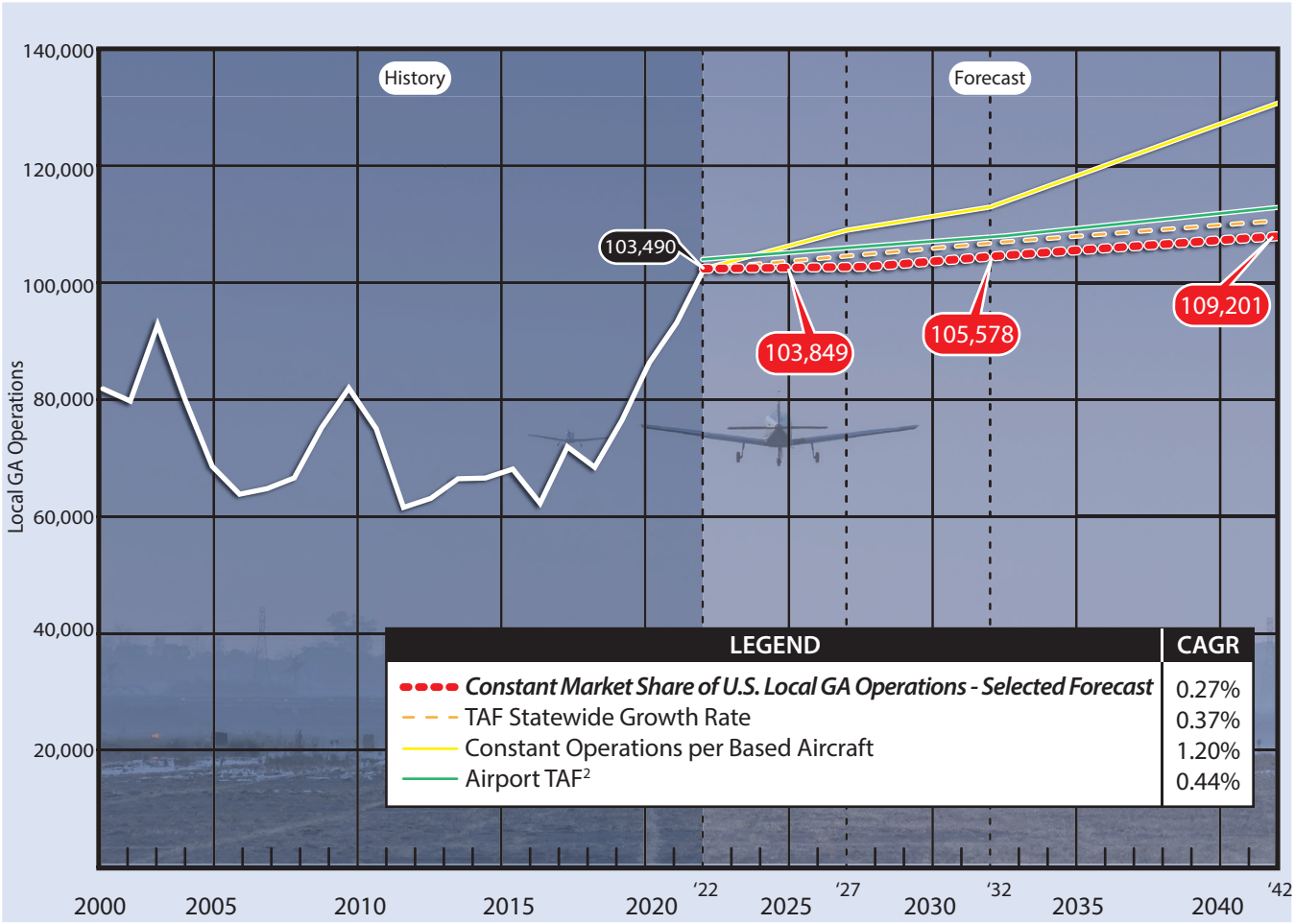
Three local general aviation operations forecasts have been developed which are shown on **Exhibit 2E.** The first considers the statewide TAF annual growth rate which is 0.344 percent. By applying this growth rate to the base year and extending it into the future plan years, a forecast results. This forecast shows 113,125 local operations by 2042.

The second local general aviation operations forecast considers maintaining the current level of local operations per based aircraft. In 2022, there were 296 local general aviation operations per based aircraft. This forecast results in an annual growth rate of 1.20 percent and 131,100 operations by 2042.

The third general aviation operations forecast considers the airport maintaining its market share of national general aviation operations. In 2022, the airport accounted for 0.754 percent of national local general aviation operations. By applying this percent to the FAA forecast for local general aviation operations, a long-term forecast of 109,201 local general aviation operations for CMA in 2042 results. This forecast is the selected forecast for use in this study. This forecast was selected because it represents modest and reasonable growth while at the same time recognizing that the airport is already very busy (as compared to other national general aviation airports) and that there is a limit to operational growth simply based on the capacity of the airfield.

Air Taxi Operations Forecast

Air taxi operations are those with the authority to provide "on-demand" or "for-hire" transportation of persons or property via aircraft with fewer than 60 passenger seats. Air taxi are a broad range of operations, including some smaller commercial service aircraft, some charter aircraft, air cargo aircraft, many fractional ownership aircraft, and air ambulance services.



Year	CMA Local GA Operations	U.S. Local GA Operations[1]	Market Share	CMA Based Aircraft	Local GA Operations per Based Aircraft
2022	103,490	13,731,399	0.754%	350	296
TAF[2] Statewide Growth Rate (CAGR = 0.44%)					
2027	105,951	14,950,786	0.708%	371	285
2032	108,265	15,214,104	0.712%	389	278
2042	113,125	15,767,539	0.717%	444	255
Constant Operations per Based Aircraft (CAGR 1.20%)					
2027	109,700	13,779,091	0.796%	371	296
2032	115,000	14,008,496	0.821%	389	296
2042	131,300	14,489,123	0.906%	444	296
Constant Market Share of U.S. Local GA Operations (CAGR 0.27%) - SELECTED					
2027	103,849	13,779,091	0.754%	371	280
2032	105,578	14,008,496	0.754%	389	271
2042	109,201	14,489,123	0.754%	444	246

[1]FAA Aerospace Forecasts - Fiscal Years 2022-2042

[2]TAF published in Feb. 2023

Two forecasts of overall air taxi growth are presented on **Exhibit 2F**. The first considers the airport maintaining a constant market share of total U.S. air taxi operations as projected by FAA. This results in a very modest growth for the airport. In fact, this 20-year air taxi forecast results in fewer air taxi operations in 2042 than in 2021; therefore, this forecast seems low, and a second forecast is considered.

The second air taxi operations forecast considers the airport to capture an increasing percent of national air taxi operations. Currently, CMA accounts for 0.51 percent of national air taxi operations. By the long-term planning horizon, this forecast considers CMA to account for 0.75 percent of national air taxi operations. This results in a long-term forecast of 5,225 air taxi operations. This forecast is the selected forecast for air taxi operations at CMA. This forecast also includes the potential for AAM/eVTOL passenger activity in the future.

Military Operations Forecast

Military aircraft can and do utilize civilian airports across the country. There is an inherent challenge to forecasting military operations, as recognized by FAA, because the military's mission can and does change quickly. As a result, FAA in their TAF for airports will include a placeholder figure. At Camarillo, 476 itinerant military operations are the placeholder for each year in the future. Local military operations have a placeholder of 89 operations for each year in the future. For this forecasting effort, the itinerant and local military operations will be maintained at the TAF constant rates.

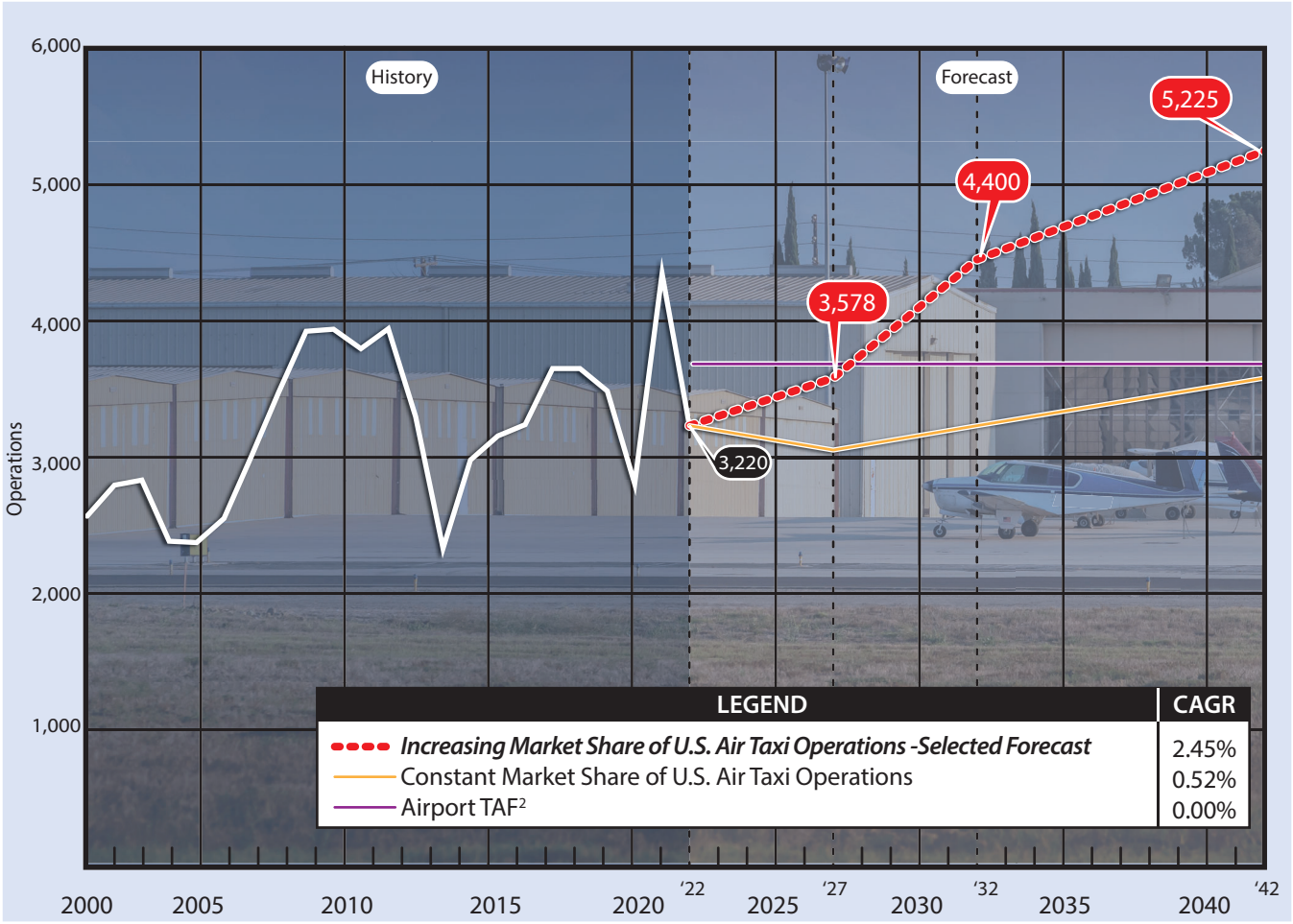
Total Operations Forecast Summary

Table 2K presents the total operations forecast. The airport experiences a mix of operation types, including general aviation, air taxi, and military. Multiple forecasts for each of these operational categories was developed which created a planning envelope that represents the feasible range. Based on local circumstances and the judgement of the forecast analyst, a single forecast was selected for each category. Combined, total operations are forecast to increase from 187,076 in 2022 to 216,172 in 2042 for an annual growth rate of 0.73 percent.

TABLE 2K | Total Operations Forecast Summary

Year	LOCAL OPERATIONS			ITINERANT OPERATIONS				Total Operations
	General Aviation	Military	Subtotal	Air Taxi	General Aviation	Military	Subtotal	
2022	103,490	118	103,608	3,220	79,760	488	83,468	187,076
2027	103,849	89	103,938	3,578	84,546	476	88,599	192,538
2032	105,578	89	105,667	4,400	88,648	476	93,523	199,191
2042	109,201	89	109,290	5,225	101,181	476	106,882	216,172

Source: Coffman Associates analysis.



Year	CMA Air Taxi Operations	U.S. Air Taxi Operations[1]	CMA Market Share
2022	3,220	6,284,713	0.051%
Constant Market Share of U.S. Air Taxi Operations (CAGR 0.52%)			
2027	3,055	5,962,583	0.051%
2032	3,220	6,285,528	0.051%
2042	3,569	6,966,613	0.051%
Increasing Market Share of U.S. Air Taxi Operations (CAGR 2.45%) - SELECTED			
2027	3,578	5,962,583	0.060%
2032	4,400	6,285,528	0.070%
2042	5,225	6,966,613	0.075%

[1]FAA Aerospace Forecasts - Fiscal Years 2022-2042

[2]TAF Published in Feb. 2023

PEAKING CHARACTERISTICS

Many aspects of facility planning relate to levels of peaking activity – times when an airport is busiest. For example, the appropriate size of terminal facilities can be estimated by determining the number of people that could reasonably be expected to use the facility at a given time. The following planning definitions apply to the peak periods:

- **Peak Month** – The calendar month when peak aircraft operations occur.
- **Design Day** – The average day in the peak month.
- **Design Hour** – The peak hour within the design day.

The peak month of 2022 was March when there was a total of 18,234 operations which is 9.75 percent of total annual operations. Future peak months were estimated at 9.75 percent of annual operations. The design day was determined by dividing the peak month by the number of days in that month, which is 31. The design hour was determined through analysis of hourly operations data from March 2022 as provided by the airport traffic control tower. The design hour is the average of the peak hour of each week of the peak month. These projections can be viewed in **Table 2L.**

TABLE 2L | Peak Period Forecast

Year	2022	2027	2032	2042
Annual Operations	**187,076**	**192,538**	**199,191**	**216,037**
Peak Month	18,234	18,772	19,421	21,077
Design Day	588	606	626	680
Design Hour	89	92	95	103

Source: Coffman Associates analysis.

OPERATIONS BY FLEET MIX

Developing an understanding of the operational fleet mix, including the approximate volume of operations by aircraft type, is an important input in determining future facility needs. The baseline operations mix is derived from an examination of FAA's Traffic Flow Management System Count (TFMSC) database, which captures operations by those that file a flight plan. The FAA believes this database captures approximately 95 percent of operations by jets and turboprops. Total operations by jets and turboprops are summarized in **Table 2M**.

TABLE 2M | Historical Jet and Turboprop Operations

Engine Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
Jets	4,630	4,964	5,818	5,924	5,878	6,296	6,302	5,478	8,002	7,952
Turboprops	3,148	2,998	3,402	3,562	4,222	3,812	3,662	2,854	4,052	4,196
Total	**7,778**	**7,962**	**9,220**	**9,486**	**10,100**	**10,108**	**9,964**	**8,332**	**12,054**	**12,148**

*2022 data is from Dec 2021 through Nov 2022

Source: Traffic Flow Management System Count database (TFMSC) – Data normalized annually

Utilizing the TFMSC data for jets and turboprops, we can accurately establish a baseline operations number. Airport businesses perform maintenance repair and overhaul of turbine engines, therefore, a portion of the operations are local in nature to account for test flights. Future jet and turboprop operations are based on national trends with both aircraft types having higher utilization rates and representing a larger percentage of overall operations.

The operations estimate for helicopters and multi-engine piston aircraft are based on typical counts. Helicopter operations are estimated at 300 annually per based helicopter, and multi-engine piston are estimated at 200 annual operations per based aircraft. All remaining operations are assigned to single engine piston operations.

Table 2N presents the fleet mix operations forecast for CMA. Piston aircraft are anticipated to continue to represent most operations but are forecast to decline as a percent of the whole over time. Multi-engine piston operations are also forecast to decline as a percent of the whole over time. Growth areas are in turbine engines and helicopters. While turboprops and jets rarely are used for touch-and-go operations, due to the presents of turbine engine maintenance activities at the airport, some local operations are included by these aircraft.

TABLE 2N | Fleet Mix Operations Forecast

	EXISTING		FORECAST					
Aircraft Type	2022	Percent	2027	Percent	2032	Percent	2042	Percent
Local Operations								
Single Engine Piston	101,708	98.17%	101,878	98.02%	103,447	97.90%	106,790	97.71%
Multi-Engine Piston	600	0.58%	600	0.58%	600	0.57%	600	0.55%
Turboprop	200	0.19%	240	0.23%	280	0.26%	320	0.29%
Jet	100	0.10%	120	0.12%	140	0.13%	180	0.16%
Helicopter	1,000	0.97%	1,100	1.06%	1,200	1.14%	1,400	1.28%
Total Local	**103,608**	**100.00%**	**103,938**	**100.00%**	**105,667**	**100.00%**	**109,290**	**100.00%**
Itinerant Operations								
Single Engine Piston	60,020	71.91%	56,518	63.79%	53,283	56.97%	42,859	40.10%
Multi-Engine Piston	4,200	5.03%	4,200	4.74%	4,200	4.49%	4,200	3.93%
Turboprop	3,996	4.79%	8,152	9.20%	13,357	14.28%	25,905	24.24%
Jet	7,852	9.41%	11,629	13.13%	13,883	14.84%	23,318	21.82%
Helicopter	7,400	8.87%	8,100	9.14%	8,800	9.41%	10,600	9.92%
Total Itinerant	**83,468**	**100.00%**	**88,599**	**100.00%**	**93,523**	**100.00%**	**106,882**	**100.00%**
Total Operations	**187,076**		**192,538**		**199,191**		**216,172**	

Source: FAA TFMSC database; Coffman Associates analysis

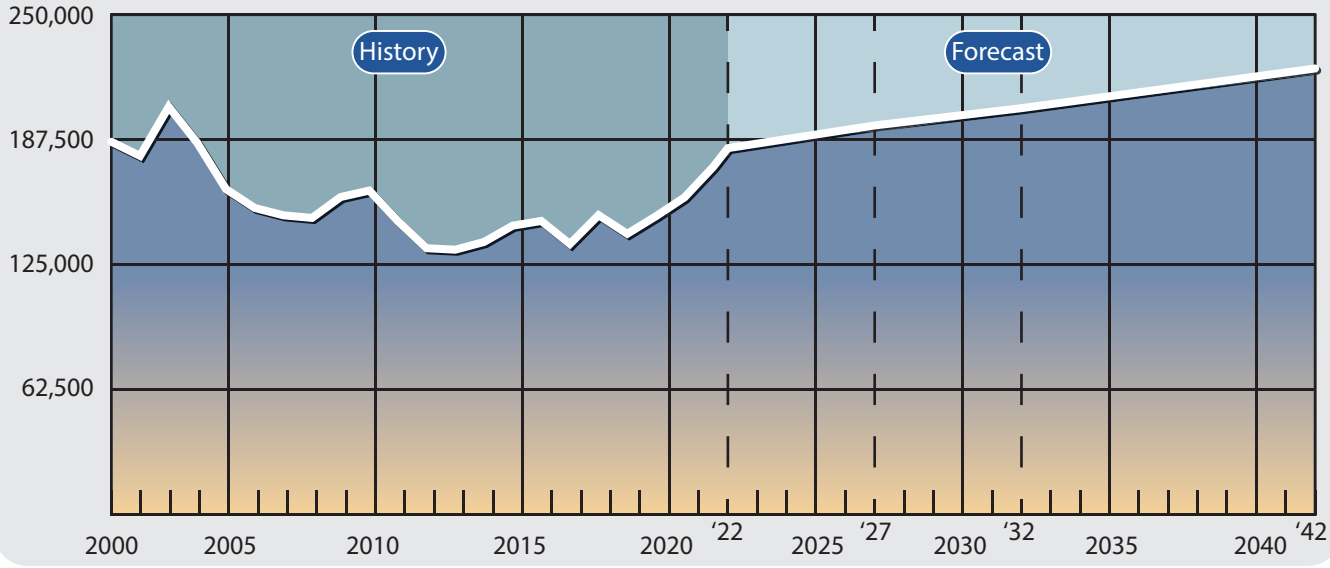
FORECAST SUMMARY

This study has outlined the various activity levels that might reasonably be anticipated over the planning period. **Exhibit 2G** presents a summary of the aviation forecasts prepared in this study. The base year for these forecasts is 2022, with a 20-year planning horizon to 2042. The primary aviation demand indicators are based aircraft and operations.

Based aircraft are forecast to increase from 350 in 2022 to 444 by 2042, for a CAGR of 1.20 percent. Total operations are forecast to increase from 187,076 in 2022 to 216,172 by 2042, which is a CAGR of 0.73 percent. Several forecasts for each aviation demand indicator were developed to create a range of reasonable forecasts from which a single forecast was selected for use in determining facility needs.

	2022	2027	2032	2042
ANNUAL OPERATIONS				
Itinerant				
Air Taxi	3,220	3,578	4,400	5,225
General Aviation	79,760	84,546	88,648	101,181
Military	488	476	476	476
Total Itinerant Operations	***83,468***	***88,599***	***93,523***	***106,882***
Local				
General Aviation	103,490	103,849	105,578	109,201
Military	118	89	89	89
Total Local Operations	***103,608***	***103,938***	***105,667***	***109,290***
Total Annual Operations	***187,076***	***192,538***	***199,191***	***216,172***
Annual Instrument Approaches	***12,465***	***13,290***	***14,029***	***16,032***
BASED AIRCRAFT				
Single Engine	280	285	290	303
Multi-Engine Piston	24	24	24	24
Turboprop	4	8	13	25
Jet	21	31	37	62
Helicopter	21	23	25	30
Total Based Aircraft	***350***	***371***	***389***	***444***
PEAKING				
Annual Operations	187,076	192,538	199,191	216,172
Peak Month	18,234	18,772	19,421	21,077
Design Day	588	606	626	680
Design Hour	89	92	95	103

TOTAL OPERATIONS



Projections of aviation demand will be influenced by unforeseen factors and events in the future. Therefore, future demand will not likely follow the exact projection line, but over time, forecasts of aviation demand tend to fall within the planning envelope. The need for additional facilities will be based upon these forecasts; however, if demand does not materialize as projected, then implementation of facility construction can be slowed. Likewise, if demand exceeds these forecasts, then implementation of facility construction can be accelerated.

FORECAST COMPARISON TO THE TAF

The FAA reviews the aviation demand forecasts developed in aviation planning studies and compares them to the *Terminal Area Forecast* (TAF) for the airport. The forecasts are considered consistent with the TAF if they meet the following criteria:

- Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period, or
- Forecasts do not affect the timing or scale of an airport project, or
- Forecasts do not affect the role of the airport as defined in the current version of FAA Order 5090.5, *Formulation of the National Plan of Integrated Airport Systems* (NPIAS) and *Airports Capital Improvement Plan* (ACIP).

If the forecasts exceed these parameters, they may be sent to FAA headquarters in Washington, D.C., for further review. **Table 2P** presents the direct comparison of the planning forecast with the TAF published in February 2023. The forecasts are not expected to affect the timing or scale of any major airport projects, and the role of the airport as a reliever general aviation facility is not expected to change. For total operations, the study forecasts are within TAF tolerance in the five-and-ten year timeframes. The five-year based aircraft forecast is less than one percent out of tolerance with the TAF and the ten year is within tolerance. This is easily explained because the TAF base year figure is approximately 10 percent higher than the actual based aircraft figure reported in the National Based Aircraft Inventory database (www.basedaircraft.com).

TABLE 2P | Forecast Comparison to the Terminal Area Forecast

	BASE YEAR	FORECAST			CAGR 2022-2042
	2022	2027	2032	2042	
Total Operations					
Airport Forecast	187,076	192,538	199,191	216,172	0.73%
2022 FAA TAF[1]	187,355	191,416	195,565	204,145	0.43%
% Difference	**(0.15%)**	**0.58%**	**1.84%**	**5.72%**	
Based Aircraft					
Airport Forecast	350	371	389	444	1.20%
2022 FAA TAF[1]	388	413	438	491	1.18%
% Difference	**(10.30%)**	**(10.71%)**	**(11.85%)**	**(10.05%)**	

[1]TAF published in Feb. 2023
CAGR - Compound Annual Growth Rate

AIRCRAFT/AIRPORT/RUNWAY CLASSIFICATION

The FAA has established several aircraft classification systems that group aircraft types based on their performance (approach speed in landing configuration) and design characteristics (wingspan and landing gear configuration). These classification systems are used to determine the appropriate airport design standards for specific airport elements, such as runways, taxiways, taxilanes, and aprons.

AIRCRAFT CLASSIFICATION

The selection of appropriate FAA design standards for the development and location of airport facilities is based primarily upon the characteristics of the aircraft which are currently using, or are expected to use, an airport. The critical design aircraft is used to define the design parameters for an airport. The design aircraft may be a single aircraft type or a composite aircraft representing a collection of aircraft with similar characteristics. The design aircraft is classified by three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG), and Taxiway Design Group (TDG). FAA AC 150/5300-13B, *Airport Design*, describes the following airplane classification systems, the parameters of which are presented on **Exhibit 2H.**

Aircraft Approach Category (AAC): A grouping of aircraft based on a reference landing speed (V_{REF}), if specified, or if V_{REF} is not specified, 1.3 times stall speed (V_{SO}) at the maximum certificated landing weight. V_{REF}, V_{SO}, and the maximum certificated landing weight are those values established for the aircraft by the certification authority of the country of registry.

The AAC generally refers to the approach speed of an aircraft in landing configuration. The higher the approach speed, the more restrictive the applicable design standards. The AAC, depicted by a letter A through E, is the aircraft approach category and relates to aircraft approach speed (operational characteristics). The AAC generally applies to runways and runway-related facilities, such as runway width, runway safety area (RSA), runway object free area (ROFA), runway protection zone (RPZ), and separation standards.

Airplane Design Group (ADG): The ADG, depicted by a Roman numeral I through VI, is a classification of aircraft which relates to aircraft wingspan or tail height (physical characteristics). When the aircraft wingspan and tail height fall in different groups, the higher group is used. The ADG influences design standards for taxiway safety area (TSA), taxiway object free (TOFA), taxilane object free area, apron wingtip clearance, and various separation distances.

Taxiway Design Group (TDG): A classification of airplanes based on outer-to-outer Main Gear Width (MGW) and Cockpit to Main Gear (CMG) distance. The TDG relates to the undercarriage dimensions of the design aircraft. The TDG is classified by an alphanumeric system: 1A, 1B, 2, 3, 4, 5, 6, and 7. The taxiway design elements determined by the application of the TDG include the taxiway width, taxiway edge safety margin, taxiway shoulder width, taxiway fillet dimensions, and, in some cases, the separation distance between parallel taxiways/taxilanes. Other taxiway elements, such as the taxiway safety area (TSA), taxiway/taxilane object free area (TOFA), taxiway/taxilane separation to parallel taxiway/taxilanes or fixed or movable objects, and taxiway/taxilane wingtip clearances are determined solely based on the wingspan (ADG) of the design aircraft utilizing those surfaces. It is appropriate for taxiways to be planned and built to different TDG standards based on expected use.

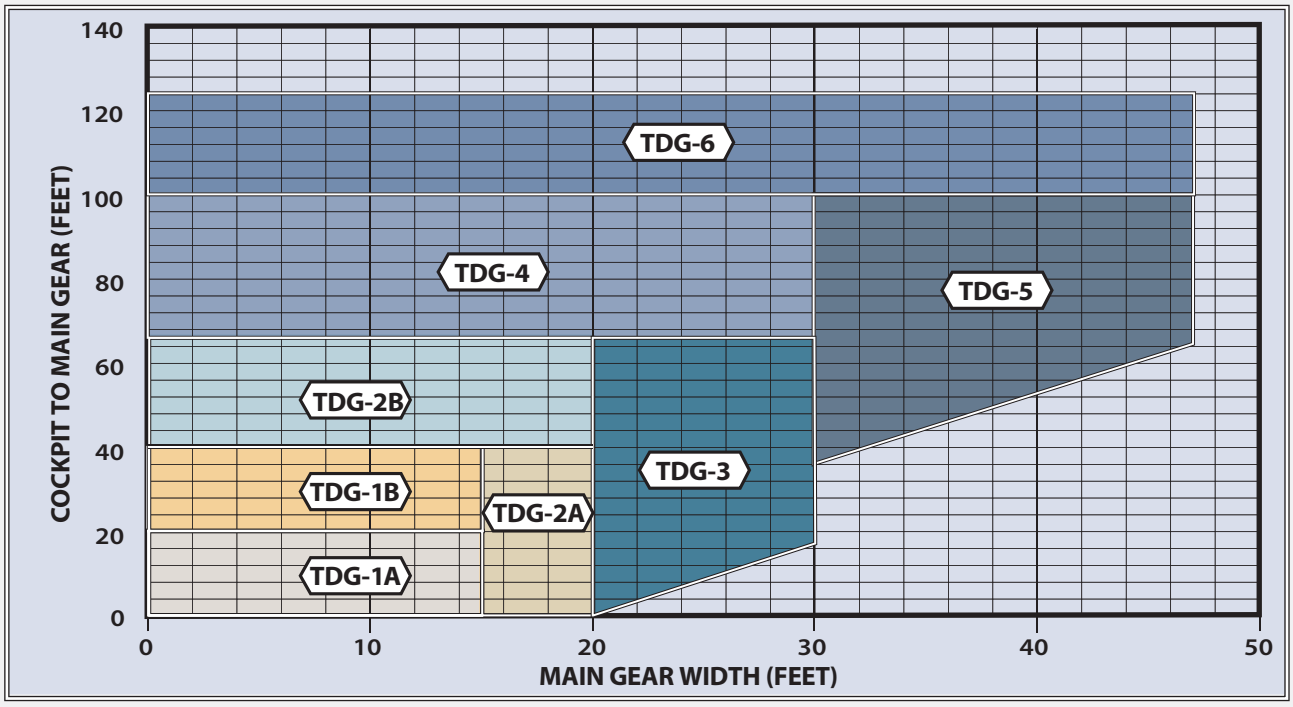
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

AIRPLANE DESIGN GROUP (ADG)		
Group #	**Tail Height (ft)**	**Wingspan (ft)**
I	<20	<49
II	20≤30	49≤79
III	30≤45	79≤118
IV	45≤60	118≤171
V	60≤66	171≤214
VI	66≤80	214≤262

VISIBILITY MINIMUMS	
RVR* (ft)	**Flight Visibility Category (statute miles)**
VIS	3-mile or greater visibility minimums
5,000	Not lower than 1-mile
4,000	Lower than 1-mile but not lower than ¾-mile
2,400	Lower than ¾-mile but not lower than ½-mile
1,600	Lower than ½-mile but not lower than ¼-mile
1,200	Lower than ¼-mile

***RVR**: Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



Source: FAA AC 150/5300-13B, Airport Design

Exhibit 2J summarizes the classification of the most common aircraft in operation today. Generally, recreational and business piston and turboprop aircraft will fall in AAC A and B, and ADG I and II. Business jets typically fall in ACC B and C, while the larger commercial aircraft will fall in AAC C and D.

AIRPORT AND RUNWAY CLASSIFICATIONS

Airport and runway classifications, along with the aircraft classifications defined previously, are used to determine the appropriate FAA design standards to which the airfield facilities are to be designed and built.

Runway Design Code (RDC): A code signifying the design standards to which the runway is to be built. The RDC is based upon planned development and has no operational component.

The AAC, ADG, and runway visual range (RVR) are combined to form the RDC of a runway. The RDC provides the information needed to determine certain design standards that apply. The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive. The third component relates to the available instrument approach visibility minimums expressed by RVR values in feet of 1,200 (⅛-mile), 1,600 (¼-mile), 2,400 (½-mile), 4,000 (¾-mile), and 5,000 (1-mile). The RVR values approximate standard visibility minimums for instrument approaches to the runways. The third component reads "VIS" for runways designed for visual approach use only.

Approach Reference Code (APRC): A code signifying the current operational capabilities of a runway and associated parallel taxiway regarding landing operations. Like the RDC, the APRC is composed of the same three components: the AAC, ADG, and RVR. The APRC describes the current operational capabilities of a runway under meteorological conditions where no special operating procedures are necessary, as opposed to the RDC, which is based upon planned development with no operational component. The APRC for a runway is established based upon the minimum runway-to-taxiway centerline separation.

Departure Reference Code (DPRC): A code signifying the current operational capabilities of a runway and associated parallel taxiway regarding takeoff operations. The DPRC represents those aircraft that can take off from a runway while any aircraft are present on adjacent taxiways, under meteorological conditions with no special operating conditions. The DPRC is like the APRC, but is composed of two components, AAC and ADG. A runway may have more than one DPRC depending on the parallel taxiway separation distance.

***Airport Reference Code (ARC)*:** An airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. The ARC is used for planning and design only and does not limit the aircraft that may be able to operate safely at an airport. The current ALP for the airport lists D-II as the current (2011) ARC with a future ARC of D-III.

A-I

Aircraft	TDG
• Beech Baron 55	1A
• **Beech Bonanza**	**1A**
• Cessna 150, 172	1A
• Eclipse 500	1A
• Piper Archer, Seneca	1A

B-I

Aircraft	TDG
• **Beech Baron 58**	**1A**
• Beech King Air 90	1A
• Cessna 421	1A
• Cessna Citation CJ1 (525)	1A
• Cessna Citation 1(500)	2A
• Embraer Phenom 100	1B

A/B-II *12,500 lbs. or less*

Aircraft	TDG
• **Beech Super King Air 200**	**2A**
• Cessna 441 Conquest	1A
• Cessna Citation CJ2 (525A)	2A
• Pilatus PC-12	1A

B-II *over 12,500 lbs.*

Aircraft	TDG
• Beech Super King Air 350	2A
• Cessna Citation CJ3(525B), V (560)	2A
• Cessna Citation Bravo (550)	1A
• **Cessna Citation CJ4 (525C)**	**1B**
• Cessna Citation Latitude/Longitude	1B
• Embraer Phenom 300	1B
• Falcon 10, 20, 50	1B
• Falcon 900, 2000	2A
• Hawker 800, 800XP, 850XP, 4000	1B
• Pilatus PC-24	1B

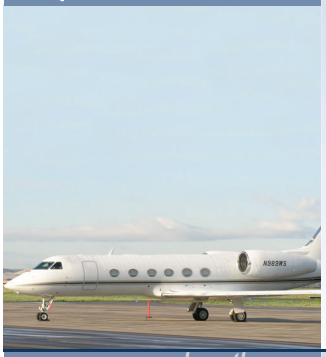
A/B-III

Aircraft	TDG
• Bombardier Dash 8	3
• **Bombardier Global 5000, 6000, 7000, 8000**	**2B**
• Falcon 6X, 7X, 8X	2B

C/D-I

Aircraft	TDG
• **Lear** 25, 31, 45, 55, **60**	**1B**
• Learjet 35, 36 (D-I)	1B

C/D-II



Aircraft	TDG
• Challenger 600/604/ 800/850	1B
• Cessna Citation VII, X+	1B
• Embraer Legacy 450/500	1B
• **Gulfstream IV,** 350, 450 (D-II)	2A
• Gulfstream G200/G280	1B
• Lear 70, 75	1B
• CRJ 700	2B
• ERJ 175, 195	3
• CRJ 900	2B

C/D-III *less than 150,000 lbs.**

Aircraft	TDG
• Gulfstream V	2A
• **Gulfstream** G500, 550, 600, **650 (D-III)**	**2B**

C/D-III *over 150,000 lbs.**

Aircraft	TDG
• Airbus A319-100, 200	3
• **Boeing 737 -800,** 900, BBJ2 (D-III)	**3**
• MD-83, 88 (D-III)	4

C/D-IV

Aircraft	TDG
• Airbus A300-100, 200, 600	5
• Boeing 757-200	4
• **Boeing 767-300, 400**	**5**
• MD-11	6

D-V

Aircraft	TDG
• Airbus A330-200, 300	5
• Airbus A340-500, 600	6
• Boeing 747-100 - 400	5
• Boeing 777-300	6
• Boeing **787-8,** 9	**5**

Note: Aircraft pictured is identified in bold type.

*CMA operations are limited to 115,000 lbs. per the 1976 Joint Powers Agreement, except when authorized by the airport director or in case of emergencies.

CRITICAL AIRCRAFT

The selection of appropriate FAA design standards for the development and location of airport facilities is based primarily upon the characteristics of the aircraft which are currently using, or are expected to use, an airport. The critical aircraft is used to define the design parameters for an airport. The critical aircraft may be a single aircraft or a composite aircraft representing a collection of aircraft classified by three parameters: AAC, ADG, and TDG.

The first consideration is the safe operation of aircraft likely to use an airport. Any operation of an aircraft that exceeds design criteria of an airport may result in a lesser safety margin; however, it is not the usual practice to base the airport design on an aircraft that uses the airport infrequently.

The critical aircraft is defined as the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is 500 annual operations, excluding touch-and-go operations. Planning for future aircraft use is of importance since the design standards are used to plan separation distances between facilities. These future standards must be considered now to ensure that short-term development does not preclude the reasonable long-range potential needs of the airport.

According to FAA AC 150/5300-13B, *Airport Design*, "Airport designs based only on existing aircraft can severely limit the ability to expand the airport to meet future requirements for larger, more demanding aircraft. Airport designs that are based on large aircraft never likely to be served by the airport are not economical." Selection of the current and future critical aircraft must be realistic in nature and supported by current data and realistic projections.

CURRENT AIRPORT CRITICAL AIRCRAFT

There are three elements for classifying the airport design aircraft. The three elements are the AAC, ADG, and the TDG. The AAC and ADG are examined first, followed by the TDG.

The primary source of operations data is the FAA's TFMSC database, which captures an operation when a pilot files a flight plan and/or when flights are detected by the National Airspace System, usually via radar. It includes documentation of commercial traffic (air carrier and air taxi), general aviation, and military aircraft. Due to factors, such as incomplete flight plans, limited radar coverage, and VFR operations, TFMSC data does not account for all aircraft activity at an airport by a given aircraft type; however, the TFMSC does provide an accurate reflection of IFR activity. Operators of high-performance aircraft, such as turboprops and jets, tend to file flight plans at a high rate. **Exhibit 2K** presents the last 10 years of TFMSC data for turboprops and business jets for the airport.

On **Exhibit 2K**, the data has been organized to easily analyze operations by classifications. The exhibit includes a table for the Approach Category. Over the last 10 years, there have been more than 500 operations by aircraft in approach category D but only a few in category E; therefore, the appropriate current AAC is D.

The airport has been experiencing a growing number of operations by aircraft in ADG III. In 2021 and 2022, there were more than 1,000, and over the last 10 years there have been more than 500 every year. There are only a few operations by aircraft in ADG IV. A current ADG of III is clearly supported for the airport.

The TDG is the third component of the airport design aircraft determination. The TDG is primarily based on the main gear wheel width. Medium and large business jets, as well as turboprops, tend to have the greatest wheel widths. The table called taxiway design group on **Exhibit 2K** summarizes the annual operations of jets and turboprops by TDG. Over the last 10 years, the airport has consistently had more than 500 operations by aircraft in TDG 2B. There have been some operations by aircraft in TDG 3 but not enough to exceed the 500 operations threshold; therefore, TDG 2B is the current TDG classification**.** The current ALP for the airport does not list a TDG because this classification element did not apply at the time of the drafting of the previous ALP.

The current critical aircraft is classified as D-III-2B. Examples of aircraft that fall in this category include the Gulfstream 500, 550, 650 models.

FUTURE CRITICAL AIRCRAFT

It is not unusual for an airport to transition from one critical design aircraft to another. This will not be the case at CMA as it is already classified in the category (D-III) which captures all general aviation aircraft in service today; however, an operational fleet mix by aircraft classification is useful when determining certain environmental impacts (i.e., noise analysis). **Table 2Q** summarizes the forecast of all fixed wing turbine operations (jets and turboprops). The growth areas are by aircraft in ACC C and D with a modest decline, as a percentage of the total, by aircraft in AAC A and B.

TABLE 2Q | Jet and Turboprop Operations by Approach Category

	HISTORICAL TURBINE OPERATIONS				FORECAST TURBINE OPERATIONS			
Design Categories	**2013**	**Percent**	**2022***	**Percent**	**2027**	**2032**	**2042**	**2042 Percent**
Approach Category A/B	6,258	80.46%	9,438	77.69%	15,408	20,607	35,303	71.00%
Approach Category C	882	11.34%	1,674	13.78%	2,920	4,287	8,453	17.00%
Approach Category D	638	8.20%	1,036	8.53%	1,813	2,766	5,967	12.00%
Total	**7,778**	**100%**	**12,148**	**100%**	**20,141**	**27,660**	**49,723**	**100%**

*2022 data is from Dec 2021 through Nov 2022

Source: Traffic Flow Management System Count database (TFMSC) - Data normalized annually

Determining the future taxiway design group is a little more challenging because there are only a few general aviation aircraft that have a TDG higher than the current 2B TDG. Examples are the Embraer Lineage, Boeing Business Jet (BBJ), and the Cessna Citation Bravo. The Lineage and BBJ are variants of passenger transport aircraft are not common to the general aviation fleet. The Cessna Citation Bravo is common but does operate at the airport. If a TDG 3 aircraft were to base at the airport and operate more than 500 times annually, then the future TDG would transition to 3. The primary difference between TDG 2B and 3 is the standard taxiway width increases from 35 feet to 50 feet. Since the primary taxiways at CMA are already 50 feet wide, it is recommended that a future TDG of 3 remain the planning standard for the airport in order to maintain the existing taxiway dimensions. It should be noted that when any taxiways are to be reconstructed, 500 operations by TDG 3 aircraft will need to be documented in order for the full 50-foot width to be eligible for FAA funding, otherwise only 35-feet will be eligible.

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
A-I	B36T - Allison 36 Turbine Bonanza	1A	6	0	0	2	2	10	4	6	6	4
	EA50 - Eclipse 500	1A	34	50	102	182	220	176	98	134	276	196
	EPIC - Dynasty	1A	0	2	0	90	60	18	12	12	92	102
	EVOL - Lancair Evolution	1A	2	2	0	0	0	0	0	0	0	0
	EVOT - Lancair Evolution Turbine	1A	0	0	2	4	4	16	6	4	6	16
	KODI - Quest Kodiak	1A	14	26	22	4	2	2	4	2	12	36
	LNP4 - Lancair Propjet four-seat	1A	0	0	0	0	0	26	26	24	6	4
	P46T - Piper Malibu Meridian	1A	140	144	142	166	136	100	70	64	104	114
	PC7 - Pilatus PC-7	1A	2	0	2	2	0	0	8	2	4	2
	SF50 - Cirrus Vision SF50	1A	0	0	0	0	2	12	38	62	112	184
	TBM7 - Socata TBM-7	1A	748	586	538	436	790	396	410	266	344	374
	TBM8 - Socata TBM-850	1A	786	926	1,050	1,010	800	672	638	358	496	390
	TBM9 - Socata TBM	1A	0	2	4	222	580	812	858	806	896	1,140
	TMB8 - SOCATA TBM 700	1A	0	2	0	4	2	0	0	2	2	0
	Total		1,732	1,740	1,862	2,122	2,598	2,240	2,172	1,742	2,356	2,562
A-II	C12 - CS2 C212 CASA/IPTN 212 Aviocar	1A	0	0	0	4	0	0	0	0	0	0
	C208 - Cessna 208 Caravan	1A	22	22	106	38	34	34	42	30	6	12
	DHC6 - DeHavilland Twin Otter	1A	0	0	4	0	0	0	6	0	2	2
	PC12 - Pilatus PC-12	1A	186	172	218	348	534	554	552	424	634	598
	Total		208	194	328	390	568	588	600	454	642	612
A-III	DHC7 - De Havilland DHC-7	3	0	0	0	0	0	0	0	2	0	0
	Total		0	0	0	0	0	0	0	2	0	0
B-I	AC80 - Aero Commander Turbo 680	1A	4	0	0	0	2	0	0	0	0	0
	BE10 - Beech King Air 100 A/B	1A	14	10	10	4	4	0	2	0	2	0
	BE40 - Raytheon/Beech Beechjet 400/T-1	1A	262	206	82	82	68	68	50	38	66	56
	BE9 - Beechcraft C99 Airliner; Beech Aircraft	1A	0	0	0	0	0	2	0	0	0	0
	BE90 - Beech King Air 90	1A	4	12	6	4	2	0	0	0	0	2
	BE9L - Beech King Air 90	1A	196	150	260	274	216	126	122	102	180	76
	C25M - Cessna Citation M2	1A	0	0	0	4	10	22	26	34	52	76
	C425 - Cessna 425 Corsair	1A	82	146	52	34	8	10	10	4	10	4
	C500 - Cessna 500/Citation I	2A	48	42	64	4	0	4	0	0	0	8
	C501 - Cessna I/SP	2A	28	14	30	18	28	46	34	8	8	0
	C510 - Cessna Citation Mustang	1A	120	94	64	64	48	90	50	72	72	62
	C525 - Cessna CitationJet/CJ1	1A	322	330	286	498	414	518	392	182	194	126
	DA10 - Dassault Falcon/Mystère 10	1B	0	0	0	0	2	0	0	0	0	0
	E50P - Embraer Phenom 100	1B	286	278	370	290	184	238	144	58	98	124
	F1 - Farnborough F1	1A	0	0	0	2	0	0	0	0	0	0
	FA10 - Dassault Falcon/Mystère 10	1B	16	28	8	8	32	28	6	10	6	4
	H25C - BAe/Raytheon HS 125-1000/ Hawker 1000	1B	102	160	134	52	0	2	2	4	6	4
	HDJT - HONDA HA-420 HondaJet	1A	0	0	0	12	40	66	46	28	68	68
	L29 - Aero L-29 Delfin	1B	2	0	0	0	0	0	0	0	0	0
	L39 - Aero L-139 Albatross	1B	8	0	0	4	2	0	0	2	2	10
	MU2 - Mitsubishi Marquise/Solitaire	1A	60	44	42	2	12	8	14	8	14	10
	MU2B - Marquise/Solitaire; Mitsubishi	1A	0	0	2	0	0	0	0	0	0	0
	MU30 - Mitsubishi MU300/ Diamond I	1A	0	0	0	0	2	0	0	0	0	0
	P180 - Piaggio P-180 Avanti	2B	46	2	10	4	8	12	24	12	6	18

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
B-I Cont.	PAY1 - Piper Cheyenne 1	2A	2	0	0	0	0	2	0	0	4	2
	PAY2 - Piper Cheyenne 2	2A	56	8	6	4	0	4	6	4	8	8
	PAY3 - Piper PA-42-720 Cheyenne 3	2A	4	0	0	2	0	6	0	0	6	0
	PAY4 - Piper Cheyenne 400	2A	8	0	0	0	0	0	0	0	0	0
	PAYE - Cheyenne	2A	2	2	0	0	0	0	0	0	0	0
	PRM1 - Raytheon Premier 1/390 Premier 1	1A	26	28	20	34	18	38	64	26	60	54
	SBR1 - North American Rockwell Sabre 40/60	1A	4	2	2	0	0	0	6	0	2	0
	SJ30 - Swearingen SJ-30	1A	0	0	0	0	0	0	0	0	0	14
	TEX2 - Raytheon Texan 2	1A	0	0	0	4	0	0	0	0	2	0
	Total		1,702	1,556	1,448	1,404	1,100	1,290	998	592	866	726
B-II	AC69 - Jet Prop /Gulfstream	2A	4	0	2	0	0	0	0	0	0	0
	AC90 - Gulfstream Commander	2A	54	48	102	90	68	56	32	56	38	28
	B190 - Beech 1900/C-12J	2A	8	2	2	2	0	2	4	0	136	2
	B350 - Beech Super King Air 350	2A	170	204	288	274	394	376	312	186	334	366
	B39L - Raytheon 300 Super King Air	2A	0	0	0	0	2	0	0	0	0	0
	BE20 - Beech 200 Super King	2A	212	250	262	298	284	276	352	254	372	416
	BE30 - Raytheon 300 Super King Air	2A	36	40	68	60	44	34	20	56	126	206
	BE9T - Beech F90 King Air	1A	16	10	16	12	12	4	2	36	46	6
	C25A - Cessna Citation CJ2	2A	82	76	260	266	168	138	196	94	172	134
	C25B - Cessna Citation CJ3	2A	258	226	266	182	372	412	520	422	556	238
	C25C - Cessna Citation CJ4	1B	58	74	80	70	58	98	100	92	66	60
	C441 - Cessna Conquest	1A	232	178	176	152	148	168	68	24	20	20
	C550 - Cessna Citation II/Bravo	2A	152	150	162	176	128	106	108	66	70	54
	C551 - Cessna Citation II/SP	2A	0	0	0	0	0	0	2	4	2	8
	C55B - Cessna Citation Bravo	2A	0	0	0	0	0	0	6	10	12	22
	C560 - Cessna Citation V/Ultra/Encore	2A	108	178	192	170	170	116	112	112	148	142
	C56X - Cessna Excel/XLS	1B	158	194	270	246	350	358	274	226	388	398
	C680 - Cessna Citation Sovereign	1B	86	112	128	108	94	110	112	112	162	92
	C68A - Cessna Citation Latitude	1B	0	0	0	0	42	72	168	242	322	344
	C700 - Cessna Citation Longitude	1B	0	0	0	0	0	0	0	4	66	174
	C750 - Cessna Citation X	1B	484	544	492	308	238	272	280	248	292	312
	CITA - 525A Citation CJ2	2A	2	0	0	0	0	0	0	0	0	0
	CL30 - Bombardier (Canadair) Challenger 300	1B	92	72	110	150	184	170	206	126	176	230
	CL35 - Bombardier Challenger 300	1B	0	0	2	96	142	276	296	358	556	628
	D328 - Dornier 328 Series	1B	0	0	0	0	2	0	0	0	0	0
	E120 - Embraer Brasilia EMB 120	3	0	0	0	0	2	2	4	0	0	0
	E55P - Embraer Phenom 300	1B	28	54	134	114	166	286	232	232	478	394
	F2TH - Dassault Falcon 2000	2A	88	68	80	106	198	192	210	132	144	110
	F900 - Dassault Falcon 900	2A	32	18	66	42	50	100	120	96	116	156
	FA20 - Dassault Falcon/Mystère 20	1B	12	4	10	2	2	6	10	4	4	0
	FA50 - Dassault Falcon/Mystère 50	1B	38	22	24	42	92	28	82	138	124	116
	HA4T - Hawker 4000	1B	6	4	0	0	2	4	6	6	4	0
	J328 - Fairchild Dornier 328 Jet	1B	0	0	0	0	2	2	0	0	4	0
	PC24 - Pilatus PC-24	1B	0	0	0	0	0	0	4	34	66	128
	SH33 - Shorts 330	1B	4	0	0	0	0	0	0	0	0	0
	SW3 - Fairchild Swearingen SA-226T/TB Merlin 3	1B	2	0	0	2	0	0	0	2	28	84
	SW4 - Swearingen Merlin 4/4A Metro2	1B	14	2	2	0	2	8	2	2	6	2
	Total		2,436	2,530	3,194	2,968	3,416	3,672	3,840	3,374	5,034	4,870

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
B-III	AT43 - Aérospatiale/Alenia ATR 42-200/300/320	5	0	0	0	0	0	6	0	0	0	0
	AT45 - Aérospatiale/Alenia ATR 42-500	5	0	0	0	0	4	6	0	0	0	0
	AT72 - Aérospatiale/Alenia ATR-72	2A	0	0	0	0	4	0	0	0	0	0
	AT73 - Alenia ATR 42/72	2A	0	0	0	0	8	2	0	0	0	0
	AT75 - Aerospatiale/Alenia ATR 72-500	2A	0	0	0	0	2	0	0	0	0	0
	C2 - Grumman C-2 Greyhound	3	0	2	0	0	6	0	2	6	4	6
	CN35 - CASA CN-235	1A	0	0	0	0	0	4	0	0	0	0
	CVLT - Convair CV-540/580/600/640, VC-131H	3	2	0	0	0	4	0	2	2	0	0
	E2 - Grumman TE-2 Hawkeye	5	2	0	2	2	2	6	2	0	4	2
	FA7X - Dassault Falcon F7X	2A	0	4	8	10	34	40	10	26	60	40
	FA8X - Dassault Falcon 8X	1B	0	0	0	0	0	0	0	0	0	8
	GL5T - Bombardier BD-700 Global 5000	2B	78	82	70	74	28	36	28	50	74	100
	GL7T - Bombardier Global 7500	2B	0	0	0	0	0	0	0	52	110	176
	GLEX - Bombardier BD-700 Global Express	2B	92	106	118	216	204	224	250	284	404	336
	LEZ - ATR 42-320	5	6	0	0	0	0	0	0	0	0	0
	Total		180	194	198	302	296	324	294	420	656	668
C-I	A4 - Skyhawk	1B	2	0	0	0	0	0	0	0	0	0
	H25A - BAe HS 125-1/2/3/400/600	1B	2	0	0	4	0	0	0	2	2	0
	HAWK - BAe Systems Hawk	1B	2	0	0	0	0	6	0	0	0	2
	HS25 - BAe HS 125; British Aerospace	1B	2	2	0	2	0	0	0	2	0	0
	LJ24 - Bombardier Learjet 24	1B	2	0	0	0	0	0	0	0	0	0
	LJ25 - Bombardier Learjet 25	1B	8	0	0	0	0	2	0	0	0	0
	LJ31 - Bombardier Learjet 31/A/B	1B	6	12	22	12	26	20	2	2	10	2
	LJ40 - Learjet 40; Gates Learjet	1B	6	14	0	0	18	46	48	70	106	190
	LJ45 - Bombardier Learjet 45	1B	28	22	64	24	28	32	24	46	72	62
	LJ55 - Bombardier Learjet 55	1B	16	70	42	112	34	2	10	10	10	6
	LJ60 - Bombardier Learjet 60	1B	76	86	236	230	158	226	158	102	102	120
	LR25 - Bombardier Learjet 25	1B	2	0	0	0	0	0	0	0	0	0
	LR60 - Bombardier Learjet 60	1B	2	2	8	0	2	2	2	0	0	0
	WW24 - IAI 1124 Westwind	1B	6	8	8	10	0	4	6	0	0	12
	Total		160	216	380	394	266	340	250	234	302	394
C-II	A10 - Fairchild A10	ND	0	0	0	0	2	2	0	0	0	0
	ASTR - IAI Astra 1125	1B	38	42	50	88	48	6	10	4	12	8
	C650 - Cessna III/VI/VII	1B	18	10	24	34	28	18	12	8	12	20
	CL60 - Bombardier Challenger 600/601/604	1B	196	222	212	226	230	380	256	246	344	372
	CRJ2 - Bombardier CRJ-200	1B	6	0	0	0	2	0	2	2	6	8
	E135 - Embraer ERJ 135/140/Legacy	2B	14	28	28	4	16	2	2	0	2	0
	E145 - Embraer ERJ-145	2B	0	0	0	0	0	2	0	0	0	0
	E35L - Embraer 135 LR	2B	0	0	4	2	4	10	44	16	20	28
	E545 - Embraer EMB-545 Legacy 450	1B	0	0	0	4	2	14	8	42	54	82
	E550 - Embraer Legacy 500	1B	0	0	0	6	6	6	10	6	182	204
	G150 - Gulfstream G150	1B	4	0	8	18	20	12	22	20	18	6
	G159 - Gulfstream Aerospace G 159/VC-4	1B	0	2	2	0	0	0	8	0	0	0
	G280 - Gulfstream G280	1B	2	4	2	18	12	80	184	166	172	172
	GLF3 - Gulfstream III/G300	2A	84	90	58	58	46	10	4	2	0	6
	H25B - BAe HS 125/700-800/Hawker 800	1B	356	426	446	344	360	246	256	228	436	296
	LJ70 - Learjet 70	1B	0	0	0	0	2	0	0	0	4	0

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
C-II cont.	LJ75 - Learjet 75	1B	0	2	2	8	6	10	8	6	16	16
	STAR - Beech 2000 Starship	ND	0	0	0	0	0	0	2	0	0	0
	Total		718	826	836	810	784	798	828	746	1,278	1,218
C-III	A20N - Airbus A320 Neo	3	0	0	0	0	0	0	0	0	2	0
	B462 - BAe 146 -200	2B	0	2	0	0	0	0	0	0	0	0
	B737 - Boeing 737-700 (BBJ)	3	0	0	0	0	2	14	0	6	0	0
	C27J - Alenia C-27J Spartan	1B	0	0	0	0	18	42	22	42	10	6
	DH8D - Bombardier Q-400	5	0	0	0	0	18	0	0	0	0	0
	E190 - Embraer 190 (Lineage 1000)	3	0	0	0	0	0	0	0	0	50	38
	E75L - Embraer 175	3	0	0	0	0	2	0	0	0	0	0
	G5 - unknown	2B	2	0	0	0	0	0	0	0	0	0
	P3 - Lockheed P-3C Orion	ND	0	2	0	0	0	0	0	0	0	0
	Total		2	4	0	0	40	56	22	48	62	44
C-IV	C130 - Lockheed 130 Hercules	1B	2	0	4	8	2	4	10	12	10	6
	C17 - Boeing Globemaster 3	5	0	0	2	2	2	2	2	0	0	4
	C30J - C-130J Hercules ; Lockheed	1B	0	2	2	0	0	6	8	10	10	4
	E6 - Boeing E-6 Mercury	6	0	0	0	0	0	0	0	0	2	0
	K35R - Boeing KC-135 Stratotanker	4	0	0	0	0	0	0	0	2	0	2
	KC35 - Boeing C-135	6	0	0	0	0	0	0	0	0	0	2
	Total		2	2	8	10	4	12	20	24	22	18
D-I	F15 - Boeing F-15 Eagle	1A	2	2	0	4	0	0	0	0	0	0
	F18 - Boeing FA-18 Hornet	1A	2	0	0	0	0	0	0	0	0	0
	F18H - F/A 18 Hornet	1A	0	0	0	0	0	0	0	2	0	0
	F18S - F18 Hornet	1A	0	0	0	0	0	0	4	2	0	0
	F22 - Boeing Raptor F22	1A	0	0	0	0	0	0	0	0	2	0
	L36 - Bombardier Learjet 36	1B	0	2	0	0	0	0	0	0	0	0
	LJ35 - Bombardier Learjet 35/36	1B	22	16	44	30	28	50	70	22	50	14
	LJ36 - Learjet 36	1B	0	0	0	0	2	4	0	0	0	0
	LR35 - Learjet 35	1B	0	0	2	0	0	0	0	0	0	0
	T38 - Northrop T-38 Talon	1A	0	0	0	0	6	0	2	0	0	0
	Total		26	20	46	34	36	54	76	26	52	14
D-II	G4 - Gulfstream IV	2A	4	0	0	0	0	0	0	0	0	2
	GALX - IAI 1126 Galaxy/Gulfstream G200	1B	78	56	64	22	36	36	24	22	36	28
	GL20 - Gulfstream 2	1B	2	4	4	0	0	2	0	0	0	0
	GLF2 - Gulfstream II/G200	1B	6	0	2	2	0	0	0	0	0	0
	GLF4 - Gulfstream IV/G400	2A	118	214	314	454	398	254	418	326	390	406
	Total		208	274	384	478	434	292	442	348	426	436
D-III	G550 - Gulfstream G550	2B	0	0	0	2	0	0	2	0	0	0
	GA5C - G-7 Gulfstream G500	2B	0	0	0	0	0	0	2	2	0	6
	GA6C - G-7 Gulfstream G600	2B	0	0	0	0	0	0	0	0	12	74
	GLF5 - Gulfstream V/G500	2B	402	382	466	522	482	358	330	210	250	260
	GLF6 - Gulfstream	2B	2	24	70	50	76	82	88	110	94	246
	Total		404	406	536	574	558	440	422	322	356	586
E-I	AJET - Dassault-Bréguet/Dornier Alpha Jet	1A	0	0	0	0	0	0	0	0	2	0
	F16 - Lockheed F-16 Fighting Falcon	1A	0	0	0	0	0	2	0	0	0	0
	Total		0	0	0	0	0	2	0	0	2	0

AIRPORT REFERENCE CODE (ARC) SUMMARY

ARC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
A-I	1,732	1,740	1,862	2,122	2,598	2,240	2,172	1,742	2,356	2,562
A-II	208	194	328	390	568	588	600	454	642	612
A-III	0	0	0	0	0	0	0	2	0	0
B-I	1,702	1,556	1,448	1,404	1,100	1,290	998	592	866	726
B-II	2,436	2,530	3,194	2,968	3,416	3,672	3,840	3,374	5,034	4,870
B-III	180	194	198	302	296	324	294	420	656	668
C-I	160	216	380	394	266	340	250	234	302	394
C-II	718	826	836	810	784	798	828	746	1,278	1,218
C-III	2	4	0	0	40	56	22	48	62	44
C-IV	2	2	8	10	4	12	20	24	22	18
D-I	26	20	46	34	36	54	76	26	52	14
D-II	208	274	384	478	434	292	442	348	426	436
D-III	404	406	536	574	558	440	422	322	356	586
E-I	0	0	0	0	0	2	0	0	2	0
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

APPROACH CATEGORY (AC)

AC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
A	1,940	1,934	2,190	2,512	3,166	2,828	2,772	2,198	2,998	3,174
B	4,318	4,280	4,840	4,674	4,812	5,286	5,132	4,386	6,556	6,264
C	882	1,048	1,224	1,214	1,094	1,206	1,120	1,052	1,664	1,674
D	638	700	966	1,086	1,028	786	940	696	834	1,036
E	0	0	0	0	0	2	0	0	2	0
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

AIRPLANE DESIGN GROUP (DG)

DG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
I	3,620	3,532	3,736	3,954	4,000	3,926	3,496	2,594	3,578	3,696
II	3,570	3,824	4,742	4,646	5,202	5,350	5,710	4,922	7,380	7,136
III	586	604	734	876	894	820	738	792	1,074	1,298
IV	2	2	8	10	4	12	20	24	22	18
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

JETS AND TURBOPROPS

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
Jets	4,630	4,964	5,818	5,924	5,878	6,296	6,302	5,478	8,002	7,952
TP	3,148	2,998	3,402	3,562	4,222	3,812	3,662	2,854	4,052	4,196
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

TAXIWAY DESIGN GROUP

TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
1A	3,294	3,148	3,208	3,698	4,176	3,954	3,632	2,754	3,790	3,748
1B	2,286	2,552	3,012	2,694	2,666	3,216	3,084	2,970	4,528	4,748
2A	1,560	1,634	2,230	2,216	2,398	2,176	2,466	1,854	2,702	2,354
2B	634	626	766	874	818	726	770	736	972	1,244
3	2	2	0	0	16	16	8	16	56	44
4,5,6	2	0	4	4	26	20	4	2	6	10
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

Source: TFMSC - January 2013 thru August 2022. Data normalized annually
*2022 Data from September 2021 through August 2022

ARC - Airport Reference Code
ND - No Data

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The analysis presented examined each of the three elements for classifying the airport design aircraft. **The future critical aircraft is characterized as D-III-3.** This could be represented by a single aircraft type or by a combination of aircraft types with more than 500 operations.

RUNWAY DESIGN CODE

The RDC relates to specific FAA design standards that should be met in relation to a runway. The RDC takes into consideration the AAC, ADG, and the RVR. In most cases, the critical aircraft will also be the RDC for the primary runway.

Runway 8-26 is 6,013 feet long and 150 feet wide, which is to be narrowed to 100 feet during the next reconstruction project to meet design standard. Runway 26 has an instrument approach with visibility minimums of not lower than ¾-mile. The current master plan (2011) reserved ground and airspace to support a Category I (CAT-I) precision instrument approach to Runway 26 with ½-mile visibility minimums. This type of instrument approach and visibility minimums are common to national general aviation reliever airports, like CMA, and should continue to be considered for the future. Based on current activity, the RDC is **D-III-4000**. The future RDC for Runway 8-26 is planned as **D-III-2400**, however, subsequent analysis in the Facility Requirements section of this study will analyze the feasibility of lower visibility minimums.

APPROACH AND DEPARTURE REFERENCE CODES

The approach and departure reference codes (APRC and DPRC) describe the operational capabilities of each runway and the adjacent parallel taxiways, where no special operating procedures are necessary. Essentially, the APRC and DPRC describe the current conditions at an airport in runway classification terms when considering the parallel taxiway. Runway 8-26 is served by parallel Taxiway F, which is 700 feet from the runway centerline. The runway/taxiway system meets the standards associated with the current and future APRC and DPRC.

CRITICAL AIRCRAFT SUMMARY

Table 2R summarizes the airport and runway classification for CMA. The current critical aircraft is defined by those aircraft in D-III-2B, and the future critical aircraft is D-III-3. The current RDC for Runway 8-26 is D-III-4000, and the future RDC is D-III-2400.

TABLE 2R | Existing/Ultimate Runway Design Characteristics

	Critical Aircraft	Runway Design Code	Approach Reference Code	Departure Reference Code
Current	D-III-2B	D-III-4000	D/IV/4000	D/VI
Future[1]	D-III-3	D-III-2400	D/IV/2400 D/V/2400	D/IV D/V

[1]Assumes a future runway/taxiway separation of 400'.

Source: FAA AC 150/5300-13B, Airport Design

SUMMARY

This study has outlined the various activity levels that might reasonably be anticipated over the 20-year planning period, as well as the critical aircraft for the airport. Based aircraft are forecast to increase from 350 in 2022 to 444 by 2042, for an annual growth rate of 1.20 percent. Total operations are forecast to increase from 187,076 in 2022 to 216,172 by 2042, which is an annual growth rate of 0.73 percent.

The critical aircraft for the airport was determined by examining the FAA TFMSC database of flight plans. The current critical aircraft is described as D-III-2B and is best represented by large business jets such as the Gulfstream 550. In the future, aircraft with wider wheelbases may frequent the airport which would lead to a future critical aircraft of D-III-3.

Camarillo Airport

ALP Update and Narrative Report

Chapter 3

Demand/Capacity and Facility Requirements

Camarillo Airport

ALP Update and Narrative Report

Chapter 3
Demand/Capacity and Facility Requirements

The objective of this section is to identify, in general terms, the adequacy of the existing airport facilities at Camarillo Airport (CMA) and to outline what facilities may be needed to accommodate projected future aviation activity as outlined in the previous chapter. Any future facility recommendations must be consistent with the current airport master plan which was completed in 2011. That master plan will not change based on this study, instead, this study is primarily focused on updating the ten-year airport capital improvement program (ACIP) and airport layout plan (ALP), which are required to continue to be eligible for federal airport improvement grants. Consistent with the 2011 master plan, the current role of the airport as a general aviation facility will not change based upon this ALP Update. This study may include planning for improvements within the airport boundary to meet forecast aviation demand, meeting FAA design standards, supporting current business demands, addressing aging facilities, and potentially accommodating future aircraft demands such as electric or hydrogen powered aircraft.

Airport facilities include both airside and landside components. Airside components include the runway system (runways and taxiways), navigational aids, lighting, and markings. The landside components include terminal facilities, storage and maintenance hangars, auto parking, access, utilities, and support facilities. Having established these facility needs, alternatives for providing these facilities will be evaluated in the following chapter.

Recognizing that facility needs are based upon demand (rather than a point in time), the requirements may be expressed in short-, intermediate-, and long-range planning horizons, which correlate generally to 2027, 2032, and 2042 projections as developed in the previous chapter. This chapter will examine several components of the airport and their respective capacities to determine future facility needs over the planning period. The identified deficiencies will then be examined in the alternative's evaluation.

The facility requirements were evaluated using guidance contained in Federal Aviation Administration (FAA) publications, including:

- Advisory Circular (AC) 150/5300-13B (as amended), *Airport Design*
- AC 150/5060-5, *Airport Capacity and Delay*
- AC 150/5325-4B, *Runway Length Requirements for Airport Design*
- 14 Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*
- FAA Order 5090.5, *Formulation of the National Plan of Integrated Airport Systems* (NPIAS) and the *Airports Capital Improvement Plan* (ACIP)

AIRFIELD CAPACITY

An airport's airfield capacity is expressed in terms of its annual service volume (ASV) and is a reasonable estimate of the number of operations that can be accommodated in a year before significant delay occurs. ASV accounts for runway use, aircraft mix, and weather conditions. The airport's ASV was analyzed following guidance from FAA AC 150/5060-5, *Airport Capacity and Delay*.

A single runway with less than 20 percent of operations by aircraft weighing more than 12,500 pounds has an unconstrained ASV of 230,000 annual operations. In 2022, the airport had 187,076 operations, which is approximately 81 percent of ASV. According to FAA Order 5090.5, planning for capacity improvement projects should begin when operations reach approximately 60 percent of ASV. The capacity project that has the most significant impact directly on airfield capacity is a parallel runway, which would increase the ASV to 355,000 annual operations. The current Airport Layout Plan for the airport shows a potential parallel runway. Other capacity improvement projects could be additional runway exits and hold aprons; however, their impact is much less. Since the current ALP already depicts a future parallel runway, this ALP Update will continue to reflect this facility and not propose any development that could preclude its long-range implementation. Any decision to implement development of additional airfield capacity is beyond the scope of this ALP Update and would be addressed in a future master plan update, when conducted.

AIRSIDE REQUIREMENTS

The following section will examine the projected airside requirements, including runway length, runway width, pavement strength, line-of-sight, and gradient. The taxiway system will be examined with respect to current design standards for safety, including separation and wingtip clearances.

RUNWAY CONFIGURATION

Runway 8-26 is the single runway on the airfield and is oriented in an east/west manner with a true bearing of 90.56 degrees. For the operational safety and efficiency of an airport, it is desirable for the primary runway to be oriented as close as possible to the direction of the prevailing winds, which reduces the impact of wind components perpendicular to the direction of travel of an aircraft that is landing or taking off. FAA AC 150/5300-13B, *Airport Design,* recommends a crosswind runway when the primary runway orientation provides for less than 95 percent wind coverage for specific crosswind components. The 95 percent wind coverage is computed based on wind not exceeding a 10.5-knot (12 mph) component for runway design code (RDC) A-I and B-I, 13-knot (15 mph) component for RDC A-II and B-II, 16-knot (18 mph) component for RDC A-III, B-III, C-I through C-III, and D-I through D-III, and 20 knots for larger wingspans.

It is preferable to analyze weather data that is local to the airport being studied. The airport has a WX-ASOS on the airfield, and that data is transmitted to the National Oceanic and Atmospheric Administration (NOAA). This data has been analyzed for meteorological trends covering the period from January 1, 2013, through December 31, 2022 (10 years).

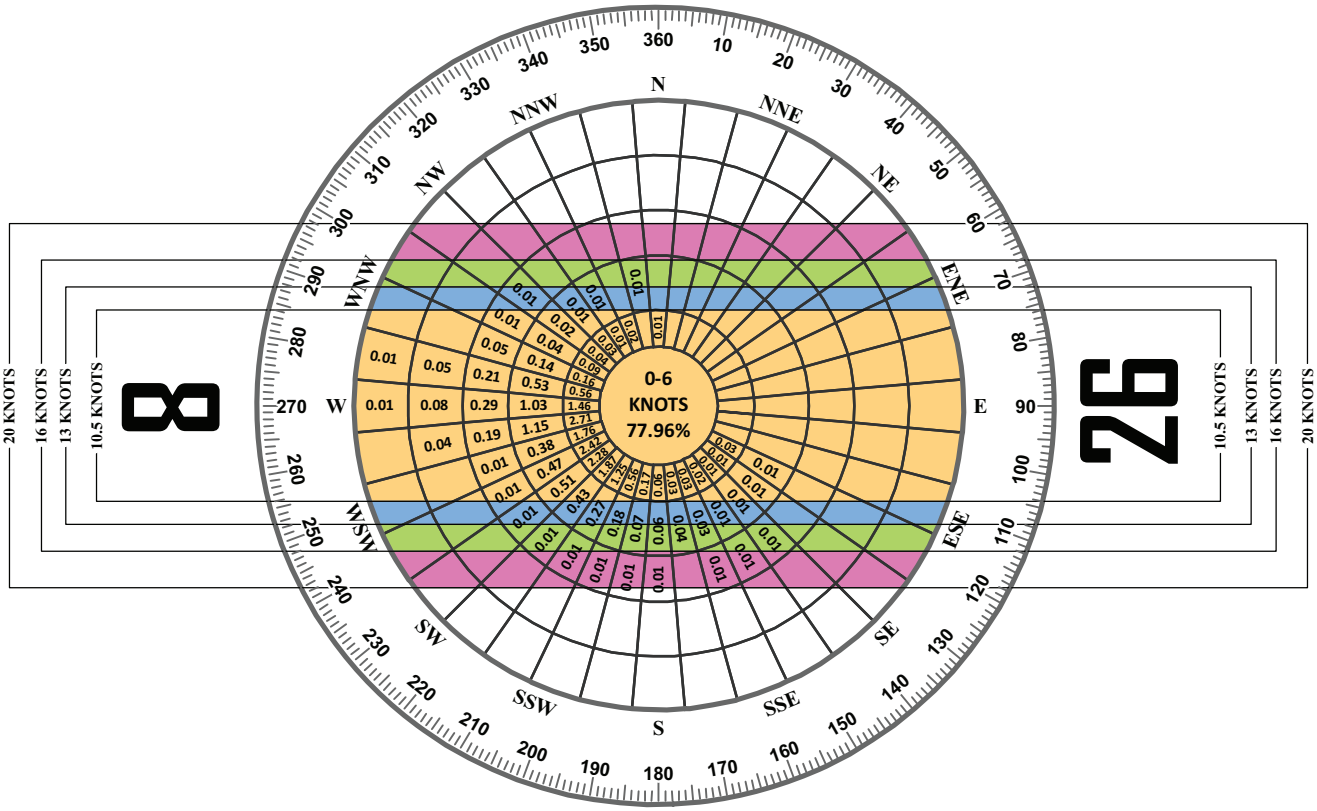
Exhibit 3A presents both all-weather and instrument flight rules (IFR) wind roses as sourced from the on-airport weather sensor. A wind rose is a graphic tool that gives a succinct view of how wind speed and direction are historically distributed at a location. The table at the top of the wind rose indicates the percent of wind coverage for the runway at specific wind intensity levels. Runway 8-26 provides 98.74 percent coverage at 10.5 knots.

RUNWAY DESIGN STANDARDS

The FAA has established several imaginary surfaces to protect aircraft operational areas and keep them free from obstructions that could affect their safe operation. These include the runway safety area (RSA), runway object free area (ROFA), runway obstacle free zone (OFZ), and runway protection zone (RPZ).

The entire RSA, ROFA, OFZ, and RPZ should be under the direct ownership of the airport sponsor to ensure these areas remain free of obstacles and can be readily accessed by maintenance and emergency personnel. It is not required that the RPZ be under airport ownership, but it is strongly recommended by the FAA. An alternative to outright ownership of the RPZ is the purchase of avigation easements (acquiring control of designated airspace within the RPZ) or having enough land use control measures in place to ensure the RPZ remains free of incompatible development. Currently, the airport owns the entirety of the RSA, ROFA, and OFZ. The airport owns the RPZ land except for those portions with roadways through both RPZs.

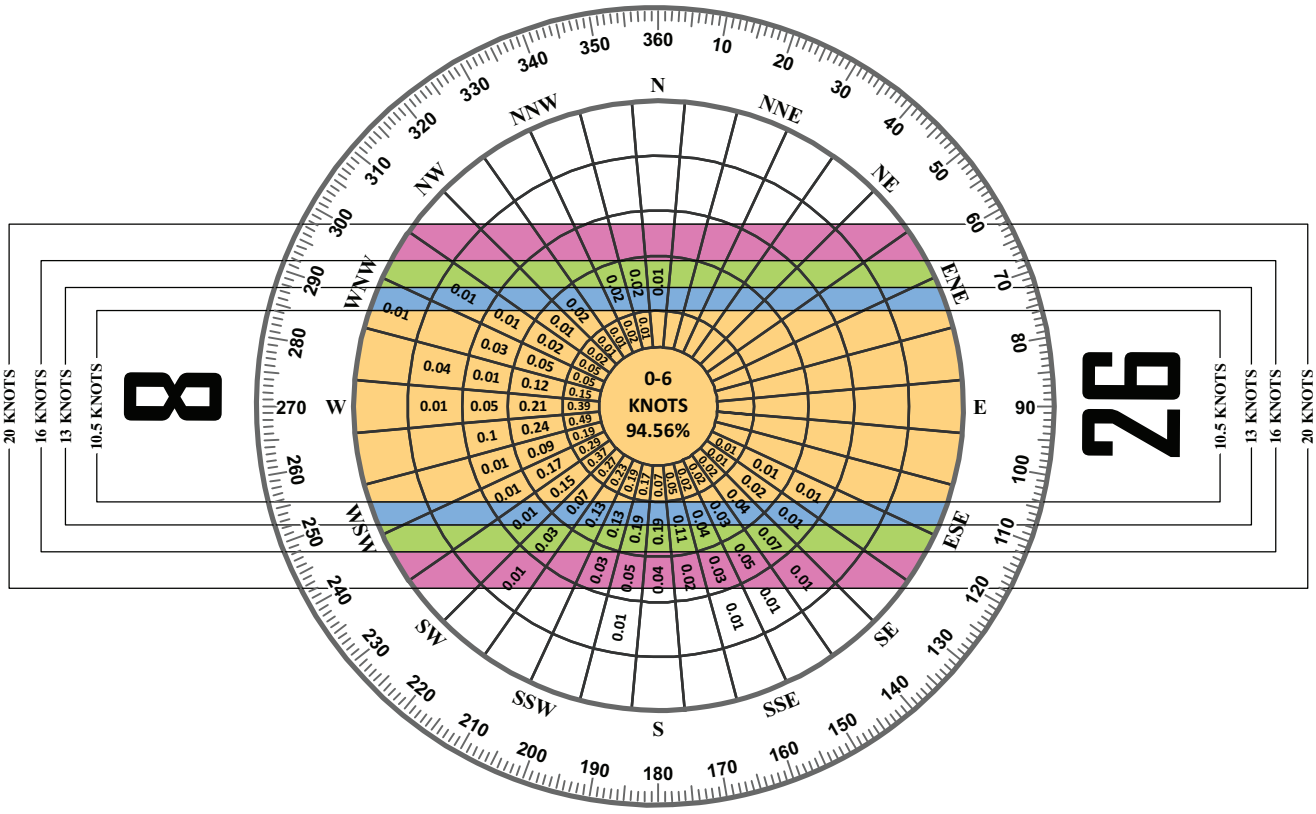
ALL WEATHER WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 8-26	98.74%	99.51%	99.90%	99.98%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Camarillo Airport
Camarillo, California

OBSERVATIONS:
104,244 All Weather Observations
Jan. 1, 2013 - Dec, 31 2022

IFR WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 8-26	98.85%	99.30%	99.76%	99.94%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Camarillo Airport
Camarillo, California

OBSERVATIONS:
18,184 IFR Observations
Jan. 1, 2013 - Dec, 31 2022

Dimensional standards for the various safety areas associated with the runways are a function of the type of aircraft expected to use the runways, as well as the instrument approach visibility minimums. As documented in the forecast chapter, the current operational data indicates that Runway 8-26 should meet the design standards for a runway design code (RDC) of D-III-4000 and a future RDC of D-III-2400. The airport meets all design standards currently, and because C and D design standards are the same, the airport also meets the future design standards. **Table 3A** presents the runway design standards.

TABLE 3A | Runway Design Standards

AIRPORT DATA	Runway 8 (Current)	Runway 26 (Current)	Runway 8 (Future)	Runway 26 (Future)
Airport Critical Aircraft	D-III-2B		D-III-3	
Runway Design Code	D-III-4000		D-III-2400	
Visibility Minimums	1-Mile	¾-Mile	¾-Mile	½-Mile
RUNWAY DESIGN				
Runway Width	100 ***(150)***		100	
Runway Shoulder Width	20		20	
Blast Pad Width/Length (if provided)	140x200		140x200	
RUNWAY PROTECTION				
Runway Safety Area (RSA)				
Width	500		500	
Length Beyond Departure End	1,000		1,000	
Length Prior to Threshold	600		600	
Runway Object Free Area (ROFA)				
Width	800		800	
Length Beyond Departure End	1,000		1,000	
Length Prior to Threshold	600		600	
Runway Obstacle Free Zone (OFZ)				
Width	400		400	
Length Beyond End	200		200	
Approach Runway Protection Zone (RPZ)	Rwy 8	Rwy 26	Rwy 8	Rwy 26
Length	1,700	1,700	1,700	2,500
Inner Width	500	1,000	500	1,000
Outer Width	1,010	1,510	1,010	1,750
Departure Runway Protection Zone (RPZ)	Rwy 8-26		Rwy 8-26	
Length	1,700		1,700	
Inner Width	500		500	
Outer Width	1,010		1,010	
RUNWAY SEPARATION				
Runway Centerline to:				
Parallel Runway	NA		700 Minimum	
Holding Position	251		251	
Parallel Taxiway	400		400	
Note: All dimensions in feet.				

Source: FAA AC 150/5300-13B, Airport Design

Runway Safety Area (RSA)

The RSA is defined in FAA AC 150/5300-13B, *Airport Design,* as a "surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of undershoot, overshoot, or excursion from the runway." The RSA is centered on the runway and dimensioned in accordance with the approach speed of the critical aircraft using the runway. The FAA requires the RSA to be cleared and graded, drained by grading or storm sewers, capable of accommodating the design aircraft and fire and rescue vehicles, and free of obstacles not fixed by navigational purpose.

The existing, and future, RSA is 500 feet wide, centered on the runway, and extends 1,000 feet beyond the runway ends. The RSA meets the design standard in both the existing and future conditions.

Runway Object Free Area (ROFA)

The ROFA is "a two-dimensional ground area, surrounding runways, taxiways, and taxilanes, which is clear of objects except for objects whose location is fixed by function (i.e., airfield lighting)." The ROFA does not have to be graded and level like the RSA; instead, the primary requirement for the ROFA is that no object in the ROFA penetrates the lateral elevation of the RSA. The runway ROFA is centered on the runway, extending out in accordance with the critical aircraft design category utilizing the runway.

The ROFA is 800 feet wide, centered on the runway, and extends 1,000 feet beyond the runway ends. The TOFA meets design standards and should be maintained.

Obstacle Free Zone (OFZ)

The OFZ is an imaginary surface that precludes object penetrations, including taxiing and parked aircraft. The only allowance for OFZ obstructions is navigational aids mounted on frangible bases, which are fixed in their location by function, such as airfield signs. The OFZ is established to ensure the safety of aircraft operations. If the OFZ is obstructed, the airport's approaches could be removed, or approach minimums could be increased.

The OFZ for Runway 8-26 is 400 feet wide, and it extends 200 feet beyond the runway ends. The existing and future OFZ meet design standards.

Runway Protection Zone (RPZ)

The RPZ is a trapezoidal area centered on the runway, typically beginning 200 ft beyond the runway end. When an RPZ begins at a location other than 200 ft beyond the end of a runway, two RPZs are required (i.e., a departure RPZ and an approach RPZ). The RPZ has been established by the FAA to provide an area clear of obstructions and incompatible land uses to enhance the protection of people and property on the ground.

On September 16, 2022, the FAA published AC 150/5190-4B, *Airport Land Use Compatibility Planning*. This AC represented a significant effort to address RPZ land use compatibility. Airport-compatible land uses are those that can coexist with a nearby airport without constraining the safe and efficient operations of the airport. Assuring compatible land uses within the RPZ is best achieved through:

- Airport ownership of the RPZ property;
- Possessing sufficient interest in the RPZ property through easements, deed restrictions, etc.;
- Possessing sufficient land use control authority to regulate land use in the jurisdiction containing the RPZ;
- Possessing and exercising the power of eminent domain over the RPZ property; or
- Possessing and exercising permitting authority over proponents of development within the RPZ.

Expectations of Airport Sponsors

The FAA requires all federally obligated airport sponsors to comply with FAA Grant Assurances. These include, but are not limited to, Assurance 21, *Compatible Land Use*. Sponsors should take appropriate measures to protect against, remove, or mitigate land uses that introduce incompatible development within RPZs. For projects proposed by the sponsor (such as runway extensions or new runways) that would result in moving the RPZ into an area that has incompatible land uses, the FAA expects the sponsor to have or secure sufficient control of the RPZ, ideally through fee simple ownership, including any off-airport property within the RPZ.

Existing Incompatible Land Uses

The FAA expects airport sponsors to seek all possible opportunities to eliminate, reduce, or mitigate existing incompatible land uses. Examples may include land acquisition, land exchanges, right-of-first-refusal to purchase, agreements with property owners on land uses, easements, or other such measures. The FAA also expects sponsors to actively consider and evaluate available options any time there is an ALP update or master plan update, and to be vigilant for any other opportunities that may arise from time to time—especially opportunities to purchase land—to eliminate or minimize existing incompatibilities. The FAA expects airport sponsors to document their efforts to demonstrate that they are complying with relevant FAA Grant Assurances. **Table 3B** summarizes FAA expectations regarding existing incompatible land uses within an RPZ.

TABLE 3B | Expectations of Airport Sponsors - Existing Incompatible Land Uses

Type of Land Use Control	Expectations of Airport Sponsors
If the airport sponsor owns the land	Because the sponsor has total land use control, the FAA considers it a reasonable expectation that the sponsor will establish and enforce the necessary zoning controls or lease terms to enable it to address existing incompatible land uses when the opportunity arises.
Property is off airport, but the sponsor has land use authority, or the local jurisdiction and land use regulatory authority is owned by the same governing body	Because the sponsor has at least some influence over land use control, the FAA considers it a reasonable expectation that the sponsor will seek to establish the necessary zoning controls to enable it to address existing incompatible land uses when the opportunity arises.
If the sponsor has no land use control (i.e., RPZ land falls in another jurisdiction)	Even though the sponsor has no land use control, the FAA still considers it a reasonable expectation that the sponsor will actively seek opportunities to establish the necessary zoning controls to enable it to address existing incompatible land uses when the opportunity arises. The FAA will consider financial assistance to public-sector airport sponsors for land acquisition even if the airport sponsor has no land use control, but only if the sponsor demonstrates that the airport sponsor is taking all appropriate steps available to enhance control and mitigate existing risks.

Source: FAA AC 150/5190-4B, Airport Land Use Compatibility Planning

Proposed Incompatible Land Uses

The FAA expects the airport sponsor to take active steps to prevent or mitigate proposed incompatible land uses. The FAA expects the airport sponsor to actively seek opportunities to prevent or mitigate risks associated with proposed incompatible land uses within the RPZ. The FAA expects the airport sponsor to secure control of land within the RPZ if a sponsor-initiated project results in incompatible land use within the newly defined RPZ. This is expected regardless of the funding source(s) involved. Sponsors should actively monitor conditions and publicly object to proposed incompatible land uses and should make it a high priority (financially or otherwise) to acquire land or otherwise establish land use controls that prevent incompatible uses. The FAA expects airport sponsors to document their efforts so that they can demonstrate that the airport is complying with its grant assurances. **Table 3C** summarizes FAA expectations regarding proposals for introducing new incompatible land uses within an RPZ.

Potential new incompatible land uses within an RPZ might be caused by one or more circumstances. Some of these circumstances may result from airport sponsor-proposed projects, including (but not limited to):

- An airfield project (e.g., runway extension, runway shift);
- A change in the critical design aircraft that increases the RPZ dimensions;
- A new or revised instrument approach procedure that increases the size of the RPZ; or
- A local development proposal in the RPZ (either new or reconfigured), which can include roadway construction, relocation, or improvements.

TABLE 3C | Expectations of Airport Sponsors - New Incompatible Land Uses

Type of Land Use Control	Expectations of Airport Sponsors
If the airport sponsor owns the land	Because the sponsor has total land use control, the FAA expects that the sponsor will establish all necessary protections to prevent new incompatible land uses.
Property is off airport, but the sponsor has land use authority, or the local jurisdiction and land use regulatory authority is owned by the same governing body	The FAA expects the sponsor to take all appropriate steps available to establish and exercise zoning controls necessary to prevent any new incompatible land uses. The FAA recognizes that the standard of "appropriate action, to the extent reasonable" does not mean, in this case, that the sponsor can always prevail. Rather, the FAA expects the sponsor to demonstrate and document a reasonable effort.
If the sponsor has no land use control (i.e., RPZ land falls within another jurisdiction)	Even though the sponsor has no land use control, the FAA still expects the sponsor to actively pursue and consider all possible steps to secure land necessary to prevent any new incompatible land uses. The FAA recognizes that the standard of "appropriate action, to the extent reasonable" may not succeed. Even so, the FAA expects the sponsor to demonstrate and document a reasonable effort. The FAA expects the airport sponsor to adopt a strong public stance to oppose incompatible land uses, to communicate the purpose of the RPZ and associated risks to the proponent, and to actively consider measures such as land acquisition, land exchanges, right-of-first-refusal to purchase, agreements with property owners regarding land uses, or other such measures.

Source: FAA AC 150/5190-4B, Airport Land Use Compatibility Planning

The FAA has higher expectations for the airport sponsor to mitigate potential incompatible land uses within the RPZs when the introduction of the incompatible land use is the result of an airport sponsor-initiated project (regardless of funding source). The sponsor should submit an alternatives evaluation to the FAA unless the land use is permissible. These are the permissible land uses requiring no further evaluation:

- Farming that meets airport design clearance standards in FAA AC 150/5300-13B, *Airport Design* and guidance as outlined in AC 150/5200-33C, Hazardous Wildlife Attractants on or Near Airports;
- Irrigation channels meeting the standards of AC 150/5200-33C and FAA/USDA manual, *Wildlife Hazard Management at Airports*;
- Airport service roads, as long as they are not public roads and are directly controlled by the airport operator;
- Underground facilities, as long as they meet other design criteria (such as RSA standards), as applicable;
- NAVAIDs and aviation facilities, such as equipment for airport facilities considered fixed-by-function in regard to the RPZ; or
- Above-ground fuel tanks associated with backup generators for unstaffed NAVAIDs.

The RPZ on the Runway 8 end extends off airport property to the west and over private farming land. Approximately 8.1 acres, or approximately 27.6 percent, of the 29.4-acre RPZ is outside airport property. The farming taking place within the RPZ is covered by low, tent-like structures, thus preventing an attraction to birds. The farming activity is well outside any of the protective runway surfaces such as the RSA. The farming activity begins approximately 1,600 feet from the landing threshold. This type of farming activity is acceptable.

Inside the airport property and within the Runway 8 RPZ is an irrigation channel that wraps around the end of the runway. The irrigation channel is approximately 1,280 feet from the landing threshold and 280 feet from the end of the RSA. Irrigation channels that meet standards for not becoming a wildlife attractant are acceptable.

The Runway 26 RPZ is entirely on airport property and is over compatible land that is not used for any other aviation purposes. No action is necessary to specifically address any incompatible land use within the current RPZs.

Runway/Taxiway Separation

The design standards for the separation between runways and parallel taxiways are determined by the RDC. The RDC for Runway 8-26 is D-III-4000, which has a minimum separation standard of 400 feet from the centerline of the runway to the centerline of a parallel taxiway. Taxiway H, which was constructed in 2012, is 700 ft from the runway, thus exceeding the separation standard. Ultimately, Taxiway H is planned to be replaced with a shorter parallel runway, therefore Taxiway H should be maintained until such a time.

Parallel Runway Consideration

The current ALP and 2011 master plan reflect a potential parallel runway in the same location as Taxiway H. The runway to taxiway separation for this planned new runway to Taxiway F is 300 feet. Under certain visibility approach minimums, 300 feet of separation is the design standard, therefore Taxiway F should be maintained in its current location. The minimum runway to runway separation standard is 700 feet, which allows simultaneous VFR approach and will improve airfield capacity. The location of the planned parallel runway, 700 feet from the primary runway and 300 feet from Taxiway F, will be maintained on the ALP to be consistent with the 2011 master plan.

Hold Line Separation

The distance that aircraft hold lines should be marked on taxiways is a function of the RDC. The hold lines for Runway 8-26 should be positioned 251 ft from the runway centerline. The standard distance of 250 ft is adjusted upward one foot for every 100 ft of elevation of the airport. At 76.8 ft above mean sea level (MSL), an additional one foot is added to the standard. The existing hold lines on Taxiways A, B, C, and D meet or exceed this standard and should be maintained until the next re-marking project, at which time they should be set at the standard distance.

Aircraft Parking Area Separation

Aircraft parking should be established outside any obstacle clearance surface. Based on the layout of the airfield and the location of the taxiways, no aircraft should be allowed to park in the taxiway/taxilane object free areas. Currently no aircraft parking positions are within any obstacle clearance surface.

Aircraft Hold Aprons

There are two primary aircraft hold aprons which are used for engine-runs up and final preflight checks. The larger of the two hold aprons is located adjacent to Taxiway A. This hold apron is designed to allow aircraft to pull into a designated spot prior to departure. There are eight designated hold apron positions. The hold apron is designed in a manner that places the holding aircraft outside the Taxiways A and G TOFA. This allows other aircraft to bypass those holding aircraft to access the runway threshold for departure. There have been several runway incursions at the threshold to Runway 26 from Taxiway A. As a result, FAA has identified this hold apron/threshold taxiway as an area of concern and have included it in the Runway Incursion Mitigation (RIM) program. The airport and FAA have agreed on a plan to re-design this hold apron to current standards by installing non-movement islands between each hold position. This project will reduce the hold apron capacity from eight to two. In the alternatives chapter, opportunities to increase aircraft holding capacity will be examined.

The other hold apron is located at the end of Taxiway E, and it is of a non-standard design. There are no marked centerlines to ensure that holding aircraft are not too close to the TOFA. The alternatives chapter will examine opportunities to reconfigure this hold apron.

RUNWAY LENGTH REQUIREMENTS

Aircraft operate on a wide variety of available runway lengths. Many factors will govern the suitability of those runway lengths, such as elevation, temperature, wind velocity, aircraft operating weight, wing flap settings, runway condition (wet or dry), runway gradient, vicinity airspace obstructions, and any special operating procedures. Runway 8-26 is 6,013 feet long. This runway length analysis will identify the optimal runway length based on these many factors and by following the FAA methodology, however, it should be noted that the maximum length of the runway, in accordance with the 1976 Joint Powers Agreement is 6,000 feet.

Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*, provides a five-step process for determining runway length needs.

1. Identify the list of critical design airplanes or airplane group.
2. Identify the airplanes or airplane group that will require the longest runway length at maximum certificated takeoff weight (MTOW).
3. Determine which of the three methods described in the AC will be used for establishing the runway length.
4. Select the recommended runway length from the appropriate methodology.
5. Apply any necessary adjustments to the obtained runway length.

The three methodologies for determining runway length requirements are based on the MTOW of the critical design aircraft or the airplane group. The airplane group consists of multiple aircraft with similar design characteristics. The three weight classifications are those with a MTOW of 12,500 pounds or less, those airplanes weighing over 12,500 pounds but less than 60,000 pounds, and those weighing 60,000 pounds or more. **Table 3D** shows these classifications and the three possible methodologies to use in runway length determination.

TABLE 3D | Airplane Weight Classification for Runway Length Requirements

Airplane Weight Category (MTOW)		Design Approach	Methodology
12,500 pounds or less	Approach speeds of less than 30 knots	Family grouping of small airplanes	Chapter 2: para. 203
	Approach speeds of at least 30 knots but less than 50 knots	Family grouping of small airplanes	Chapter 2: para. 204
	Approach speeds of 50 knots or more with less than 10 passengers	Family grouping of small airplanes.	Chapter 2: para. 205, Figure 2-1
	Approach speeds of 50 knots or more with 10 or more passengers	Family grouping of small airplanes	Chapter 2: para. 205, Figure 2-1
Over 12,500 pounds but less than 60,000 pounds		Family grouping of large airplanes	Chapter 3: Figures 3-1 or 3-2 and Tables 3-1 or 3-2
60,000 pounds or more or Regional Jets		Individual large airplanes	Chapter 4: Airplane performance manuals

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design

Utilizing FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, the following presents the five-step process for determining the recommended runway length for Runway 8-26.

Step 1: Identify the critical design airplanes or airplane group.

The first step in determining the recommended runway length for an airport is to identify the critical aircraft or family grouping of aircraft with similar design characteristics. The critical aircraft or airplane group accounts for at least 500 annual operations. The FAA's Traffic Flow Management System Count (TFMSC) database documents those aircraft that fly IFR and/or file a flight plan to or from the airport. Local operations are not captured. **Table 3E** summarizes a selection of the aircraft in each of the three categories and shows their total operations count from 2022. All three categories exceed the 500 operations threshold.

TABLE 3E | Business Jet Categories for Runway Length Determination

75 PERCENT OF THE NATIONAL FLEET			75-100 PERCENT OF THE NATIONAL FLEET			GREATER THAN 60,000 POUNDS		
Make/ Model	MTOW	Ops 2022	Make/ Model	MTOW	Ops 2022	Make/ Model	MTOW	Ops 2022
Lear 35/36	20,350	14	Lear 55	21,500	6	Gulfstream II	65,500	28
Lear 40/45	20,500	252	Lear 60	23,500	120	Gulfstream IV	73,200	406
Cessna 550	14,100	226	Hawker 800XP	28,000	296	Gulfstream V, 500, 550	90,500	266
Cessna 560XL	20,000	398	Cessna 650	22,000	20	Gulfstream 600, 700	91600	246
IAI Westwind	23,500	12	Falcon 900/2000	45,500	266	Global 5000	92,500	100
Beechjet 400	15,800	56	Cessna 750 (X)	36,100	312	Global 7500	106,250	176
Falcon 50	40,780	116	Challenger 600/604	47,600	372	Global Express	98,000	336
Challenger 300	38,850	858	IAI Astra	23,500	8	Falcon 7x, 8x	70,000	48
	TOTAL	1,932		TOTAL	1,400		TOTAL	1,606

MTOW: Maximum Take Off Weight

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design; TFMSC

While FAA guidance indicates that the recommended runway length should be determined by utilizing individual aircraft planning manuals, the following will first examine the runway length curves from the AC for business jets weighing between 12,500-60,000 pounds. This will provide a point of comparison and an indication of a minimum runway length to accommodate those aircraft. This will be followed by analysis of the individual aircraft planning manuals.

Step 2: Identify the airplanes or airplane group that require the longest runway length at maximum certificated takeoff weight (MTOW).

According to the TFMSC data, there have been between 5,000 and 8,000 annual jet operations over the last eight years at CMA. Since jet aircraft typically require the longest runway lengths, it is the grouping of large business jets that will be examined.

Step 3: Determine which of the three methods described in the AC will be used for establishing the runway length.

For this analysis, the runway length requirements will be examined utilizing the runway length charts in chapter three of FAA AC 150/53225-4B which groups business jets weighing over 12,500 pounds but less than 60,000 pounds into the following two categories:

- 75 percent of the fleet; and
- 100 percent of the fleet.

The AC states that airplanes in the 75 percent of the fleet category generally need 5,000 feet or less of runway at mean sea level and standard day temperature (59° F), while those in the 100 percent of the fleet category need more than 5,000 feet of runway under the same conditions.

The AC indicates that the airport designer must determine which category to use for runway length determination. For each of the past 10 years, there have been over 500 operations by jet aircraft in the 100 percent of the fleet category; therefore, the 100 percent of the fleet category is used to determine future runway length for CMA.

There are two runway length curves presented in the AC under the 100 percent of the fleet category:

- 60 percent useful load; and
- 90 percent useful load.

The useful load is the difference between the maximum allowable structural weight and the operating empty weight (OEW). The useful load consists of passengers, cargo, and usable fuel. The determination of which useful load category to use will have a significant impact on the recommended runway length; however, it is inherently difficult to determine because of the variable needs of each aircraft operator.

Stage length is the term used to describe the length of the flight from take-off to landing in a single leg. If an aircraft has multiple stops along its route, then it would have multiple stage lengths. It is desirable for commercial and non-commercial operators to avoid unnecessary stops and multiple stage lengths for re-fueling purposes, if possible. Multiple fuel stops add cost, but more importantly, they add additional time

to a total trip. For shorter flights, aircraft may carry less fuel/weight. For longer flights, aircraft must carry more fuel/weight. When high ambient temperatures and density altitudes (less dense air) are present, a higher fuel/weight becomes very critical in take-off performance; it requires longer available runway length. Currently, if ambient temperatures are high, many operators of large business jets may not be able to carry enough fuel to depart from CMA to the east coast, or to international destinations with full passenger and cargo useful loads without making an intermediate fuel stop; therefore, requiring multiple stage lengths. This is undesirable for both local based turbine aircraft operators, as well as transient aircraft who may be flight planning a fuel stop. In the case of a transient fuel stop for example, a flight crew transiting across the country will select an airport with adequate runway length for the fuel stop, so that additional fuel stops would not be necessary for the duration of the trip. This problem is compounded with FAR Part 135 charter operators who are required by regulation to comply with accelerate-stop distance (ASDA), accelerate-go distance, and balanced-field length. For cost and time purposes, sometimes pilots may also wish to "ferry fuel" so they may take on no fuel or less fuel at destinations, although, this is more of a common practice with FAR Part 135 or 121 air carriers than FAR Part 91 private operators.

Because of the variability in aircraft weights and stage lengths, the 60 percent useful load category is considered the default, unless there are specific known operations that would suggest using the 90 percent useful load category. Examples of a need to use the 90 percent useful load include regular air cargo flights, long stage flights (i.e., cross-country), or known fuel ferrying needs.

Utilizing subscription data available from the flight tracking company GCR, Inc., information about city pairs was obtained. From that data, in 2022, there were approximately 120 departures from CMA to destinations more than 1,000 miles away. These may be considered long-haul flights. Common destinations included New York, Florida, Hawaii, and Washington D.C. Because of these long-haul flights, there is a case to be made that the 90 percent useful load calculation should apply for determining a recommended runway length at CMA; however, for this analysis, the default 60 percent useful load category will be used as the long-haul flights are a small portion of the operations.

Step 4: Select the recommended runway length from the appropriate methodology.

The next step is to examine the 100 percent of the fleet at 60 percent useful load performance chart in the AC (**Figure 3-1**). This chart requires the following knowledge:

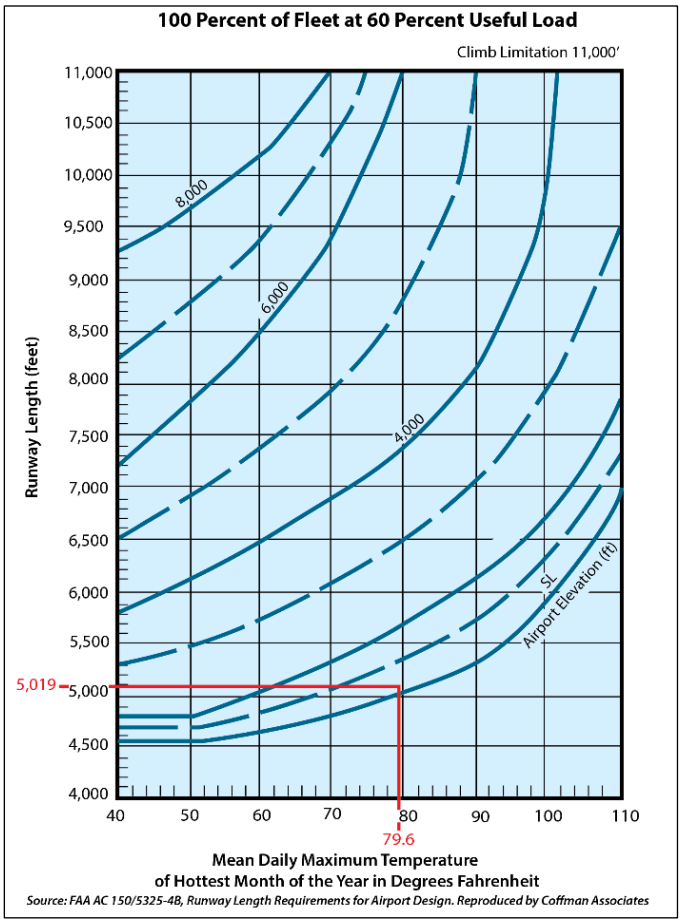


Figure 3-1: Raw Runway Length Estimate

- The mean maximum daily temperature of the hottest month: September at 79.6°(F).
- The airport elevation: 76.8 feet above mean sea level (MSL).

By locating the appropriate temperature and airport elevation on the performance chart, the recommended runway length, without any adjustments, is 5,019 feet as shown on **Figure 3-1**.

Step 5: Apply any necessary adjustments to the obtained runway length.

The recommended runway length determined in Step #4 is based on no wind, a dry runway surface, and zero effective runway gradient; therefore, the following criteria are applied:

- Wet runway surface
- 0.22 percent effective runway gradient (13.7 feet of elevation difference for Runway 8-26)

By regulation, the runway length obtained from the 60 percent useful load performance chart used in Step #4 is increased by 15 percent or up to 5,500 feet, whichever is less, for wet runway conditions.

The runway lengths obtained from Step #4 are increased at the ratio of 10 feet for each foot of elevation difference between the high and low points of the runway centerline. At CMA, this equates to an additional 137 feet of required runway length.

Table 3F summarizes the data inputs and the final recommended runway length of 5,500 feet for business jets with a maximum takeoff weight between 12,500-60,000 pounds. This runway length applies to the category of "100 percent of the fleet at 60 percent useful load". The table also shows the calculated runway length associated with the three other fleet mix categories, including the "100 percent of the fleet at 90 percent useful load" category (7,600 feet) as a point of comparison.

TABLE 3F | Runway Length Requirements

Airport Elevation	76.8' feet above mean sea level			
Average High Monthly Temp.	79.6 degrees (Sept.)			
Runway Gradient	0.22% Runway 8-26 (13.7')			
Fleet Mix Category	**Raw Runway Length from FAA AC**	**Runway Length with Gradient Adjustment**	**Wet Surface Landing Length for Jets (+15%)***	**Final Runway Length**
75% of fleet at 60% useful load	4,594'	4,731'	5,283'	5,300'
100% of fleet at 60% useful load	5,019'	5,156'	5,500'	5,500'
75% of fleet at 90% useful load	6,008'	6,145'	6,909'	6,900'
100% of fleet at 90% useful load	7,441'	7,578'	7,000'	7,600'
*Max 5,500' for 60% useful load and max 7,000' for 90% useful load in wet conditions.				

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design.

Aircraft Flight Planning Manual Method for Runway Length Determination

CMA has over 1,000 documented operations by aircraft weighing more than 60,000 pounds; therefore, the appropriate method for determination of a recommended runway length is to examine the flight planning manuals of common aircraft operating at the airport with a maximum takeoff weight of more than 60,000 pounds.

The required take-off and landing lengths for maximum load and range (adjusted for temperature and elevation) for many of the turbine aircraft utilizing the airport are presented in **Table 3G**, for both dry and wet pavement conditions. The table includes several aircraft with MTOW over 60,000 pounds, but it also includes other common business jets. The takeoff distance requirements reflect the maximum gross weight for the aircraft; however, the percentage of useful load has also been calculated for the existing 6,013-foot runway length. When the runway length requirement exceeds the available runway length at the given design temperature, aircraft operators may be required to reduce payload. Runway length requirements that exceed the current length of Runway 8-26 are noted in red type.

Business jets may operate under different regulations depending on the type of flight being conducted, as noted in **Table 3G**. These regulations may impact the calculated runway available for landing. CFR Part 91 subpart k refers to operations conducted via fractional ownership, and Part 135 refers to commuter/on-demand (charter) operations. Fractional operators must be capable of landing within 80 percent of the landing distance available (LDA), and commuter/on-demand operators must be capable of landing within 60 percent of LDA. Operations conducted under CFR Part 25 are general aviation operations conducted by private owners, which are unfactored. It should be noted that the landing length requirements assume the aircraft is at maximum landing weight, which is rare because during flight, fuel is burned, and the aircraft becomes lighter.

Under normal operating conditions (MTOW and 79.6°F) nearly all business jets can take off from the airport under both wet and dry conditions. The Gulfstream V (and 550/650) and the Lear 60 may be slightly weight restricted. In terms of landing length requirements, for those operating under Part 25 (general aviation), only the Gulfstream IV needs a landing length greater than the existing runway length at maximum landing weight. As we look at the landing length requirements for Part 135 or Part 91k operators, at maximum landing weight some of these may be restricted.

Runway Length Summary

Camarillo Airport is a reliever airport and is thus designed and intended to accommodate business jet activity. Two FAA methodologies for determining a recommended runway length have been calculated. The first applies to those business jets with a MTOW of less than 60,000 pounds, and the second applies to those with a MTOW of more than 60,000 pounds. The first resulted in a recommended runway length of 5,500 feet; however, it is the second method that applies to CMA because the number of documented operations conducted by business jets with a MTOW of more than 60,000 pounds exceeds the 500 annual operations threshold. The second method requires the examination of the flight planning manuals for individual aircraft. A few aircraft may be weight restricted for takeoff and a few more on landing, depending on the operating type. Overall, the existing runway length is adequate and is consistent with the JPA, however, when feasible and associated with a runway rehabilitation project, consideration should be given to reducing the length to 6,000 feet as specified in the JPA.

TABLE 3G | Runway Length Requirements for Business Jets

Airfield Parameters	Elevation: 76.8' MSL									
	Temp: 79.6°F									
	0.22% Runway 8-26 (13.7' difference)									
Runway Parameters	Take-off Length Required at MTOW		% Useful Load for Takeoff on 6,013' Runway		Landing Length Requirements					
					C.F.R. Part 25 (Unfactored)		C.F.R. Part 135 (60% factored)		C.F.R. Part 91k (80% factored)	
Runway Condition	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet	Dry	Wet
Beechjet 400A	4,736	5,901	100%	100%	3,631	5,377	6,052	8,962	4,539	6,721
Citation 560 XLS	3,906	3,943	100%	100%	3,389	5,333	5,648	8,888	4,236	6,666
Citation X	5,898	6,672	100%	100%	3,698	5,220	6,163	8,700	4,623	6,525
Citation Bravo	4,323	4,628	100%	100%	3,459	5,422	5,765	9,037	4,324	6,778
Citation Encore	3,831	5,208	100%	100%	2,988	4,531	4,980	7,552	3,735	5,664
Citation I/SP	3,422	3,936	100%	100%	2,345	2,696	3,908	4,493	2,931	3,370
Citation Sovereign	4,215	4,501	100%	100%	2,853	3,604	4,755	6,007	3,566	4,505
Citation (525) CJ1	4,325	N/A	100%	100%	2,852	3,865	4,753	6,442	3,565	4,831
Citation (525A) CJ2	3,668	3,964	100%	100%	3,175	4,618	5,292	7,697	3,969	5,773
Citation CJ3	3,440	3,905	100%	100%	2,994	4,091	4,990	6,818	3,743	5,114
Challenger 300	5,737	6,018	100%	100%	2,610	5,003	4,350	8,338	3,263	6,254
Falcon 50EX	5,490	6,058	100%	98%	2,930	3,369	4,883	5,615	3,663	4,211
Gulfstream V	6,832	7,610	91%	82%	2,789	3,207	4,648	5,345	3,486	4,009
Gulfstream IV	5,862	6,703	100%	87%	3,637	6,971	6,062	11,618	4,546	8,714
Lear 45XR	5,475	N/A	100%	100%	2,755	3,484	4,592	5,807	3,444	4,355
Lear 60	6,478	6,967	91%	81%	3,521	4,690	5,868	7,817	4,401	5,863

KEY: MSL - Mean Sea Level; MTOW - Maximum takeoff weight; CFR - Code of Federal Regulations.
CFR Part 25: Standard unfactored landing lengths.
CFR Part 135: 60% factored landing length as required by commuter/on-demand operators.
CFR Part 91k: 80% factored as required by fractional operators.
BL: Brake Limited
O/L: Weight limited due to climb performance
N/A: No data available
Figures in red exceed the available runway length.

Source: Aircraft operating manuals from UltraNav software.

RUNWAY WIDTH

Currently, the runway width (150 feet) at CMA meets the requirement for the current and projected future aircraft mix. In fact, it exceeds the design standard of 100 feet. There are certain conditions where a runway that is wider than standard can be maintained (by FAA standard):

- If the critical aircraft has a MTOW of more than 150,000 pounds, then a 150-foot-wide runway is acceptable; or
- If a crosswind runway is eligible but not feasible, then a wider primary runway is acceptable.
- If the sponsor agrees to fund the extra width until a time when the wider standard applies.

It is not anticipated that the critical aircraft will ever have a MTOW greater than 150,000 pounds because of the Joint Powers Agreement which specifically limits aircraft to 115,000 pounds. With a current wind coverage of greater than 95 percent, the airport is not eligible for a crosswind runway; therefore, to maintain the current runway width in the future, the sponsor may have to maintain the additional width. It is not typical for the FAA to require narrowing a runway for routine maintenance or rehabilitation. But when it comes time to reconstruct the runway, that is when FAA may only support the standard 100-foot width.

RUNWAY BLAST PADS

Some runways are equipped with blast pads beyond the ends of the runway to reduce the erosive effect of jet blast and propeller wash. Blast pads are not a required element of a runway. Both ends of Runway 8-26 have blast pads. The standard dimensions for a blast pad for Camarillo are 200 feet long by 140 feet wide. The blast pads at CMA far exceed this standard. Behind the Runway 8 threshold the blast pad is 990 feet long and 150 feet wide. This is acceptable, and it does provide additional paved area in the event of an overrun. Maintaining it at its current length would represent a modest expense. The blast pad behind the Runway 26 threshold is 2,700 feet long and 150 feet wide. It is this size because of the reduction in runway length to comply with the JPA. It is not necessary to maintain all that pavement. The airport might consider removing a portion of this very long blast pad to prevent an aircraft from inadvertently taxiing directly to the runway threshold from the blast pad. If the airport were to consider removing a portion of this blast pad, it should remove a center section that is contained within the RPZ. By doing this, the eastern section can be utilized and accessed via Taxiway G1.

PAVEMENT STRENGTH

The most important feature of airfield pavement is its ability to withstand repeated use by aircraft of significant weight. The current published strength rating for Runway 8-26 is 50,000 pounds single wheel type gear, and 80,000 pounds for dual wheel gears. The airport currently has activity by dual wheel business jets that exceed the current strength rating of the runway. In fact, the critical aircraft has a MTOW of nearly 100,000 pounds; therefore, it is recommended that the pavement strength be increased to accommodate the MTOW weight of the critical aircraft. The pavement should be no more than 115,000 for dual wheel gears, but a strength of 100,000 pounds would be adequate for the current and future critical aircraft.

It should be noted that the pavement strength rating is not the maximum weight limit. Aircraft weighing more than the certified strength can operate on the runway on an infrequent basis; however, frequent operations by heavier aircraft shorten the lifespan of airport pavements.

Any taxiway that will accommodate movements of the critical aircraft should be strong enough to support those movements. This includes Taxiways A, B, C, D, E, F, and any taxilanes providing access to hangars that may be used to store larger aircraft. In addition, aircraft aprons that will support the movement or parking of the critical aircraft should also be strength rated to accommodate these heavier aircraft.

RUNWAY LINE-OF-SIGHT AND GRADIENT

FAA has instituted various line-of-sight requirements to facilitate coordination among aircraft and between aircraft and vehicles that are operating on active runways. This allows departing and arriving aircraft to verify the location and actions of other aircraft and vehicles on the ground that could create a conflict.

Line-of-sight standards for an individual runway are based on whether there is a parallel taxiway available. When a full-length parallel taxiway is available (as it is for Runway 8-26), thus facilitating faster runway exit times, then any point five feet above the runway centerline must be mutually visible, with any other point five feet above the runway centerline for a distance of up to half the length of the runway. The runway meets the line-of-sight standard.

Most runways are not perfectly flat; therefore, there are standards for runway surface gradient, which is maximum allowable slope for a runway. For Runway 8-26, the maximum longitudinal grade is no more than 1.5 percent; however, longitudinal grades may not exceed 0.8 percent in the first and last quarters of the runway or the first and last 2,500 feet of the runway. The runway slopes upward from west to east at a grade of 0.22 percent, thus meeting the gradient standard.

TAXIWAY/TAXILANE DESIGN STANDARDS

Design standards are different for taxiways and taxilanes. Taxiways are the primary movement surfaces to and from the runway and typically include a parallel taxiway, runway connectors, and apron connectors serving the critical aircraft. Taxilanes are distinguished from taxiways in that they do not provide access to or from the runway system directly. Taxilanes typically provide access to hangar areas and thus accommodate a slower movement speed. As a result, taxilanes can be constructed to varying design standards depending on the type of aircraft utilizing the taxilane. For example, a taxilane leading to a T-hangar area only needs to be designed to accommodate those aircraft accessing a T-hangar.

The taxiway width standard is a function of the taxiway design group (TDG) of the critical aircraft. As documented in the forecast chapter, the current and future TDG is “2B”, which has a width standard of 35 feet. All the taxiways and taxilanes at CMA are 50 feet wide except for Taxiway E, at the Runway 8 threshold, which is 75 feet wide.

As noted in the forecast chapter, there is a possibility that the critical TDG could transition to “3”, which has different standards than TDG “2B;” however, when any of the taxiways are planned to be reconstructed the airport should re-evaluate the current operating fleet mix to determine if TDG “2B” remains the critical TDG. If so, then FAA may only fund reconstruction at 35 feet in width. Should the airport wish to maintain 50-foot-wide taxiways, then they would have to fund the remaining 15 feet of width.

Table 3H outlines the taxiway and taxilane standards that apply at CMA. In addition to the standard width, taxiways/taxilanes also have obstacle clearance surfaces centered on them to protect the aircraft. The taxiway object free area (TOFA) for parallel Taxiway F is 171 feet wide as centered on the taxiway. This dimension is based on the critical aircraft which falls in airplane design group III. This TOFA is penetrated by several hangars to a depth of 10.5 feet, which is a non-standard condition. The 118-foot-wide taxiway safety area (TSA) is clear of objects. Since the safety intent of the TSA is met, it is typical to remove the hangars from the TOFA when the hangars are to be redeveloped.

TABLE 3H | Taxiway Dimensions and Standards

STANDARDS BASED ON WINGSPAN	ADG III	
Taxiway Protection		
Taxiway Safety Area (TSA) width	118'	
Taxiway Object Free Area (TOFA) width	171'	
Taxilane Object Free Area width	158'	
Taxiway Separation		
Taxiway Centerline to:		
Fixed or Movable Object	85.5'	
Parallel Taxiway/Taxilane	144'	
Taxilane Centerline to:		
Fixed or Movable Object	79'	
Parallel Taxilane	138'	
Wingtip Clearance		
Taxiway Wingtip Clearance	27'	
Taxilane Wingtip Clearance	20'	
STANDARDS BASED ON TDG	**TDG 2B**	**TDG 3**
Taxiway Width Standard	35'	50’
Taxiway Edge Safety Margin	7.5'	10’
Taxiway Shoulder Width	15'	20’

ADG: Airplane Design Group
TDG: Taxiway Design Group

Source: FAA AC 150/5300-13B, Airport Design

OTHER TAXIWAY DESIGN CONSIDERATIONS

FAA AC 150/5300-13B, *Airport Design*, provides guidance on taxiway design that has a goal of enhancing safety by providing a taxiway geometry that reduces the potential for runway incursions. A runway incursion is defined as, “any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.”

The following is a list of the taxiway design guidelines, as well as the basic rationale behind each recommendation:

- *Taxi Method*: Taxiways are designed for “cockpit over centerline” taxiing, with pavement being sufficiently wide to allow a certain amount of wander. On turns, enough pavement should be provided to maintain the edge safety margin from the landing gear. When constructing new taxiways, upgrading existing intersections should be undertaken to eliminate judgmental over-steering, which is when the pilot must intentionally steer the cockpit outside the marked centerline to assure the aircraft remains on the taxiway pavement.
- *Steering Angle*: Taxiways should be designed such that the nose gear steering angle is no more than 50 degrees, the generally accepted value to prevent excessive tire scrubbing.
- *Three-Node Concept*: To maintain pilot situational awareness, taxiway intersections should provide a pilot with a maximum of three choices of travel. Ideally, these are right and left angle turns and a continuation straight ahead.

- *Intersection Angles*: Design turns to be 90 degrees wherever possible. For acute angle intersections, standard angles of 30, 45, 60, 120, 135, and 150 degrees are preferred.
- *Runway Incursions*: Design taxiways to reduce the probability of runway incursions.
- *Increase Pilot Situational Awareness*: A pilot who knows where he/she is on the airport is less likely to enter a runway improperly. Complexity leads to confusion. Keep taxiway systems simple using the "three nodes" concept.
- *Avoid Wide Expanses of Pavement*: Wide pavements require placement of signs far from a pilot's eye. This is especially critical at runway entrance points. Where a wide expanse of pavement is necessary, avoid direct access to a runway.
- *Limit Runway Crossings*: The taxiway layout can reduce the opportunity for human error. The benefits are twofold – through a simple reduction in the number of occurrences, and through a reduction in air traffic controller workload.
- *Avoid "High Energy" Intersections*: These are intersections in the middle third of runways. By limiting runway crossings to the first and last thirds of the runway, the portion of the runway where a pilot can least maneuver to avoid a collision is kept clear.
- *Increase Visibility*: Right angle intersections, both between taxiways and runways, provide the best visibility. Acute angle runway exits provide for greater efficiency in runway usage but should not be used as runway entrances or crossing points. A right angle turn at the end of a parallel taxiway is a clear indication of approaching a runway.
- *Avoid "Dual Purpose" Pavements*: Runways used as taxiways and taxiways used as runways can lead to confusion. A runway should always be clearly identified as a runway and only a runway.
- *Indirect Access*: Do not design taxiways to lead directly from an apron to a runway. Such configurations can lead to confusion when a pilot typically expects to encounter a parallel taxiway.
- *Hot Spots*: Confusing intersections near runways are more likely to contribute to runway incursions. These intersections must be redesigned when the associated runway is subject to reconstruction or rehabilitation. Other hot spots should be corrected as soon as practicable.

Runway/Taxiway Intersections:

- *Right Angle*: Right angle intersections are the standard for all runway/taxiway intersections, except where there is a need for a high-speed exit. Right angle taxiways provide the best visual perspective to a pilot approaching an intersection with the runway to observe aircraft in both the left and right directions. They also provide optimal orientation of the runway holding position signs, so they are visible to pilots.
- *Acute Angle*: Acute angles should not be larger than 45 degrees from the runway centerline. A 30-degree taxiway layout should be reserved for high-speed exits. The use of multiple intersecting taxiways with acute angles creates pilot confusion and improper positioning of taxiway signage.

- *Large Expanses of Pavement*: Taxiways must never coincide with the intersection of two runways. Taxiway configurations with multiple taxiway and runway intersections in a single area create large expanses of pavement, making it difficult to provide proper signage, marking, and lighting.
- *Taxiway/Runway/Apron Incursion Prevention*: Apron locations that allow direct access into a runway should be avoided. Increase pilot situational awareness by designing taxiways in such a manner that forces pilots to consciously make turns. Taxiways originating from aprons and forming a straight line across runways at mid-span should be avoided.
- *Wide Throat Taxiways*: Wide throat taxiway entrances should be avoided. Such large expanses of pavement may cause pilot confusion and make lighting and marking more difficult.
- *Direct Access from Apron to a Runway*: Avoid taxiway connectors that cross over a parallel taxiway and directly onto a runway. Consider a staggered taxiway layout that forces pilots to make a conscious decision to turn.
- *Apron to Parallel Taxiway End*: Avoid direct connection from an apron to a parallel taxiway at the end of a runway.

FAA AC 150/5300-13B, *Airport Design,* states that "existing taxiway geometry should be improved whenever feasible, with emphasis on designated hot spots. To the extent practicable, the removal of existing pavement may be necessary to correct confusing layouts."

Taxiway B is of an unusual geometry. It has a wide throat at the intersection with the runway, and it is a curving taxiway. Taxiways C and D are similar in that they are also curving taxiways. Taxiways B and C may also be considered to provide direct access from apron areas to the runway. Taxiway E, leading to the Runway 8 threshold, is at an angle which forces pilots to hold at an angle to the runway, thus limiting peripheral views. All taxiways will be examined in the alternatives analysis to determine if there are potential re-alignment opportunities that will enhance operational safety.

Exhibit 3B identifies the main standards and geometry issues to be addressed during this study.

INSTRUMENT NAVIGATIONAL AIDS, APPROACH LIGHTING AND VISUAL AIDS

Camarillo Airport has a good level of instrument approach capability to both runway ends. Runway 8 has a GPS approach with 1-mile visibility minimums. Runway 26 has a GPS approach with ¾-mile visibility minimums. The approach to Runway 26 is a Localizer Performance with Vertical Guidance (LPV) instrument approach. Even though LPV approaches have vertical guidance, they are not considered a precision approach. LPVs are an approach with vertical guidance (APV). APV approaches do not meet the ICAO and FAA precision approach definitions, which apply mostly to localizer and glideslope transmitters.

Previous study and the current ALP recommended improving the approach to Runway 26 with an instrument landing system (ILS), which would provide both vertical and horizontal guidance and may allow for ½-mile visibility minimums. The approach RPZ associated with an ILS instrument approach is larger than the current ¾-mile RPZ. The airport has proactively protected the additional land where the ½-mile RPZ would lay. Generally, ½-mile visibility minimums are the lowest available to general aviation

airports and are standard for reliever airports like CMA. The benefit of low visibility minimums is that airports can remain operational even in poor visibility conditions, which has an economic impact benefit. An ILS approach requires a medium intensity approach lighting system with runway alignment indicator lights (MALSR). A MALSR is a lighted grid that is 2,400 feet long leading to the landing threshold. It also requires a localizer and glideslope antenna.

FAA, through its NextGen program, desires to increase the accuracy of GPS approaches so that they can provide ½-mile visibility minimums without the need for a localizer or glideslope antenna. In fact, installations of traditional ILS approaches are rare and reserved for busy commercial service airports. While the existing ¾-mile visibility minimums for approaches to Runway 26 are good, the current 2011 master plan reserves space for ½-mile visibility minimums. Continuing to reserve the space needed and the potential for ½-mile visibility minimums is recommended.

The current ALP and 2011 master plan consider improving the approach to Runway 8 with a GPS LPV approach with ¾-mile visibility minimums. Approaches with ¾-mile visibility minimums do not require any additional ground-based equipment, so this approach is planned as a GPS approach.

To provide pilots with visual guidance information during landings on the runway, electronic visual approach aids are commonly provided at airports. Currently, both ends of the runway are equipped with a four-light precision approach path indicator (PAPI-4). These should be maintained. Both ends are also equipped with runway end identifier lights (REIL). REILs provide landing pilots with a quick indication of the location of the landing threshold. These should be maintained.

The airport has three lighted windsocks which provide pilots with a visual indication of the wind direction and intensity. These should be maintained. The primary windsock is located within the segmented circle. The segmented circle provides pilots with a visual understanding of the traffic pattern to each runway end. The segmented circle is required for airports that do not have a 24-hour ATCT. The segmented circle should be maintained.

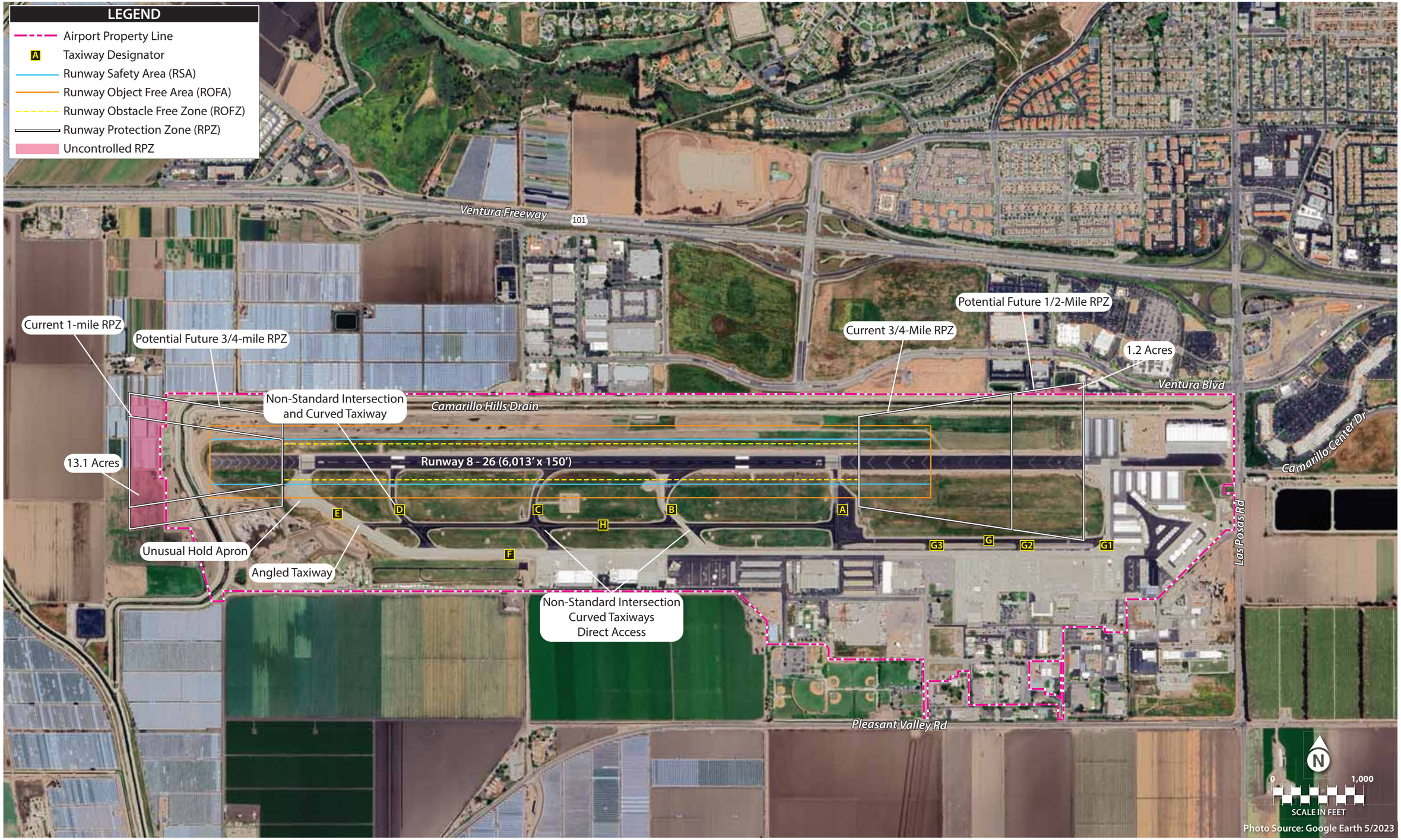
AIRFIELD MARKING, LIGHTING AND SIGNAGE

Runway markings are designed according to the type of straight-in instrument approaches available to each runway end. Currently, both ends have non-precision markings. If a precision approach is implemented for Runway 26, then precision markings should be installed. The current non-precision marking for Runway 8 should be maintained. The runway is equipped with medium intensity edge lighting. If a precision approach is implemented, the edge lights should be upgraded to high-intensity edge lights.

All taxiways are equipped with medium intensity taxiway edge lighting. This is appropriate and should be maintained.

The airport has a full sign system that meets the standards outlined in FAA AC 150/5340-18G, *Standards for Airport Sign Systems*. The signage system should be maintained.

The airport beacon is in the process of being relocated from atop the old water tower to a stand-alone tilt pole located near the airfield electrical vault. This is a good location, and the beacon should be maintained.


LEGEND
Airport Property Line
A Taxiway Designator
Runway Safety Area (RSA)
Runway Object Free Area (ROFA)
Runway Obstacle Free Zone (ROFZ)
Runway Protection Zone (RPZ)
Uncontrolled RPZ
Ventura Freeway
101
Current 1-mile RPZ
Potential Future 3/4-mile RPZ
Current 3/4-Mile RPZ
Potential Future 1/2-Mile RPZ
1.2 Acres
Ventura Blvd
Non-Standard Intersection and Curved Taxiway
Camarillo Hills Drain
13.1 Acres
Runway 8 - 26 (6,013' x 150')
E
D
C
H
B
A
G3
G
G2
G1
F
Unusual Hold Apron
Angled Taxiway
Non-Standard Intersection
Curved Taxiways
Direct Access
Las Posas Rd
Pleasant Valley Rd
N
0
1,000
SCALE IN FEET
Photo Source: Google Earth 5/2023

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AIRPORT TRAFFIC CONTROL

The tower at CMA was constructed in 1992. It is open from 7:00 a.m. to 9:00 p.m. daily. It is located south of the mid-point of the runway, which is an ideal location. Controllers have direct visibility to all movement areas that they control including the runway and parallel taxiways. The control tower should be maintained.

AIRSIDE SUMMARY

Camarillo Airport has a nice complement of airside systems with only a few noted areas of improvement needed. At 6,013 feet in length, the runway can meet the needs of most aircraft operating there today. Under certain heavy loading conditions, some aircraft may be slightly weight restricted. The runway is 13 feet longer than the limitation of the JPA. It is recommended that the runway be shortened to 6,000 feet to fully comply with the JPA. A loss of 13 feet will have little if any impact on aircraft operations.

The primary taxiways are all at least 50 feet wide while the applicable design standard is 35 feet. When reconstruction is considered for any of the taxiways, they should be constructed at the standard width, unless the airport wishes to maintain wider taxiways. Any additional width beyond standard would be the responsibility of the airport sponsor.

The airport has good instrument approaches with 1-mile visibility minimums to Runway 8 and ¾-mile visibility minimums to Runway 26. Consideration is given to ¾-mile visibility minimums to Runway 8 and ½-mile visibility minimums to Runway 26. The alternatives chapter will address the airside element improvements identified in this chapter; however, it is anticipated that potential implementation of lower visibility minimums would occur beyond the five-to-10-year scope of this ALP Update.

A summary of the airside facility needs is shown on **Exhibit 3C**.

LANDSIDE REQUIREMENTS

Landside facilities provide the essential interface between the airside facilities and ground access to and from the airport. The capacities of existing facilities have been examined against the projected requirements to gauge anticipated timing of needs. The following are included in the analysis: aircraft storage, aircraft apron requirements, general aviation terminal services, automobile parking, and fuel storage capacity.

AIRCRAFT STORAGE HANGARS REQUIREMENTS

The demand for aircraft storage hangar space is based upon the forecast number and mix of aircraft expected to be based at Camarillo Airport in the future. Most based aircraft are stored in either individual hangars or shared conventional hangars; however, a portion of based aircraft owners will elect to utilize apron tie-down positions. Over time, if hangar space was available, more owners who currently utilize tie-down positions are likely to instead lease a hangar space.

	AVAILABLE	POTENTIAL IMPROVEMENT/CHANGE
RUNWAYS		
	RUNWAY 8-26	
	RDC: D-III-4000	D-III-2400
	Runway length/width: 6,013' x 150'	6,000' x 100'
	Pavement strength: 50(S)/80(D)/125(DD)	Increase to 60(S) and 100,000 (D)
	RSA: 500' wide x 1,000' beyond runway ends	Acceptable - Maintain
	ROFA: 800' wide x 1,000' beyond runway ends	Acceptable - Maintain
	OFZ: 400' wide x 200' beyond runway ends	Acceptable - Maintain
	RPZ ownership: Partial ownership	Acceptable - Maintain (Acquire if feasible)
	RPZ Incompatibilities	Acceptable - Maintain (No incompatibilities)
	Markings: Non precision (8)/ Non precision (26)	Markings: Acceptable- Maintain
	Medium intensity runway lighting (MIRL)	Acceptable - Maintain
TAXIWAYS		
	TDG-2B	TDG - 3
	Centerline markings	Acceptable - Maintain
	Width standard is 35 feet	Consider 50' taxiway width
	Medium intensity taxiway lighting (MITL)	Acceptable - Maintain
	Taxiway layout/geometry deficiencies	Redesign taxiway layout/geometry deficiencies
INSTRUMENT NAVIGATION AND WEATHER AIDS		
	ASOS	Acceptable - Maintain
	Beacon (new location)	Acceptable - Maintain
	3 Windsocks/Segmented Circle	Acceptable - Maintain
	1-mile GPS approach (Rwy 8)	Consider ¾-mile GPS approach (Rwy 8)
	¾-mile GPS approach (Rwy 26)	Consider ½-mile GPS approach (Rwy 26)
VISUAL AIDS		
	PAPI-4L (8-26)	Acceptable - Maintain
	REILs (8-26)	Acceptable - Maintain
	Approach Lighting System (N/A)	Not Required

KEY

ASOS - Automated Surface Observation System
MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
OFZ - Obstacle Free Zone
PAPI - Precision Approach Path Indicator
RDC - Runway Design Code
REIL - Runway End Identification Lights
RSA - Runway Safety Area
ROFA - Runway Object Free Area
RPZ - Runway Protection Zone
TDG - Taxiway Design Group

An estimate of future hangar space needs has been developed and is presented in **Table 2J**. Some aircraft will be stored in smaller T-hangars while others may be stored in larger box and conventional hangars. Hangar needs are based on the average space an aircraft may occupy in a hangar which is estimated at 3,000 square feet per aircraft.

TABLE 3J | Forecast Hangar Needs

	2022	2027	2032	2042
Based Aircraft	350	371	389	444
Based Aircraft to be Hangared	262	289	319	382
New Hangar Area (sf)	NA	81,000	171,000	360,000
Note: New hangar area need estimated at 3,000 sf per new hangered based aircraft.				

Source: Coffman Associates analysis.

It is estimated that the airport will need between 81,000 and 171,000 square feet of hangar space over the next five-to-10-years to accommodate demand within the scope of this study. The landside alternatives evaluation will examine the options available for hangar development at the airport and determine the best location for each type of hangar facility. With the addition of the new Cloud 9 hangar complex, the airport has some capacity available for those needing space in large conventional hangars. There is a current need for smaller T-hangars and smaller box hangars. In addition, several of the existing smaller T-hangars/ Port-a-Ports/ and box hangars are well beyond their useful life. The location of these hangars may be an opportunity for redevelopment. The alternatives chapter will identify potential redevelopment sites.

AIRCRAFT PARKING APRON REQUIREMENTS

Aircraft parking aprons should provide for the locally based aircraft that are not stored in hangars and transient aircraft. As noted in Chapter 1 – Inventory, it is estimated there are approximately 113,500 square yards (sy) of aircraft parking apron available. Of this total, approximately 48,600 sy are primarily utilized for locally based aircraft owners. The remaining 64,900 sy are intended for transient users, including approximately 20,000 sy available for public transient users. In total, there are 193 individual parking positions which include four helicopter hardstands.

For planning purposes, the percentage of based aircraft not assigned to hangars will be used to determine the parking apron requirements for local aircraft. The average area requirement for parking of locally based aircraft is smaller than for transient aircraft since the typical mix of transient aircraft has a larger footprint. A planning criterion of 650 sy per local tie-down aircraft position was used to determine the apron requirements for local aircraft.

Future transient apron need is a function of transient busy day operations and an estimate of how many operators may utilize the transient aprons and how many may be on the ground at the same time. A planning criterion of 800 sy for smaller aircraft and 1,600 sy for larger aircraft is utilized. Total aircraft parking apron requirements are presented in **Table 3K**.

TABLE 3K | Aircraft Apron Requirements

	FORECAST			
	Currently Available (2022)	Short Term	Intermediate Term	Long Term
Local Apron Positions	130	92	80	72
Local Apron Area (sy)	48,600	59,600	52,000	46,900
Transient Apron Positions	63	62	66	75
Piston Transient Positions	38	31	33	38
Turbine Transient Positions	25	31	33	38
Transient Apron Area (sy)	64,900	74,700	78,700	90,100
Total Apron Area (sy)	**113,500**	**134,300**	**130,700**	**137,000**

Source: Coffman Associates analysis

The existing local apron area does not meet the short-term demand; however, as more hangars are constructed and more of the currently tied-down aircraft are moved to hangars, the long-term local tie-down apron area need is met. As transient activity increases, there is a projected need for additional transient apron, especially for larger turbine aircraft. A portion of the identified apron needs may also be dedicated for other parking needs, such as helicopters or urban air mobility (UAM) aircraft.

It is estimated that over the next 20 years, an additional 23,500 sy of total apron area will be needed. A portion of the new apron area is likely to be met by private developers that construct hangars. Additional public transient apron may also be needed should forecast demand materialize. It should be noted that on busier days, it is common for areas generally intended for local tie-down needs to be used for transient needs.

GENERAL AVIATION TERMINAL SERVICES

General aviation terminal services have several functions: a pilots' lounge, flight planning, concessions, airport management, and restrooms. Many airports will also have leasable space in the terminal building for such features as a restaurant or concessions area, FBO line services, and other needs. These functions at CMA are generally provided by the FBOs as there is not a dedicated terminal building.

The methodology used in estimating general aviation terminal facility needs is based on the number of airport users expected to utilize these facilities during the design hour. General aviation space requirements are based upon providing 120 square feet per design hour itinerant passenger. Design hour itinerant passengers are determined by multiplying design hour itinerant operations by the estimated number of passengers on the aircraft (multiplier).

Combined, it is estimated that the FBOs provide approximately 15,000 square feet of public space available to aviation customers. Based on calculation estimates of space needed, this will be adequate through the long-term planning period. Certain airport businesses may find it desirable to provide some of these terminal services as part of their overall business plan as well.

The department of airports should consider providing a dedicated general aviation terminal building. These facilities meet certain needs of the flying public such as flight planning services, restrooms, meeting space, restaurants, but they also serve as the "front door" to the community. That first impression can be important to a business developer or corporate executive who is involved in investment decisions in the community. A good first impression can be an important consideration. Since the FBO's already provide some of the typical terminal services, the size of a county owned terminal is variable. In addition to the above-mentioned functions, GA terminals often include administration space. For planning purposes, a county-owned terminal of at least 15,000 square feet will be considered.

Table 3L summarizes the terminal needs at the airport.

TABLE 3L | General Aviation Terminal Area Facilities

	Existing	Short Term	Intermediate Term	Long Term
Design Hour Operations	89	92	95	103
Design Hour Itinerant Operations	47	49	50	55
Multiplier (people per aircraft)	2.0	2.0	2.0	2.0
Total Design Hour Itinerant Passengers	94	98	101	109
FBO GA Services Space (sf)	15,000 (est.)	11,700	12,100	13,100

Source: Coffman Associates analysis

AUTOMOBILE PARKING

Planning for adequate automobile parking is a necessary element for any airport. Parking needs can effectively be divided between transient airport users and locally based users. Transient users include those employed at the airport and visitors, while locally based users primarily include those attending to their based aircraft. A planning standard of 1.9 times the design hour passenger count provides the minimum number of vehicle spaces needed for transient users. Locally based parking spaces are calculated as half the number of based aircraft.

Most of the larger corporate and conventional hangars have dedicated vehicle parking lots, while the smaller hangars and T-hangars do not. Users of the T-hangars typically will traverse the non-movement areas (aprons and taxilanes) to access their hangar, then park the car in the hangar when using their aircraft. Ideally, dedicated parking lots would be available for T-hangar users. Any future corporate and conventional hangar construction should include dedicated vehicle parking lots. Consideration should also be given to vehicle parking to serve future T-hangars; however, this is not required.

FUEL STORAGE CAPACITY

Additional fuel storage capacity should be planned if CMA is unable to maintain an adequate supply and reserve—a 14-day reserve being common for general aviation airports. From 2015 through 2018, total fuel sales increased by 3.07 percent annually. In 2022, Jet A sales were 80.0 gallons per turbine operation, and AvGas sales were 3.0 gallons per piston operation.

Table 3M presents a forecast of fuel demand through the planning period. By the long-term planning period, additional Jet A storage capacity may be needed to maintain a 14-day reserve supply. Avgas fuel storage capacity is adequate through the planning period.

TABLE 3M | Fuel Storage Requirements

	Current Capacity (gal.)	Baseline Consumption (2022)[1]	Short Term	Inter. Term	Long Term
Jet A Requirements					
Annual Usage (gal.)	128,000	1,307,840	1,979,280	2,612,800	4,457,840
Daily Usage (gal.)		3,583	5,423	7,158	12,213
14-Day Storage (gal.)		50,164	75,918	100,217	170,986
Avgas Requirements					
Annual Usage (gal.)[2]	46,000	512,184	503,390	499,592	481,347
Daily Usage (gal.)		1,403	1,379	1,369	1,319
14-Day Storage (gal.)		19,645	19,308	19,162	18,463

[1]Airport fuel report. Gal. = gallon

Several alternative fuel types are currently being researched for use as aviation fuel. This includes unleaded fuel, high octane automobile fuel, and hydrogen fuel. Each of these would need dedicated storage tanks. The need for these fuels is not apparent yet but may come on-line in the coming years. Generally, the need for these alternative tanks would be in addition to Jet A and Avgas fuel needs. **Exhibit 3D** summarizes the landside facility requirements.

SUMMARY

This chapter has outlined facility requirements for CMA for a 20-year planning period. An ALP Update like this study only requires a five-to-10-year analysis but a full 20-years has been shown so that airport management can anticipate potential improvements well in advance of actual need. In addition, the forecast element of this study was used in the concurrent Part 150 noise study and that study requires a 20-year forecast.

At its current length of 6,013 feet, Runway 8-26 is adequate to meet the needs of current airport users. There may be times, especially on very hot days, where certain business jets may be weight restricted but this likely is not a regular occurrence. In addition, the JPA airport operating agreement restricts the total length of the runway; therefore, the existing runway length is planned to be maintained until a major runway rehabilitation project, at which time the runway would be shortened to 6,000 to comply with the JPA.

The instrument approach minimums are important to the economic viability of an airport. The existing visibility minimums at CMA are ¾-mile to Runway 26 and 1-mile to Runway 8. The current 2011 master plan considers improvements to the instrument approaches with future visibility minimums of ¾-mile to Runway 8 and ½-mile to Runway 26. These potential improvements are planned to be preserved in this ALP Update; however, implementation of lower visibility minimums is not anticipated in the five-to-10-year term of this ALP Update.

	2022	2027	2032	2042
Based Aircraft	*350*	*371*	*389*	*444*
Aircraft to be Hangared	*262*	*289*	*319*	*382*
Hangar Area Needed (s.f.)	*NA*	*81,000*	*171,000*	*360,000*

Aircraft Parking Positions

	Available	Short Term	Intermediate Term	Long Term
Local Positions	130	92	80	72
Transient Positions	63	62	66	75
Total Aircraft Parking Positions	193	154	146	147

Aircraft Parking Apron

Local Apron Area	48,600	59,600	52,000	46,900
Transient Apron Area	64,900	74,700	78,700	90,100
Total Apron	113,500	134,300	130,700	137,000
GA Terminal Services (s.f.)	*15,000 (est.)*	*11,700*	*12,100*	*13,100*

Fuel Storage (Static)

Jet A Capacity	128,000 gal.	Maintain	Add Capacity	Maintain
AvGas Capacity	46,000 gal.	Maintain	Maintain	Maintain

Several new hangars have been constructed in recent years including the 100,000 square foot Cloud Nine development. There continues to be a projected need for approximately 81,000 square feet of additional hangar space within the five-to-10-year term of this ALP Update. The alternatives chapter will examine potential locations for new hangar construction. Certain aging hangars may be replaced with new hangars, which would not count to the overall needs for the airport. Overall, there is a projected need for additional aircraft parking apron which should coincide with new hangar development.

The next chapter of this ALP update will examine future development alternatives. The priority will be various geometry solutions to the curving and direct access taxiways. Various new hangar development layouts will also be presented.

Camarillo Airport

ALP Update and Narrative Report

Chapter 4

Airport Development Alternatives and Preferred Concept

Camarillo Airport

ALP Update and Narrative Report

Chapter 4
Airport Development Alternatives and Preferred Concept

In the previous chapter, airside and landside facilities required to satisfy the projected aeronautical demand through the long-range planning period were identified. The next step in the planning process is to identify and discuss concepts for meeting these requirements. This chapter provides an organized approach to identifying and discussing reasonable alternative development concepts. The concepts presented are unconstrained, meaning factors such as cost and environmental constraints are not weighted heavily at this point, as the goal of this chapter is to identify viable development concepts.

The concepts present various potential hangar layouts with the objective of maximizing airport land in an efficient and sustainable manner. This means identifying where future taxilanes should be planned so that a single hangar development project does not block the potential for additional hangar development. The graphics depict hangars, vehicle parking lots, and roadways to give a clearer understanding of the development potential and the space requirements. The graphics are conceptual and do not represent, imply, or recommend any specific commercial or non-commercial aeronautical uses, only general aeronautical use.

The facility requirements chapter identified the need for an additional 81,000 square feet of new hangar space in the next five years (See Table 3J). In order to meet this projected need within the forecast horizon, this ALP Update should identify and reserve locations for facilities that could accommodate up to 21 new based aircraft in the next five years, while identifying adequate area to be reserved for future aeronautical use over the next 20 years.

REVIEW OF PREVIOUS PLAN

The Ventura County Department of Airports pursues a continuous planning process. Periodically, the local airport planning documents are updated for each airport. The currently active master plan for Camarillo Airport (CMA) was completed in 2011 and included a 20-year capital improvement program (CIP) and airport layout plan (ALP). This ALP Update and Narrative Report (ALP Update) is a more narrowly focused planning study which will result in an updated CIP and ALP that focus on short-term needs (up to 10 years). On an annual basis, the CIP is updated and adjusted to address development needs, funding availability, and regulatory requirements. Most capital improvement projects, especially those needing federal grant funding assistance, must be depicted on the ALP. The FAA reviews master plans and ALP updates but only approves the forecasting element and the ALP.

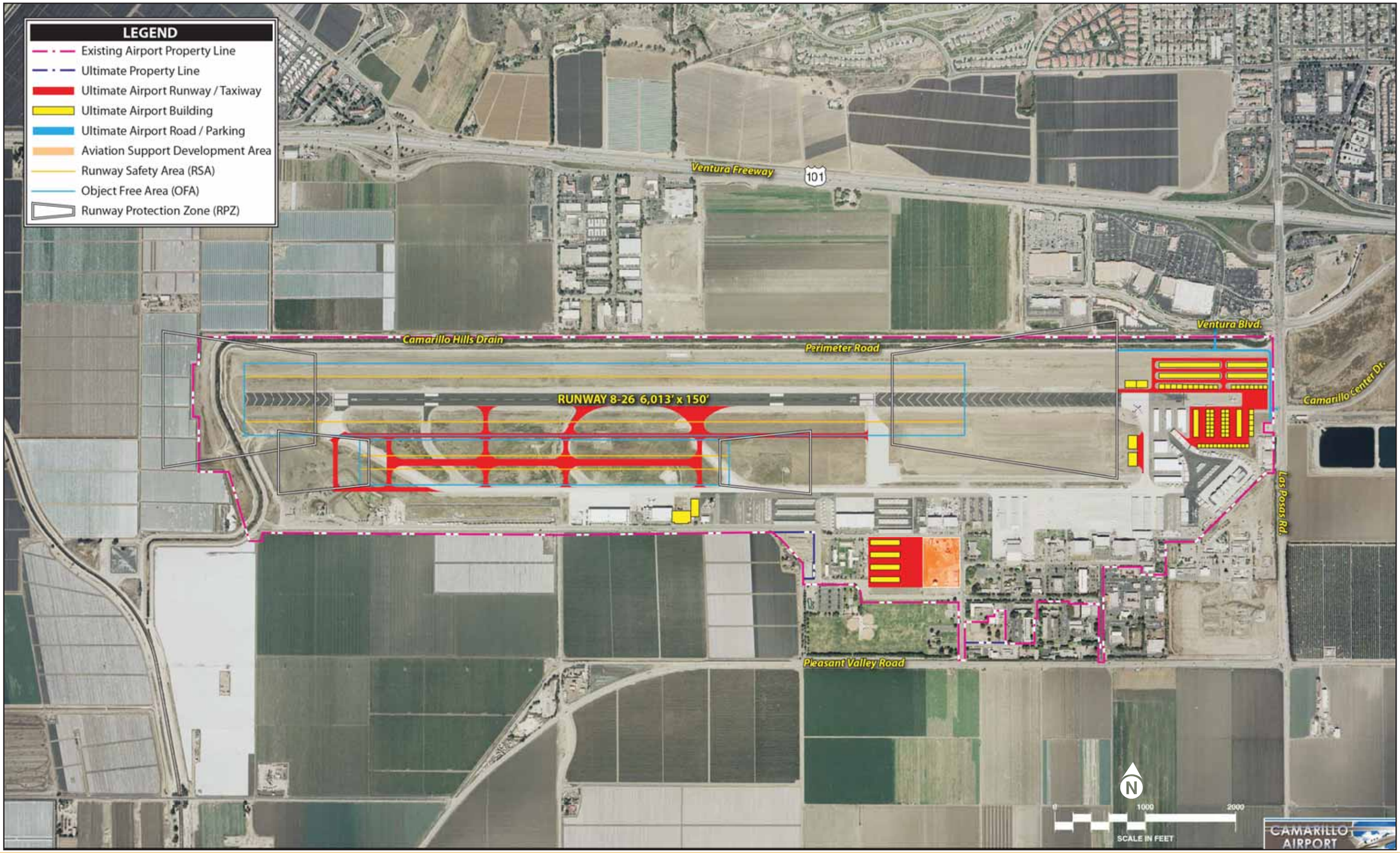
Exhibit 4A represents the development concept from the 2011 master plan. It is standard practice to review the previous planning effort and determine if the plan presented at that time is consistent with the current assumptions. It is not unusual for the plan to change over time, as new information may inform a change in how the original plan is further implemented during the planning period.

The previous plan identified several locations for future hangar development. While that plan presented suggested hangar types, hangar development is fluid and actual construction does not have to adhere to a specific type or dimension that may be depicted in a planning document. The runway was planned to remain 6,013 feet in length and an instrument approach with ½-mile visibility minimums was planned to the Runway 26 end. (See below for the recommendation to ultimately reduce the runway length to 6,000 feet to fully comply with the Joint Powers Agreement.) A short 4,000-foot-long parallel runway was planned to accommodate the future high volume of activity by smaller single-engine aircraft. It is valuable to reference the current 2011 master plan and ALP while analyzing various alternative development scenarios considered for this study.

BASELINE LAND USE ASSUMPTIONS

The objective of airport land use planning is to coordinate future uses of the airport property in a manner that is both functional with the design of the airport and compatible with the airport environs. There are two primary considerations for on-airport land use planning. The first is to secure those areas essential to the safe and efficient operation of the airport. The second is to determine compatible land uses for the balance of the property that would be most economically advantageous to the airport and the region it serves.

Prior to presenting development concepts, it is important to have a basic understanding of the land use guidelines. With this understanding, facilities can be located to ensure the highest and best use of airport property. Certain design standards also affect facility location options. For example, future structures should be planned so they do not compromise safe and efficient aircraft operations.


LEGEND
Existing Airport Property Line
Ultimate Property Line
Ultimate Airport Runway / Taxiway
Ultimate Airport Building
Ultimate Airport Road / Parking
Aviation Support Development Area
Runway Safety Area (RSA)
Object Free Area (OFA)
Runway Protection Zone (RPZ)
Ventura Freeway
101
Camarillo Hills Drain
Perimeter Road
Ventura Blvd.
Camarillo Center Dr.
RUNWAY 8-26 6,013' x 150'
Las Posas Rd.
Pleasant Valley Road
N
0
1000
2000
SCALE IN FEET
CAMARILLO AIRPORT

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Any property, when described as part of an airport in an agreement with the United States, defined by the ALP, or listed on the Exhibit "A" property map, is considered to be "dedicated" or "obligated" property for airport purposes. The primary purpose of airport property is for aeronautical use. In most cases, land designated for aeronautical use on the ALP may not be used for non-aeronautical purposes without FAA approval.

If it has been determined that obligated land on the airport is no longer needed for aeronautical use because it exceeds the forecasted need or is inaccessible by aircraft, that property may be considered for compatible non-aeronautical use. The revenue from this use can provide supplemental funds to the airport with the goal of making the airport as self-sustaining as possible.

By categorizing the entirety of airport property, airport management can plan and direct any development proposals to the appropriate locations. There are three primary land use categories on an airport: airfield operations, aeronautical reserve, and non-aeronautical reserve. **Exhibit 4B** presents preliminary land use classifications for the airport to guide the alternatives analysis. Once a plan for the airport is established, a formal land use plan is developed and included in the ALP set. The land uses depicted on **Exhibit 4B** are a starting point to guide this initial planning effort and may change as the concept review process proceeds.

AIRFIELD OPERATIONS

This land use designation applies to the portion of airport property that encompasses the major airside elements, such as the runways; taxiways; runway safety area (RSA); runway object free area (ROFA); runway obstacle free zone (OFZ); runway protection zone (RPZ) (on airport property); taxiway safety area; taxiway object free area (TOFA); and navigational aid critical areas. Airfield operations areas are intended for the safe and efficient movement of aircraft to and from the airfield. This land use designation includes the various object clearing areas, and only elements necessary for aircraft navigation can be located here.

AERONAUTICAL RESERVE

The aeronautical development land use category includes those areas that should be reserved for types of development that require access to the airfield operations area, such as taxilanes, aircraft hangars, and aeronautical businesses. Generally, lands adjacent to the runway should be reserved for future aeronautical development to a depth that allows for future taxiways, taxilanes, aprons, hangars, and access roads. This land use category also includes airport support elements that may not require taxiway access, such as drainage infrastructure or fuel farms served by delivery trucks.

The map also shows certain areas that are already developed for aeronautical purposes; however, the structures are aging and may be near the end of their useful life. These areas may be considered for redevelopment and objectives for determining the best uses should be identified when offered for redevelopment.

A square-shaped parcel to the immediate southwest of the Ventura County Sheriff's Department hangar is undeveloped. This parcel is not currently within the perimeter fence and a roadway leading to the hangar prevents aircraft access. This parcel is planned to be brought inside the perimeter fence and used for unique aeronautical development.

NON-AERONAUTICAL RESERVE

With FAA approval, portions of the airport property may be used for non-aeronautical revenue support purposes. Typically, it is preferable for development in these areas to complement airport activities to some degree, but it is not required; however, any non-aeronautical facilities are required to be compatible with airport operations. Examples of compatible uses include light industrial and commercial/retail development; research facilities; laboratories; manufacturing and processing facilities; warehouses; and other facilities compatible with an airport environment.

Designating airport land for non-aeronautical uses is available only to those airports that have enough land to accommodate future aeronautical development needs. Land that is inaccessible by aircraft is often considered for a non-aeronautical revenue-supporting role. Any airport land considered for long-term (more than five years) non-aeronautical development must be formally released from obligation by the FAA. The property remains part of the airport and any revenue generated from the land must go to the airport fund to be used only for airport purposes.

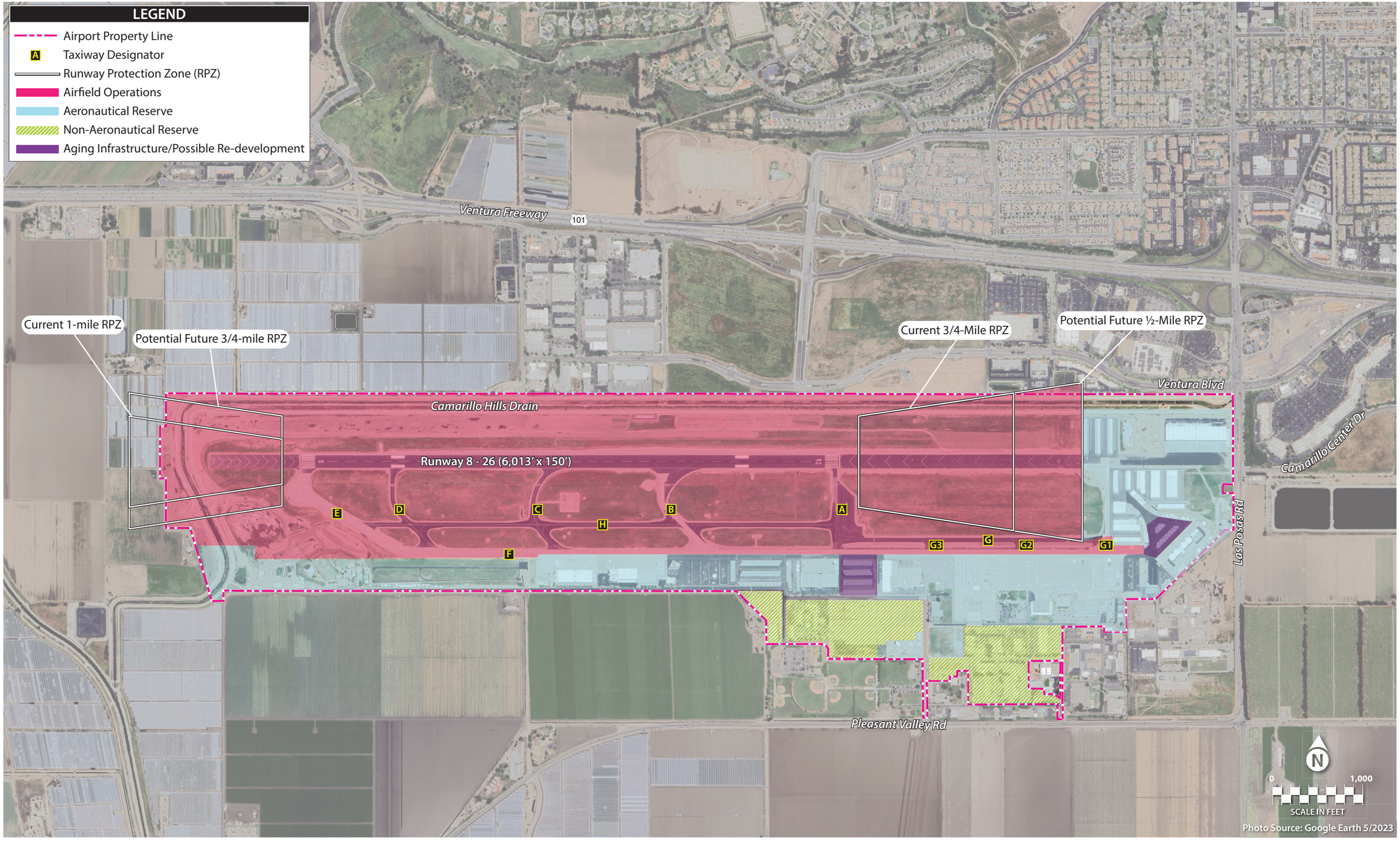
At CMA, there are several parcels outside the airport perimeter fence that are physically disconnected from the airport by surface streets. These parcels, for the most part, are developed for non-aeronautical uses and are shaded in green on the exhibit.

PLANNING CONSIDERATIONS

Analysis conducted in the previous chapters indicated that various elements of the airport need consideration in this chapter. These issues are the result of the findings of the forecasts and facility requirements.

The primary airfield element considerations include:

- Consider implementing a uniform taxiway width of 35 feet to meet the design standard for Taxiway Design Group (TDG) 2B.
- Consider reducing the runway length to 6,000 feet from the current 6,013 feet to be in complete compliance with the Joint Powers Agreement (JPA).
- Maintain the planned long-term 4,000-foot parallel runway, as currently shown in the 2011 master plan and the current airport layout plan. (Note: This is considered a long-term potential project, when needed).
- Consider adding a taxilane parallel to Taxilane G1 to facilitate ground movements to the northeast quadrant of the airport.
- Examine suitability of existing instrument approach procedures and the need for lower visibility minimums.


LEGEND
Airport Property Line
Taxiway Designator
Runway Protection Zone (RPZ)
Airfield Operations
Aeronautical Reserve
Non-Aeronautical Reserve
Aging Infrastructure/Possible Re-development
Ventura Freeway
101
Current 1-mile RPZ
Potential Future 3/4-mile RPZ
Current 3/4-Mile RPZ
Potential Future ½-Mile RPZ
Ventura Blvd
Camarillo Hills Drain
Runway 8 - 26 (6,013' x 150')
Camarillo Center Dr
Las Posas Rd
E
D
C
H
B
A
F
G3
G
G2
G1
Pleasant Valley Rd
N
0
1,000
SCALE IN FEET
Photo Source: Google Earth 5/2023

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- Strengthen the pavements to accommodate the current/future critical aircraft, consistent with the JPA.
- Consider narrowing the runway to the standard width of 100 feet.

The primary landside considerations include:

- Consider appropriate land use designations for all airport property.
- If needed, plan for additional T-hangars and/or smaller box hangars in the northeast quadrant of the airport.
- Consider adding the parcel to the southwest of the Ventura County Sheriff's Department hangar to the aeronautical reserve.

AIRSIDE DEVELOPMENT ALTERNATIVES

Airside elements include the runway, taxiways, taxilanes, safety areas, instrument approach capability, and airfield geometry.

RUNWAY(S)

Runway 8-26 is currently the only runway at CMA. It is 6,013 feet long and 150 feet wide. Analysis in the facility requirements chapter showed that the current mix of aircraft operating at the airport would benefit from a longer runway. However, the JPA limits the total runway length at CMA to 6,000 feet; therefore, it is recommended that the runway be shortened by 13 feet for a total length of 6,000 feet.

Shortening a runway is a significant project for an airport and it will take years of planning and coordination with multiple FAA lines of business. It is typical for adjustments to runway length to be undertaken in combination with other projects that affect the runway, such as a rehabilitation/resurfacing project; therefore, the runway shortening project should be combined with the next major runway rehabilitation project.

The runway is 150 feet wide, while the applicable design standard is 100 feet wide both now and in the future. Therefore, consideration is given to narrowing the runway to 100 feet in width if it makes financial sense. Since narrowing a runway has other financial considerations – such as relocating the runway edge lights – a case may be made that leaving the runway at its current width is more financially feasible. Narrowing a runway is typically undertaken when a major rehabilitation of the runway is needed. It is not typically undertaken for an overlay or other maintenance-type activity.

Future Parallel Runway

The 2011 master plan and this study acknowledged that the airport could benefit from construction of a parallel runway. A parallel runway is a capacity improvement project that is justified for FAA funding if airport operations are trending toward or exceed 80 percent of the capacity (annual service volume), as is the case at CMA. However, construction of a parallel runway is a very expensive investment and airport management has indicated no intent to pursue such a project within the near or intermediate planning

horizons. Since the 2011 master plan and current ALP identify the potential need for a parallel runway, it is planned to remain in consideration on the ALP for this study, but only as a long-term opportunity for the airport and to protect and preserve land uses for this potential.

Construction of a parallel runway is a long process that will require additional planning studies, a significant level of public involvement, environmental considerations (including noise impacts), local and federal approvals, and securement of funding. Consideration of a parallel runway is a carryover from the 2011 master plan, and it is still considered a long-term placeholder project. The parallel runway project does not fall within the short-term timeframe of this ALP Update.

INSTRUMENT APPROACH CAPABILITY

The instrument approach capability at an airport contributes to the economic viability and benefit of the airport. Instrument approaches are defined by visibility and cloud ceiling height minimums. The lower the minimums, the more opportunity there is for the airport to remain open, even in times of poor visibility.

Runway 8 has a GPS-based instrument approach with 1-mile visibility minimums. The current 2011 master plan reserves space for improving this instrument approach to ¾-mile visibility minimums. This concept will be preserved in this ALP Update.

Runway 26 has an instrument approach with ¾-mile visibility minimums. This visibility minimum is good for this airport, and it is on the runway end that receives the most use. Some general aviation airports have visibility minimums as low as ½-mile. The 2011 airport master plan shows a future instrument approach to Runway 26 with visibility minimums of ½-mile. To accommodate visibility minimums of ½-mile, the following impacts are considered:

- The RPZ would expand from 1,700 feet in length to 2,500 feet.
- The RPZ area would expand from 49 acres in size to 79 acres.
- Visibility minimums of ½-mile require a medium intensity approach lighting system with runway alignment indicator lights (MALSR).

Any upgrades to the instrument approach capability for both runway ends would occur beyond the short-term planning horizon of this ALP Update. Therefore, the ultimate ½-mile RPZ land is recommended to be maintained clear of development beyond the Runway 26 end. Preserving space for a future instrument approach with ¾-mile visibility minimums on the Runway 8 end is also recommended. Upgrading the visibility minimums will be considered further in a future planning study beyond the planning horizon of this ALP Update.

TAXIWAYS

Most of the taxiways at CMA are 50 feet wide or more. The applicable design standard is for the taxiways and taxilanes to be 35 feet wide. The wheelbase width of the critical aircraft determines the applicable design standard. The current and future critical aircraft (or family of aircraft) for CMA is expected to have a wheelbase width of less than 20 feet, which corresponds to a taxiway/taxilane width of 35 feet; therefore, this plan suggests that future taxiways/taxilanes be constructed to the 35-foot width standard.

The airport has an opportunity to maintain 50-foot-wide taxiways under one of two conditions:

- If the operating fleet mix of aircraft with greater than 20-foot-wide wheelbases increases to more than 500 operations annually; or
- The airport can self-fund the extra 15 feet of taxiway width, with FAA construction and maintenance of the 35-foot width standard.

For this study, the taxiways will be shown at 50 feet on the airport layout plan; however, the airport should be aware that meeting one of the conditions listed above is needed for full FAA funding eligibility.

Recent hangar development in the northeast quadrant (Cloud Nine and APL hangars) of the airport and any additional development in the area will place capacity pressure on Taxilane G1, which is the only entry/exit point. To alleviate potential congestion and head-to-head aircraft conflicts, consideration is to be given to constructing a new taxilane parallel to Taxilane G1. This planned parallel taxilane is positioned to be 144 feet, centerline to centerline, to the west of Taxilane G1. This is the taxilane separation standard for airplane design group (ADG) III aircraft (the current and future critical aircraft for the airport).

As noted in the facility requirements chapter, the taxiways extending from the runway have non-standard geometry. Taxiways B, C, and D are all curving taxiways that do not meet current FAA design recommendations. The airport has a plan in place to remedy the current taxiway geometry, which is shown on **Exhibit 4C**. Taxiways B, C, and D are all planned to be reconstructed at 90-degree angles to the runway. The portions of those taxiways between parallel Taxiways F and H are also planned to be reconstructed at 90-degree angles. These are also planned to be shifted slightly to eliminate the direct access to the runway, as required by FAA design standards.

HOLD BAYS

At a busy airport, it is not unusual for many departing aircraft to need a place to perform engine run-ups and other pre-flight checks. There is a hold bay adjacent to Taxiway A that currently allows up to seven small piston aircraft to pull off the taxiway to perform these pre-flight checks. Hold bays also provide space for aircraft to bypass one another. Recent FAA guidance contained in Advisory Circular (AC) 150/5300-13B, *Airport Design*, suggests a different geometry for hold bays. Specifically, the current recommendation is to design hold bays to allow independent aircraft movements to bypass one another, and the design should be based on the ADG of the critical aircraft. Islands (either grass or properly marked pavement) between the parking positions provide visual cues to pilots that assist them with situational awareness.

As shown on **Exhibit 4C**, when reconstructed to meet the current standard, two dedicated hold bay positions are feasible near the Runway 26 departure end. These hold bays are separated by 144 feet (centerline to centerline), which is the taxilane-to-taxilane separation standard.

PAVEMENT STRENGTH

As noted in the facility requirements chapter, the current runway pavement strength is 50,000 pounds for aircraft with a single wheel on each strut and 80,000 pounds for two-wheel struts. The pavement strength is an indicator of the weight limits for regular usage that will preserve the useful life of the pavement. Occasional activity by aircraft weighing more than the published pavement strength is permissible.

The current critical aircraft is classified as D-III-2B, and a representative aircraft is a large business jet such as a Gulfstream 550 or 650. These aircraft, which have dual-wheel struts, have a maximum takeoff weight (MTOW) of between 90,000 and 100,000 pounds; therefore, when the runway is planned for reconstruction, consideration should be given to making the pavement thick enough to fully accommodate the MTOW of the critical aircraft. It should be noted that the JPA limits the pavement strength to no more than 115,000 pounds for aircraft with dual-wheel landing struts.

LANDSIDE DEVELOPMENT ALTERNATIVES

Landside development includes consideration of projected future hangar development needs and other elements unrelated to the runway and taxiway system. As noted in the facility requirements chapter, the airport may need an additional 81,000 square feet of hangar space in the short term to accommodate forecast growth in based aircraft. This estimate is a net need, so if any older hangars are removed from service, that space would be added to the total needed.

Exhibit 4B – Preliminary Land Use Map presents a color-coded map of airport property. Any area that could have potential access to the runway and taxiway system was identified for aeronautical development. The type of development to occur is fluid and can change over time, based on demand. All hangars are currently occupied. Large conventional hangars typically house airport businesses that may provide FBO services, aircraft storage capability, or aircraft maintenance services. Medium-sized box hangars also often house aviation businesses, such as specialty operators that may focus on a specific aeronautical element like avionics or upholstery. Some individuals may desire a medium-sized box hangar for multiple aircraft or to support a flight department. Medium-sized box hangars are a current need for the airport.

Small storage hangars for individual aircraft, like T-hangars or connected box hangars, are still desirable by aircraft owners. These types of storage units are not suited to aeronautical businesses but are needed to accommodate recreational flyers or individuals that use private aircraft for their business.

Exhibit 4D shows one possible concept for locating new T-hangars and connected box hangars in the northeast quadrant. The space between the new Cloud Nine hangars and the county-owned T-hangars is a logical place for new T-hangar development. As depicted, there are three T-hangar structures with eight units each and a connected box hangar structure with six units which provide a total of approximately 80,000 square feet of hangar space.

The based aircraft fleet mix projected 21 new based aircraft in the next five years of which 10 were turbines (business jets and turboprops), which typically are not stored in T-hangars or connected box hangars. Therefore, this concept can accommodate the 11 new based small aircraft and up to 19 other small aircraft such as those that may relocate from older hangars.

26
0
400
SCALE IN FEET
A
H
Gulfstream G550
G
144'
G3
F

El Camino Real
101
Springville Dr
W Ventura Rd
Potential Future ½-Mile RPZ
Current 3/4-Mile RPZ
Current 1-mile RPZ
Potential Future 3/4-mile RPZ
Ultimate Runway 8/26 (6,000' x 150')
26
A
B
C
D
E
H
F
G
G1
G2
G3
Aviation Dr
Convair St
Eubank St
Airport Way
Skyway Dr
E Pleasant Valley Rd
W Pleasant Valley Rd
LEGEND
Airport Property Line
A Taxiway Designation
Existing Runway Protection Zone (RPZ)
New Airfield Pavement
To Be Removed
Note:
Taxiways Shown at ADG III/TDG 3 Design Standards
N
0
800
SCALE IN FEET
Photo: Google Earth 5/23

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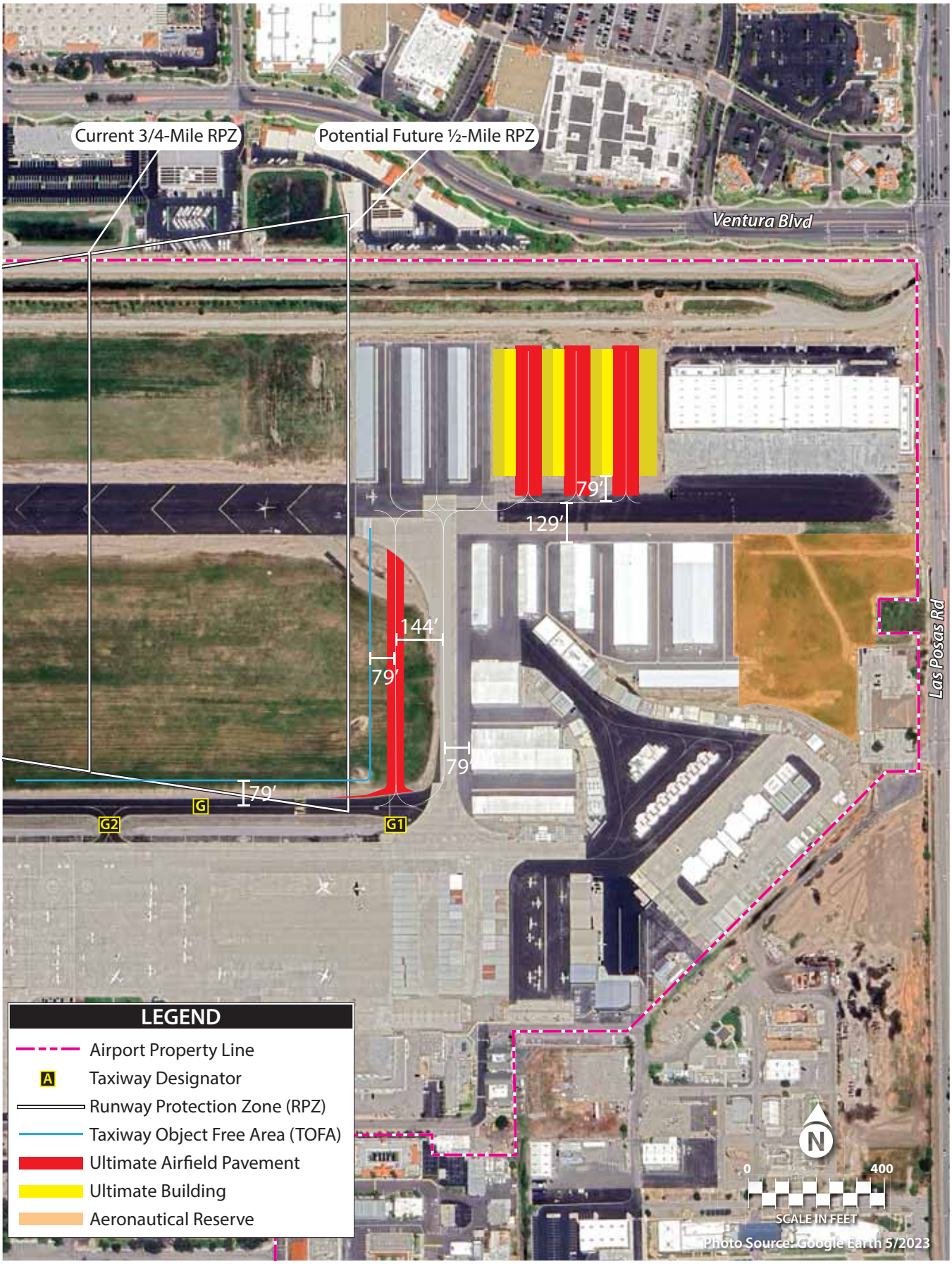
Current 3/4-Mile RPZ
Potential Future ½-Mile RPZ
Ventura Blvd
Las Posas Rd
79′
129′
144′
79′
79′
79′
G
G2
G1
LEGEND
Airport Property Line
A Taxiway Designator
Runway Protection Zone (RPZ)
Taxiway Object Free Area (TOFA)
Ultimate Airfield Pavement
Ultimate Building
Aeronautical Reserve
N
0
400
SCALE IN FEET
Photo Source: Google Earth 5/2023

Larger conventional and medium sized box hangars intended to accommodate the turbine aircraft are expected to be proposed within areas identified as aeronautical development/redevelopment or aeronautical reserve. These areas are also expected to accommodate hangars to house aircraft expected beyond the forecast period of this ALP Update. Detailed concepts for development beyond this forecast horizon will be the subject of a future study.

While this exhibit shows one possible development scenario with T-hangars and small connected box hangars, this is not the only option. Demand and financial feasibility will be factors in what is developed; however, the airport administration wanted to show this concept to convey a desire to develop smaller individual hangars, and locating such hangars in the northeast quadrant makes sense.

Also shown on the exhibit are other areas (shaded light blue) that can be used for hangar development. The specific type of hangar that could be developed would be subject to demand and funding. All light blue shaded areas are reserved for existing and future aeronautical development.

PREFERRED DEVELOPMENT CONCEPT

Exhibit 4E combines all the elements of the alternatives into a single preferred development concept. This concept represents potential improvements over the next five to 10 years, which is the planning horizon of this ALP Update.

On the airside, the runway is planned to be shortened from its current length of 6,013 feet to 6,000 feet in the future. This change is necessary to fully comply with the JPA, which limits the runway length to 6,000 feet. The runway is also planned to be narrowed to 100 feet, which is the applicable design standard now and in the ultimate condition.

The future instrument approach visibility minimums, as defined in the current master plan, (¾-mile to Runway 8 and ½-mile to Runway 26) will be preserved in this study. The ALP drawing set from this study will depict and protect those visibility minimums until further analysis examines whether alternative procedures may offer beneficial changes to flight paths or glide angles.

Taxiways C, D, and E are planned to be reconstructed to meet current design standards, which recommend that taxiways intersect with runways at a 90-degree angle where possible to improve pilot situational awareness. The portions of Taxiways B, C, and D between parallel Taxiways F and H are planned to be oriented at 90 degrees and offset to eliminate the direct access to the runway. Taxiway B is planned as a standard high-speed taxiway exit at a 30-degree angle to the runway to facilitate a more rapid exit from the runway.

The aircraft hold bays are planned to be redesigned to meet the geometry recommendations of FAA AC 150/5300-13B, *Airport Design*. The current geometry recommendation is for the hold bays to have enough space for each individual aircraft and to allow bypass capability.

A new taxilane is planned parallel to Taxilane G1 to relieve congestion and enhance circulation for aircraft taxiing to and from the northeast quadrant of the airport. The new parallel taxilane is separated from Taxilane G1 by 144 feet, centerline to centerline, which is the ADG III standard.

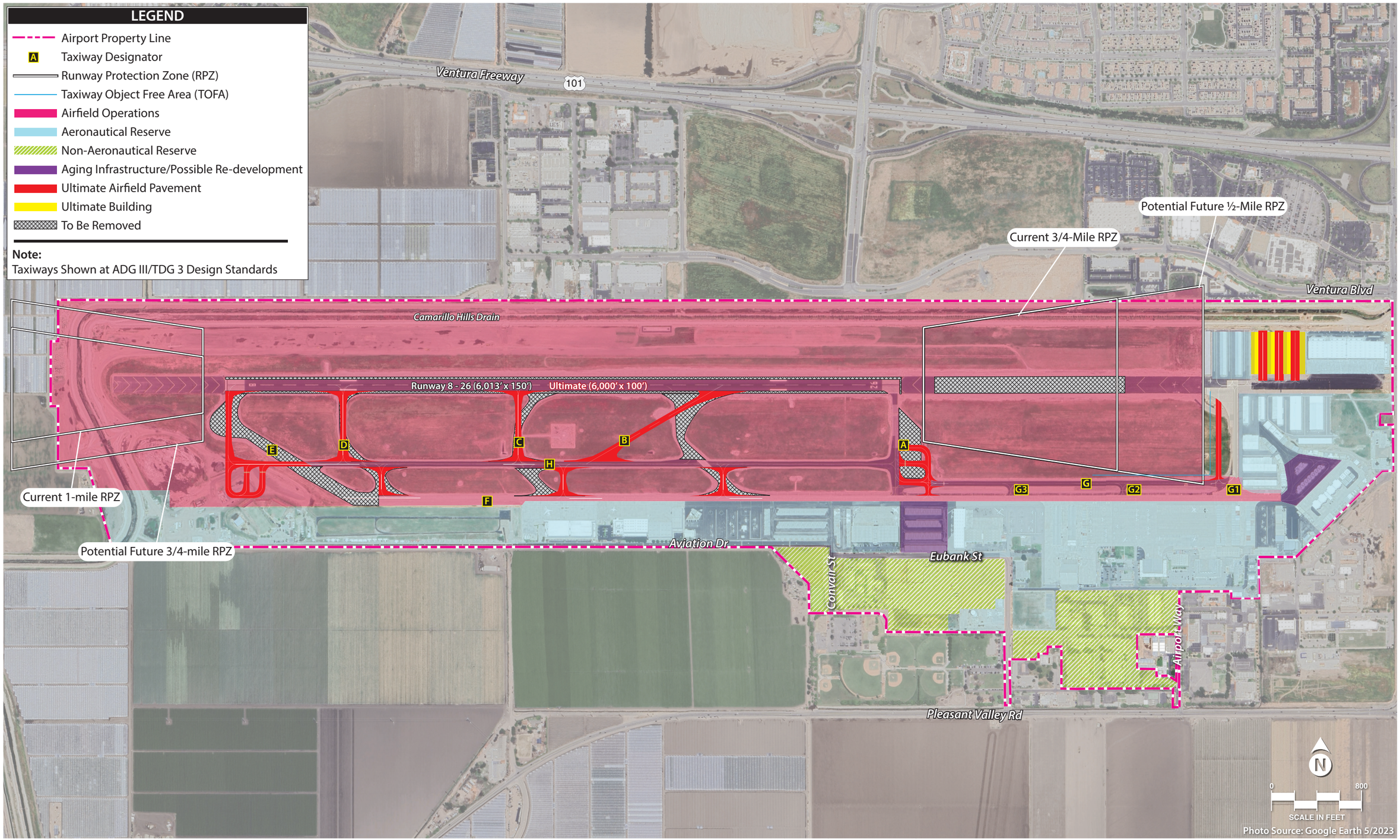
LEGEND
Airport Property Line
A Taxiway Designator
Runway Protection Zone (RPZ)
Taxiway Object Free Area (TOFA)
Airfield Operations
Aeronautical Reserve
Non-Aeronautical Reserve
Aging Infrastructure/Possible Re-development
Ultimate Airfield Pavement
Ultimate Building
To Be Removed
Note:
Taxiways Shown at ADG III/TDG 3 Design Standards
Ventura Freeway
101
Potential Future ½-Mile RPZ
Current 3/4-Mile RPZ
Ventura Blvd
Camarillo Hills Drain
Runway 8 - 26 (6,013' x 150')
Ultimate (6,000' x 100')
E
D
C
B
A
H
F
G3
G
G2
G1
Current 1-mile RPZ
Potential Future 3/4-mile RPZ
Aviation Dr
Eubank St
Conval St
Airpoint Way
Pleasant Valley Rd
N
0
800
SCALE IN FEET
Photo Source: Google Earth 5/2023

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Exhibit 4E is color-coded to identify existing and possible future developments on airport property. The pink color is for airfield operations reserve. The airfield operations areas are strictly reserved for runways, taxiways, and object clearing surfaces. The light blue shading is aeronautical reserve land. These areas should be developed as demand dictates for additional aeronautical facilities, such as hangars. The purple color indicates those areas that airport management has identified as aging infrastructure, which may be available for redevelopment at some point in the future. Finally, the green shading represents current and future non-aeronautical development. The blue areas are outside the airport perimeter fence, without access to the runway and taxiway system.

SUMMARY

An ALP Update is a limited planning study for the airport. The goals of the study are to remain in compliance with FAA grant assurances; to keep the ALP up to date; to depict and justify projects that the Department of Airports may seek grant assistance from the FAA to implement within the planning period; and to update the prioritized list of projects (capital improvement program) with current estimated costs. The ALP is then used by both the airport and the FAA when making capital funding decisions. While the ALP will depict a long-term vision, the ALP Update focuses on needed projects in the next 10 years.

This chapter of the narrative report has presented some development alternatives for specific elements of the airport. On the airside, the taxiways are planned to be reconstructed to meet current design standards, which are meant to improve the safety of taxiing ground movements and to improve pilot situational awareness. The aircraft hold bays are also planned to be reconstructed to the current standard. A new taxilane, parallel to Taxilane G1, is planned to enhance circulation to and from the northeast quadrant of the airport. The current instrument approach visibility minimums to both runway ends are planned to be maintained through the five-to-10-year planning horizon of this ALP Update.

The possibility of a future instrument approach to Runway 26 with ½-mile minimums, as defined in the 2011 master plan, should be preserved by continuing to reserve the land area necessary for the associated RPZ. A potential future ¾-mile visibility minimum approach to Runway 8 is also preserved in this ALP Update. Ultimately, the airport may undertake an additional planning study to measure the cost benefit of upgrading the visibility minimums to both runway ends.

On the landside, airport property has been segmented into airfield reserve, aeronautical development, and non-aeronautical development. Specific future hangars have been identified only in a portion of the northeast quadrant, indicating that T-hangars and smaller connected box hangars are the preferred hangar type in this area. All aeronautical development areas are fluid in terms of development type. Several currently developed aeronautical parcels have been identified for potential redevelopment; some of these areas contain old hangars that are beyond their useful life.

The next chapter of this study will present the CIP projects and cost estimates for those projects. The ALP technical documents will also be developed based on the preferred concept described in this chapter.

Camarillo Airport

ALP Update and Narrative Report

Chapter 5

Capital Improvement Program (CIP)

Camarillo Airport

ALP Update and Narrative Report

Chapter 5
Capital Improvement Program (CIP)

The analyses completed in previous chapters evaluated development needs at Camarillo Airport (CMA) based on forecast activity, operational efficiency, and meeting Federal Aviation Administration (FAA) design standards. The aviation demand forecasts are required to cover a period of 20 years; however, the capital plan for this ALP Update is focused on the first 5- 10 years.

The presentation of the capital improvement program (CIP) has been organized into two sections. First, the airport development schedule and CIP cost estimates are presented in narrative and graphic form. Second, potential capital improvement funding sources on the federal, state, and local levels are identified and discussed.

The CIP is an important list of potential projects for which the airport sponsor may seek grant funding. Some identified projects may not occur in the timeframe identified for a variety of reasons, including a lack of funding or a change in priorities. Nonetheless, the list of projects is a guide for airport management over the next 10+ years of capital projects to consider. Every year, airport management (in consultation with FAA) will revise and prioritize the CIP project list. Some projects may be removed from the list and new projects not previously identified may be added. While the CIP list is fluid, this study documents the list as of January 2024.

Table 5A summarizes the aviation demand forecasts and key planning horizon milestones for this study.

TABLE 5A | Planning Horizon Summary

	2022	Short Term (Years 1-5)	Intermediate Term (Years 6-10)	Long Term (Years 11-20)
BASED AIRCRAFT	**350**	**371**	**389**	**444**
ANNUAL OPERATIONS				
Itinerant Operations				
General Aviation	79,760	84,546	88,648	101,181
Air Taxi	3,220	3,578	4,400	5,225
Military	488	476	476	476
Subtotal Itinerant Operations	83,468	88,599	93,523	106,882
Local Operations				
General Aviation	103,490	103,849	105,578	109,201
Military	118	89	89	89
Subtotal Local Operations	103,608	103,938	105,667	109,290
TOTAL OPERATIONS	**187,076**	**192,538**	**199,191**	**216,172**

Source: Coffman Associates analysis

AIRPORT DEVELOPMENT SCHEDULES AND COST SUMMARIES

In the previous chapter a consolidated preferred concept was put forth in Exhibit 4E. This exhibit showed a sequence of approaching pavement maintenance, rehabilitation, and reconstruction projects, as well as other improvements to the airfield system.

Exhibit 4E showed several locations for potential future hangar development intended to address existing demand. This includes several T-hangar structures in the northeast quadrant of the airport. Depiction of the future T-hangars reflects the current thinking of airport management for development of this area. Other areas considered for future development do not show specific hangar layouts because history has shown that actual development and demand may be different than what is shown. For example, while a 50-foot by 50-foot layout may be shown on a plan, rarely do actual developer needs follow this specific footprint. Therefore, the development concept for CMA to be shown on the Airport Layout Plan (ALP) will not include hangar buildings (other than the T-hangars). Instead, the areas where hangars are most appropriate will be shown as future aeronautical development.

The exhibit also showed several areas for potential redevelopment. Redevelopment is common at more mature airports. Hangar facilities often exceed their useful life, show significant signs of deterioration, and no longer meet modern design standards such as those mandated by the American with Disabilities Act.

The next step in the ALP Update process is to determine a realistic schedule (implementation timeline) and associated cost estimates for the plan. Some projects are based on demand materializing as indicated by the forecasts. If the demand does not occur as anticipated, airport management may have to adjust the project implementation timeline to address actual demand. Other projects are regulatory in nature (e.g., pavement maintenance) and can proceed on a more predictable timetable.

While this ALP Update has a shorter time horizon (5-10 years) than a master plan (20 years), the CIP for this study has been extended so that nearly all existing pavement surfaces (runway/taxiway/apron) are identified for a preservation project in the future. There are two pavement projects planned that would represent new aircraft movement surfaces. One is a second taxilane leading to the northeast quadrant of the airport, and the second is a redesign of Taxiway E and the holding apron to meet the most recent FAA design standards.

Because this study is a conceptual planning document, implementation of the capital projects should only be undertaken after further refinement of their design and costs through engineering analyses. Moreover, some projects may require additional infrastructure improvements (e.g., roads, drainage improvements, extension of utilities, etc.) that may take more than one year to complete. In addition, the airport capital improvement plan (ACIP) is updated on an annual basis in coordination with FAA; therefore, project priorities and timelines may change from year to year. As projects are completed, the ACIP is then populated with projects identified in the overall CIP included in this ALP Update.

At this juncture, it is difficult to know precisely what the cost of individual projects will be, but preparing order-of-magnitude cost estimates is an effective way to get an understanding of the current costs. Many federal agencies utilize a system of five classes of estimates, as presented in **Table 5B**.

TABLE 5B | Cost Estimate Classification

Estimate Class	Name	Purpose	Project Definition Level
Class 5	Order of Magnitude	Screening or Feasibility	0% to 2%
Class 4	Intermediate	Concept Study or Feasibility	1% to 15%
Class 3	Preliminary	Budget, Authorization, or Control	10% to 40%
Class 2	Substantive	Control or Bid/Tender	30% to 70%
Class 1	Definitive	Check Estimate or Bid/Tender	50% to 100%

Source: U.S. Department of Energy

Once the list of necessary projects was identified and refined, project-specific cost estimates were developed. The cost estimates include environmental documentation, design, engineering, construction administration, and contingencies that may arise on the project. Capital costs presented here should be viewed only as estimates subject to further refinement during design. Nevertheless, these estimates are considered sufficient for planning purposes. Order of magnitude cost estimates were developed based on recent airport construction costs in the region, and each of the development projects in the CIP are in current (2023) dollars. **Exhibit 5A** presents the proposed CIP for Camarillo Airport.

These projects are primarily focused on airfield maintenance and preservation that are eligible for FAA grant funding. There are likely other projects the airport may undertake that are either not eligible for FAA funding or FAA funding is not available in the timeframe needed by the airport. Examples may include non-FAA eligible pavements, facility maintenance, third-party development consistent with the guidance in the ALP Update, and non-aviation business park projects.

FAA utilizes a priority ranking system to help objectively evaluate potential airport projects. Projects are weighted toward safety, infrastructure preservation, standards, and capacity enhancement. FAA will participate in the highest priority projects before considering lower priority projects, even if a lower priority project is considered a more urgent need by the local sponsor. Nonetheless, the project should remain a priority for the airport, and funding support should continue to be requested in subsequent years.

No.	FY	Project Phase	Project	Federal	State	Local	Project Total
1	2024	Final Design	Runway and Taxiway Reconstruction	$3,660,435	$150,000	$256,716	$4,067,151
2	2025	NA	No CMA Project (NP). Rollover Entitlements/BIL Funding	-	-	-	-
3	2026	Construction	Runway Reconstruction	$40,161,941	$150,000	$4,312,438	$44,624,379
4	2027	Construction	Taxiway Connectors Reconstruction (Inc. RIM fix at Twy A)	$28,705,423	$150,000	$3,039,492	$31,894,915
5	2028	Design	Concrete Rehabilitation for Taxiways F, G1	$324,000	$16,200	$19,800	$360,000
6	2028	Design	Key Area and Main Apron Rehabilitation	$255,150	$12,758	$15,593	$283,500
7	2029	NA	No CMA Project (NP). Roll Over Entitlements	-	-	-	-
8	2030	Construction	Concrete Rehabilitation for Taxiways F, G1	$1,836,000	$91,800	$112,200	$2,040,000
9	2030	Construction	Key Area and Main Apron Rehabilitation	$1,445,850	$72,293	$88,358	$1,606,500
10	2031	Design	Taxiway G4 (Parallel to Taxiway G1)	$166,050	$8,303	$10,148	$184,500
11	2032	Construction	Taxiway G4 (Parallel to Taxiway G1)	$940,950	$47,048	$57,503	$1,045,500
12	2032	Design	T-Hangar Taxilanes (Northeast)	$247,253	$12,363	$15,110	$274,725
13	2033	Construction	T-Hangar Taxilanes (Northeast)	$1,401,098	$70,055	$85,623	$1,556,775
14	2033	Design	General Aviation Apron Rehabilitation	$133,650	$6,683	$8,168	$148,500
15	2034	Construction	General Aviation Apron Rehabilitation	$757,350	$37,868	$46,283	$841,500
16	2034	Planning	Airport Master Plan Update (NP)	$900,000	$45,000	$55,000	$1,000,000
17	2035	Design	Rehabilitate Taxiway G, G2, G3, NE Taxilane	$540,000	$27,000	$33,000	$600,000
18	2035	Design	Rehabilitate Key Area Asphalt	$129,600	$6,480	$7,920	$144,000
19	2036	Construction	Rehabilitate Taxiway G, G2, G3, NE Taxilane	$3,060,000	$150,000	$190,000	$3,400,000
20	2036	Construction	Rehabilitate Key Area Asphalt	$734,400	$36,720	$44,880	$816,000
21	2037	Design	Reconstruct Twy H, West Hold Bays, Taxiway E	$2,268,000	$113,400	$138,600	$2,520,000
22	2037	Construction	Reconstruct Twy H, West Hold Bays, Taxiway E	$12,852,000	$150,000	$1,278,000	$14,280,000
23	2039	Design	Taxiway Connectors Reconstruction (Bet. Twy H & F)	$413,100	$20,655	$25,245	$459,000
24	2040	Construction	Taxiway Connectors Reconstruction (Bet. Twy H & F)	$2,340,900	$117,045	$143,055	$2,601,000
			TOTAL	**$103,273,149**	**$1,491,668**	**$9,983,129**	**$114,747,945**

The most important feature of the CIP is that future projects for which the airport may request FAA funding are included on the list. Projects on the CIP will be moved up and down depending on priority and funding availability. Periodically, new projects will arise that can then be added to the annual CIP presented to the FAA.

Hangar and associated infrastructure (apron, parking, etc.) construction is assumed to be undertaken by the private sector and is, therefore, not reflected in the CIP. It is typical for private hangar development to include a portion of the ramp area in front of the hangar. Taxilanes providing access to/from hangar areas are generally eligible for FAA grant funding unless they are exclusive use taxilanes. Many airports will also prepare development sites by extending utility mains, but that is not required. The airport can undertake hangar construction should they choose.

It is important to note that the ALP Update identifies projects that will be eligible for FAA funding and that the Department of Airports expects to seek grant funding assistance within the next 5-10 years. With that in mind, the Department of Airports will be primarily focused on the reconstruction of the runway in the next 5-7 years, which is the highest priority.

Other development or redevelopment projects may be proposed by third parties on land leased from the Airport during this same period. Since such projects are unknown before they are proposed and funded by others, the timing and costs cannot be included in the CIP. However, their locations would be limited to the areas identified on Exhibit 4E, Preferred Concept, for future aeronautical or non-aeronautical development as appropriate.

The following sections will describe in greater detail the projects identified for the airport. **Exhibit 5B** is a map of the airport with the location of each project outlined and color coded.

CAPITAL IMPROVEMENT PROGRAM PROJECT DETAIL

Project #1: Runway and Taxiway Reconstruction – Final Design
Description: Final design grant for a project that will fully reconstruct Runway 8-26. The reconstruction project consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, runway grooving, pavement marking, drainage improvements, and electrical improvements. The runway will be 100 feet wide and 6,000 feet long. The taxiway portion of this design project is the taxiway connectors from the runway to the intersection with parallel Taxiway H. The connecting taxiways are Taxiways are A, B, C, D, and E. The connecting taxiways are being designed to meet the current standard to provide for 90-degree intersections, when possible. Taxiway A is being redesigned to include holding bays that meet the current design standards. The redesign of Taxiway A is intended to mitigate potential pilot confusion with the current hold bay design that led to this location being included on the FAA's Runway Incursion Mitigation (RIM) program.
Cost Estimate: $4,067,151
Fiscal Year: 2024
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

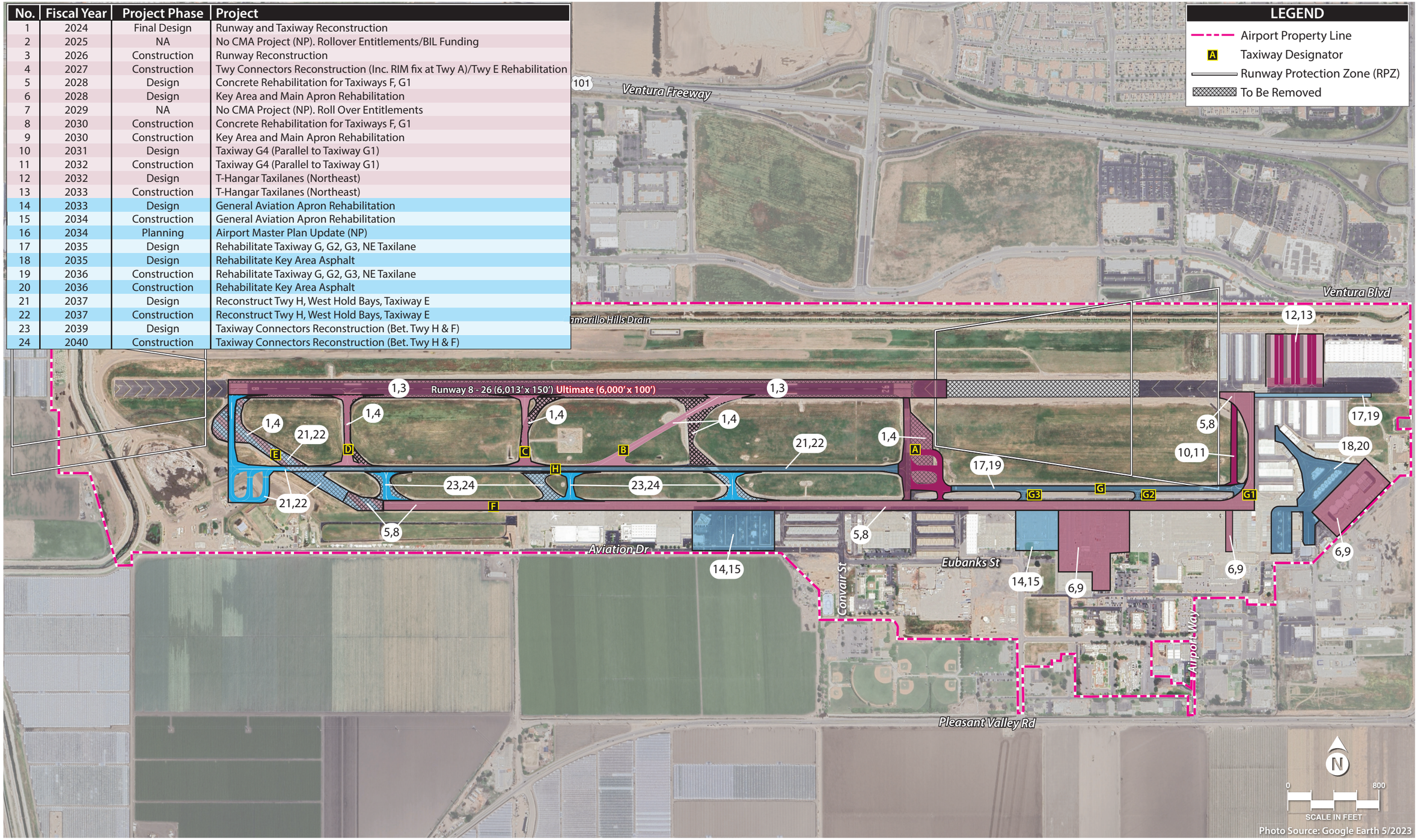
Project #2: No CMA Project
Description: No project utilizing federal grant funds is planned for fiscal year 2025. Available funds will be carried over and applied to a subsequent project year.
Cost Estimate: NA
Fiscal Year: 2025
Funding Eligibility: NA

Project #3: Runway Reconstruction - Construction
Description: Runway 8-26 was constructed in several sections, dating back to 1942. Other than periodically seal coats, no rehabilitation has been performed since the runway way overlaid in 1998. A visual condition survey was conducted in 2015 and published in 2016. At that time, the runway was found to be in 'Satisfactory' condition with the pavement sections falling with a Pavement Condition Index (PCI) of 70-85. However, the pavement condition survey was undertaken shortly after a slurry seal project in 2014. Based on geotechnical analysis, non-destructive testing, and PCN evaluation performed in 2017, it was determined that the runway is structurally insufficient, and a reconstruction was recommended. The reconstruction consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, runway grooving, pavement marking, drainage improvements, and electrical improvements. Reconstruction of the runway includes approximately 112,000 square yards of pavement.
Cost Estimate: $44,624,379
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #4: Taxiway Connectors Reconstruction (Twys A, B, C, D, E) - Construction
Description: The taxiway connectors were constructed in various phases dating back to 1951. Other than seal coats and isolated repairs, no rehabilitation has been performed on the taxiways since the 1990s. The taxiways were also examined as part of the 2015 pavement condition survey and found to be in 'Satisfactory' condition with the pavement sections falling with a Pavement Condition Index (PCI) of 70-85. Like the runway, the survey was performed shortly after a 2014 slurry seal project. The PCN evaluation performed in 2017 indicated that a majority of the taxiways are structurally insufficient, and reconstruction was recommended. The taxiway reconstruction project consists of pavement removal, subgrade preparation and treatment, placement of aggregate base, asphalt paving, runway grooving, pavement marking, drainage improvements, and electrical improvements for Taxiways A, B, C, and D. Taxiway E is planned for a rehabilitation, not full-depth replacement. Taxiways B, C, and D will be reconstructed to meet the 90-degree intersection standard. The taxiway construction is approximately 42,000 square yards of pavement.

Taxiway A has also been identified by FAA as a runway incursion risk and it is included in the FAA's Runway Incursion Mitigation (RIM) program. Inclusion in the RIM program indicates that a project to improve the geometry is a high priority for FAA. In addition, new hold bay design standards are to be applied.
Cost Estimate: $31,894,915
Fiscal Year: 2027
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

No.	Fiscal Year	Project Phase	Project
1	2024	Final Design	Runway and Taxiway Reconstruction
2	2025	NA	No CMA Project (NP). Rollover Entitlements/BIL Funding
3	2026	Construction	Runway Reconstruction
4	2027	Construction	Twy Connectors Reconstruction (Inc. RIM fix at Twy A)/Twy E Rehabilitation
5	2028	Design	Concrete Rehabilitation for Taxiways F, G1
6	2028	Design	Key Area and Main Apron Rehabilitation
7	2029	NA	No CMA Project (NP). Roll Over Entitlements
8	2030	Construction	Concrete Rehabilitation for Taxiways F, G1
9	2030	Construction	Key Area and Main Apron Rehabilitation
10	2031	Design	Taxiway G4 (Parallel to Taxiway G1)
11	2032	Construction	Taxiway G4 (Parallel to Taxiway G1)
12	2032	Design	T-Hangar Taxilanes (Northeast)
13	2033	Construction	T-Hangar Taxilanes (Northeast)
14	2033	Design	General Aviation Apron Rehabilitation
15	2034	Construction	General Aviation Apron Rehabilitation
16	2034	Planning	Airport Master Plan Update (NP)
17	2035	Design	Rehabilitate Taxiway G, G2, G3, NE Taxilane
18	2035	Design	Rehabilitate Key Area Asphalt
19	2036	Construction	Rehabilitate Taxiway G, G2, G3, NE Taxilane
20	2036	Construction	Rehabilitate Key Area Asphalt
21	2037	Design	Reconstruct Twy H, West Hold Bays, Taxiway E
22	2037	Construction	Reconstruct Twy H, West Hold Bays, Taxiway E
23	2039	Design	Taxiway Connectors Reconstruction (Bet. Twy H & F)
24	2040	Construction	Taxiway Connectors Reconstruction (Bet. Twy H & F)



NP: Not Pictured

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Project #5: Concrete Rehabilitation for Taxiways G1 and F - Design
Description: This project is for necessary repairs on Taxiways F and G1. It encompasses approximately 80,000 s.y. of pavement area.
Cost Estimate: $360,000
Fiscal Year: 2028
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #6: Key Area and Main Apron Rehabilitation - Design
Description: This project repairs portions of the concrete pavement in the Key Area as well as portions of the main apron that are not under lease (or will be under lease). The two areas encompass approximately 63,000 s.y. of pavement.
Cost Estimate: $283,500
Fiscal Year: 2028
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #7: No CMA Project
Description: No project utilizing federal grant funds is planned for fiscal year 2029. Available funds will be carried over and applied to a subsequent project year.
Cost Estimate: NA
Fiscal Year: 2029
Funding Eligibility: NA

Project #8: Concrete Rehabilitation for Taxiways G1 and F - Construction
Description: This project is for necessary repairs on Taxiways F and G1. It encompasses approximately 80,000 s.y. of pavement area.
Cost Estimate: $2,040,000
Fiscal Year: 2030
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #9: Key Area and Main Apron Rehabilitation - Construction
Description: This project repairs portions of the concrete pavement in the Key Area as well as portions of the main apron that are not under lease (or will be under lease). The two areas encompass approximately 63,000 s.y.
Cost Estimate: $1,606,500
Fiscal Year: 2030
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #10: Taxiway G4 (Parallel to Taxiway G1) - Design
Description: As more aircraft need ingress and egress to the northeast quadrant of the airport, there is greater potential for congestion and head-to-head aircraft conflicts. This project will establish a second parallel taxilane. Approximately 4,100 s.y. of new pavement is planned.
Cost Estimate: $184,500
Fiscal Year: 2031
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #11: Taxiway G4 (Parallel to Taxiway G1) - Construction
Description: This is a construction element of the parallel taxilane to facilitate aircraft ingress and egress to the northeast quadrant of the airport. Approximately 4,100 s.y. of new pavement is planned.
Cost Estimate: $1,045,500
Fiscal Year: 2032
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #12: T-Hangar Taxilanes (Northeast) - Design
Description: The airport owns and operates two nested T-hangar structures and a connected box hangar structure in the northeast quadrant of the airport. This project is the design for taxilanes to support the construction of three more T-hangar structures and one more connected box hangar structure to the immediate east of the current T-hangars. This type of hangar size is intended for smaller general aviation aircraft. The project encompasses approximately 9,900 s.y.
Cost Estimate: $274,725
Fiscal Year: 2032
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #13: T-Hangar Taxilanes (Northeast) - Construction
Description: This is the construction element of the taxilanes to serve new T-hangar and connected box hangar development in the northeast quadrant of the airport.
Cost Estimate: $1,556,775
Fiscal Year: 2033
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #14: General Aviation Apron Rehabilitation - Design
Description: This is for the design of those asphalt portions of the Key Area and the main general aviation apron that are planned for rehabilitation. The combined area is approximately 33,000 s.y.
Cost Estimate: $148,500
Fiscal Year: 2033
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #15: General Aviation Apron Rehabilitation - Construction
Description: This is the construction element of the rehabilitation of the asphalt portions of the Key Area and the main general aviation apron. The combined area is approximately 33,000 s.y.
Cost Estimate: $841,500
Fiscal Year: 2034
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #16: Airport Master Plan Update
Description: The FAA periodically requires airports to update their local planning documents and the airport layout plan. The current master plan was adopted in 2011. This ALP Update meets the minimum FAA requirements to update the ALP. By 2034, it will be time to revisit all the assumptions of the 2009 master plan and this ALP Update.
Cost Estimate: $1,000,000
Fiscal Year: 2034
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #17: Rehabilitate Taxiways G, G2, G3, and NE Taxilane - Design
Description: The design phase for the pavement reconstruction of these taxiways and taxilanes planned for a timeframe, when necessary, based on projected condition. The area is approximately 20,000 s.y.
Cost Estimate: $600,000
Fiscal Year: 2035
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #18: Rehabilitate Key Area Asphalt - Design
Description: This project is anticipated to be a mill and overlay project to preserve the asphalt in the Key Area. Additional condition analysis may be required as the timeframe approaches. The area encompasses approximately 32,000 s.y.
Cost Estimate: $144,000
Fiscal Year: 2035
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #19: Rehabilitate Taxiways G, G2, G3, and NE Taxilane - Construction
Description: The construction phase for the pavement reconstruction of these taxiways and taxilanes planned for a timeframe, when necessary, based on projected condition. The area is approximately 20,000 s.y.
Cost Estimate: $3,400,000
Fiscal Year: 2036
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #20: Rehabilitation Key Area Asphalt - Construction
Description: This is the construction element of planned mill and overlay project to preserve the asphalt in the Key Area. Additional condition analysis may be required as the timeframe approaches. The area encompasses approximately 32,000 s.y.
Cost Estimate: $816,000
Fiscal Year: 2036
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #21: Reconstruct Taxiway H, Construct West Hold Bays, and Reorient Taxiway E - Design
Description: This project is the design element for the reconstruction of Taxiway H. The portion west of existing Taxiway E is planned to be extended so that Taxiway E can be reconstructed and reoriented to provide 90-degree access to the runway end. The project also includes a new aircraft holding bay that meets current FAA design standards. The holding bay is sized to accommodate the critical aircraft. The pavement area is approximately 56,000 s.y.
Cost Estimate: $2,520,000
Fiscal Year: 2037
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #22: Reconstruct Taxiway H, Construct West Hold Bays, and Reorient Taxiway E - Construction
Description: This is the construction phase of Taxiway H/E/Hold Bay project.
Cost Estimate: $14,280,000
Fiscal Year: 2037
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #23: Taxiway Connector Reconstruction (Between Taxiways H & F) - Design
Description: The taxiway connectors between Taxiways F and H are of non-standard geometry in that they are angled and contain wide expanses of pavement. This project would reconstruct these taxiway segments and reorient them to 90-degree intersections, per FAA design guidelines. The three taxiway segments encompass approximately 10,200 s.y. of pavement. The old taxiways will be removed.
Cost Estimate: $459,000
Fiscal Year: 2039
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

Project #24: Taxiway Connector Reconstruction (Between Taxiways H & F) – Construction
Description: This is the construction element of project number 23, the redesign of Taxiways B, C, D between Taxiways F and H.
Cost Estimate: $2,601,000
Fiscal Year: 2040
Funding Eligibility: This project is eligible for 90 percent FAA AIP funding and Caltrans five percent AIP match.

CAPITAL IMPROVEMENT SUMMARY

The CIP is intended as a road map of airport pavement preservation and improvement to help guide the airport sponsor, FAA, and state aviation officials on needed projects. The plan as presented will meet the forecast demand outlined in this study. The capital program timeframe presented extends beyond the typical timeframe for an ALP Update, which is five to 10 years. The goal is to show a plan to address maintenance of every surface for which the airport is responsible. The sequence of projects will likely change due to availability of funds or changing priorities in the years to come. In addition, other projects not anticipated during this study may arise and should then be added to the airport ACIP. Nonetheless, this is a comprehensive list of capital pavement maintenance and improvement projects the airport should consider.

The total CIP is estimated at approximately $114.7 million. The share eligible for FAA funding is estimated at $103.3 million. State eligibility is estimated at $1.5 million, and the remaining local share is estimated at $9.9 million.

CAPITAL IMPROVEMENT FUNDING SOURCES

There are generally three sources of funds used to finance general aviation airport development:

- Airport cash flows
- Federal/state/local grants
- Revenue and general obligation bonds

Access to these sources of financing varies widely among airports. Some large airports maintain substantial cash reserves, and smaller commercial service and general aviation airports often require subsidies from local governments to fund operating expenses and finance modest improvements. The Camarillo Airport has historically operated in the black with a positive net cash flow and outstanding cash reserves.

Financing capital improvements at CMA will not rely solely on the financial resources of the airport operator, Ventura County. Capital improvement funding is available through various grant-in-aid programs on both the federal and state levels. Historically, the airport has received federal and state grants. While more funds could be available for some years, the CIP was developed with project phasing to remain realistic and within the range of anticipated grant assistance. The following discussion outlines key sources of funding potentially available for capital improvements at the airport.

FEDERAL GRANTS

Through federal legislation over the years, various grant-in-aid programs have been established to develop and maintain a system of public-use airports across the United States. The purpose of this system and its federally based funding is to maintain national defense and promote interstate commerce. The *FAA Modernization and Reform Act of 2012*, enacted on February 17, 2012, authorized the FAA's AIP at $3.35 billion for fiscal years 2012 through 2015. The law was then extended through a series of continuing resolutions. In 2016, Congress passed legislation (H.R. 636, *FAA Extension, Safety, and Security Act of*

2016) amending the law to expire on September 30, 2017. Subsequently, Congress passed a bill (H.R. 3823, *Disaster Tax Relief and Airport and Airway Extension Act of 2017*) authorizing appropriations to the FAA through March 31, 2018, and the *Consolidated Appropriations Act, 2018* extended the FAA's funding and authority through September 30, 2018. In October 2018, Congress passed legislation, the *FAA Reauthorization Act of 2018*, which funded the FAA's AIP at $3.35 billion annually until 2023. This bill reauthorized the FAA for five years, at a cost of $97 billion, and represents the longest funding authorization period for the FAA since 1982. At the time of this writing (January 2024), the bill has not been reauthorized. A reauthorization bill was introduced in June 2023, but has not yet been approved, and the AIP is currently being funded through a three-month extension that was granted in September 2023 and a subsequent extension until March 8, 2024.

The source for AIP funds is the Aviation Trust Fund, which was established in 1970 to provide funding for aviation capital investment programs (aviation development, facilities and equipment, and research and development). The Aviation Trust Fund also finances the operation of the FAA. It is funded by user fees, including fees on airline tickets, aviation fuel, and various aircraft parts.

All projects identified in the CMA CIP are eligible for FAA funding through the AIP. Public use airports that are included in the National Plan of Integrated Airport Systems (NPIAS), like CMA, are eligible for AIP funding. CMA is only eligible for funding under certain programs outlined in AIP and are not eligible for AIP funding based on passenger or cargo volume. **Table 5D** presents the approximate distribution of the AIP funds as described in FAA Order 5100.38D, change 1, *Airport Improvement Program Handbook*, issued February 26, 2019.

TABLE 5D | Federal AIP Funding Distribution

Funding Category	Percent of Total	Approximate Funds Available*	Available to CMA
Apportionment/Entitlement			
Passenger Entitlements	27.0%	$904,835,000	No
Cargo Entitlements	3.5%	$117,250,000	No
Nonprimary Entitlements	12.0%	$402,335,000	Yes
State Apportionment	8.0%	$267,665,000	Yes
Alaska Supplemental	0.7%	$22,445,000	No
Carryover	22.9%	$765,475,000	Yes
Small Airport Fund			
Small Hub - Commercial Service	2.3%	$78,055,000	No
Nonhubs	4.7%	$156,445,000	No
Nonprimary (GA and Reliever)	9.3%	$312,555,000	Yes
Discretionary			
Capacity/Safety/Security/Noise (C/S/S/N)	4.4%	$146,060,000	Yes
Pure Discretionary	1.5%	$48,575,000	Yes
Set Aside Funds			
Noise and Environmental	3.4%	$112,895,000	Yes
Military Airports Program	0.4%	$13,065,000	No
Reliever	0.1%	$2,010,000	Yes
TOTALS	**100.0%**	**$3,350,000,000**	

*FAA Reauthorization Act of 2018
AIP: Airport Improvement Program

Source: FAA Order 5100.38D, Airport Improvement Program Handbook

Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which the FAA share varies by airport size: generally, 75 percent for large- and medium-hub commercial service airports, and 90 percent for all other airports. In exchange for this level of funding, the airport sponsor is required to meet various grant assurances, including maintaining the improvement for its useful life (usually 20 years).

Another source for federal grants is the *Bipartisan Infrastructure Law* (BIL), which was signed into law in 2022 and plans for $25 billion to be invested into America's airports over the next five years. BIL funds are sourced from the U.S. Treasury General Fund and are split into two funding buckets: $20 billion for Airport Infrastructure Grants (AIG) and $4.85 billion for the Airport Terminal Program (ATP). Under the BIL, CMA will receive allocated AIG funding each year for the next five years.[1] In FY2022, this amounted to $763,000; in FY2023, it amounted to $844,000; and in FY 2024, it amounts to $851,000. Funding amounts for 2025 and 2026 have not been announced at the time of this writing (January 2024). BIL funds can be used for repair and maintenance of existing infrastructure or construction of new eligible facilities (e.g., airfield pavement, navaids, lighting, terminal building, etc.). ATP grants are competitive in nature and can be used for multimodal terminal development, as well as for relocating, reconstructing, repairing, or improving an airport traffic control tower. The federal share for AIG is the same as an AIP grant, while the federal share for ATP grants is 95 percent for non-primary airports. The same grant assurances that apply to AIP grants will also apply to BIL grants. BIL and AIP grants cannot be combined/mingled into a single grant.

Apportionment (Entitlement) Funds | The AIP provides funding for eligible projects at airports through an apportionment (entitlement) program. Primary commercial service airports receive a guaranteed minimum level of federal assistance each year, based on their enplaned passenger levels and Congressional appropriation levels. A primary airport is defined as any commercial service airport enplaning at least 10,000 passengers annually. If the threshold is met, the airport receives a minimum of $1.0 million annually in entitlement funds. Other entitlement funds are distributed to cargo service airports, states and insular areas (state apportionment), and Alaska airports.

General aviation airports included in the *National Plan of Integrated Airport Systems* (NPIAS) can receive up to $150,000 each year in non-primary entitlement (NPE) funds. These funds can be carried over and combined for up to four years, thereby allowing for the completion of a more expensive project. CMA is eligible for and receives NPE funds.

The FAA also provides a state apportionment based on a federal formula that takes area and population into account. The FAA then distributes these funds for projects at various airports throughout the state.

Small Airport Fund | If a large- or medium-hub commercial service airport chooses to institute a passenger facility charge (PFC), which is a fee of up to $4.50 on each airline ticket for funding of capital improvement projects, then their apportionment is reduced. A portion of the reduced apportionment goes to the small airport fund. The small airport fund is reserved for small-hub primary commercial service airports, non-hub commercial service airports, reliever airports, and general aviation airports. As a general aviation reliever airport, CMA is eligible for funds from this source.

[1] https://www.faa.gov/bil/airport-infrastructure

Discretionary Funds | An airport may face major projects that will require funds in excess of the airport's annual entitlements; thus, additional funds from discretionary apportionments under the AIP become desirable. The primary feature of discretionary funds is that they are distributed on a priority basis. The priorities are established by the FAA, utilizing a priority code system, under which projects are ranked by their purpose. Projects ensuring airport safety and security are ranked as the most important priorities, followed by maintaining current infrastructure development, mitigating noise and other environmental impacts, meeting standards, and increasing system capacity.

It is important to note that competition for discretionary funding is not limited to airports in the State of California or those within the FAA's Western-Pacific Region. The funds are distributed to all airports in the country and, as such, are more difficult to obtain. High priority projects will often fare favorably, while lower priority projects may not receive discretionary grants.

Set-Aside Funds | Portions of AIP funds are set-asides designed to achieve specific funding minimums for noise compatibility planning and implementation, select former military airfields (Military Airports Program), and select reliever airports. CMA does qualify for noise compatibility and reliever set-aside funding. It does not qualify currently for the MAP program.

FAA Facilities and Equipment (F&E) Program | The Airway Facilities Division of the FAA administers the Facilities and Equipment (F&E) Program. This program provides funding for the installation and maintenance of various navigational aids and equipment of the national airspace system. Under the F&E program, funding is provided for FAA airport traffic control towers (ATCTs), enroute navigational aids, on-airport navigational aids, and approach lighting systems.

While F&E still installs and maintains some navigational aids, on-airport facilities at general aviation airports have not been a priority; therefore, airports often request funding assistance for navigational aids through the AIP and then maintain the equipment on their own[2].

STATE GRANT FUNDING

The State of California recognizes the valuable contribution of airports to the state's transportation economy. The California Department of Transportation – Division of Aeronautics (Caltrans) administers several funding programs for airports. Airport seeking Caltrans funding must have the project included in the states CIP. Projects not included in the current CIP are ineligible as cited in the California Code of Regulations title 21, Division 2.5, Chapter 4 Article 3 Section 4062.1. In addition, per Section 4059, projects that have started or been completed prior to State allocation are ineligible for funding.

The Capital Improvement Plan (CIP) is a ten-year, fiscally unconstrained listing of capital and planning projects submitted to the California Department of Transportation (Caltrans). These projects are predominantly based on airport master plans or other comparable long-range planning documents (i.e. ALP Update). The CIP is compiled biennially (every two years) in accordance with the California Public Utilities Code (PUC) and is presented to the California Transportation Commission (Commission) for review, comment, and approval.

[2] Guidance on the eligibility of a project for federal AIP grant funding can be found in FAA Order 5100.38D, *Airport Improvement Program Handbook*.

Inclusion in the CIP is a requirement for grant eligibility for the Aeronautics' Acquisition and Development and Airport Improvement Program Matching Grants Programs. These programs provide financial assistance to local sponsors in order to establish, maintain, and improve the statewide system of airports.

Airport Improvement Program Matching Grant | The State AIP Matching Rate is 5.0 percent of the federal portion of the grant, up to $150,000 per project. Once a Federal Aviation Administration (FAA) AIP Grant has been executed, the sponsoring agency may apply to the State for an AIP matching grant. Grants are processed in the order received and awarded until all funds are fully exhausted. Depending upon the number of grant applications received, processing time can range from two to three weeks. Although amounts shown are eligible by formula, recent policy has been to cap participation at a lower number. Caltrans should be consulted closer to project implementation to update current policy.

Acquisition and Development Program | These grants are provided by Caltrans for eligible projects in the CIP that are for General Aviation capital improvement and planning purposes. An A&D grant constitutes 90 percent of a project cost. The remaining 10 percent is matched by the local sponsor.

Every even-numbered year, Caltrans prepares, and the Commission approves, the Aeronautics Program, a two-year list of grant projects from the CIP for which funding is available. Projects are selected for the Aeronautics Program based on eligibility and ranking. The Priority Ranking Matrix is used to rank projects, and the ranking is based on project category and project description. Project categories listed in priority are safety, capacity, and security. Other selection criteria may be used as well, such as input from the Caltrans Office of Airports and the sponsor.

Airport Land Use Compatibility Plans | A&D grants are also provided to local sponsors to prepare or update Airport Land Use Compatibility Plans (ALUCP). ALUCPs are prepared by County Airport Land Use Commissions as required by the PUC and contain land use measures that minimize the public's exposure to safety hazards within two-miles around public-use airports. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility planning objective.

The Division of Aeronautics recommends a comprehensive review and update of an ALUCP at least every five years. Consistent funding for ALUCPs is vital for the protection of the California air transportation system and those communities surrounding the airports. The Commission has historically set 25 percent of the A&D Grant Program to help fund the preparation of ALUCP's.

The Ventura County Transportation Commission (VCTC) is the responsible party for the local ALUCP. The Camarillo Airport can help with an ALUCP update by accessing A & D grants, but the VCTC would have to apply for the grant and oversee the study.

Local Airport Loan Program | The Local Airport Loan Program provides discretionary State loans to eligible airports for projects that enhance an airport's ability to provide general aviation services (hangars, General Aviation [GA] terminals, utilities, GA fueling facilities, Acquisition and Development [A&D]-eligible projects, etc.). A loan may also provide the local share for an AIP grant. Such a loan can be used in conjunction with a State-funded AIP Matching grant. The loan program cannot be used for the local match of a state A&D grant or for projects to accommodate scheduled air carriers. The maximum term of a loan is 17 years. The interest rates match the latest California General Obligation Bond sale interest rate.

There are three different types of loans available under this program:

- Revenue Generating
- Matching Funds
- Airport Development

Annual Credit Grants | Annual Credit Grants of $10,000 per year are provided to eligible public-use and publicly owned airports. Airports not classified by the Federal Aviation Administration (FAA) as Commercial or Reliever are eligible as set forth in Section 21682 of the Public Utilities Code. Aeronautics will retain funds for eligible airports for a period not to exceed five fiscal years. Airports can request the $10,000 each year or request a greater amount from a future year once funds have accumulated. There is no required local match for the annual credit grant. Eligible project types include obstruction removal, radios, land acquisition, lighting, fencing, transient aircraft parking, bond service, navaids, pavement markings, noise monitoring equipment, runway and taxiway pavements, service roads, airport planning, fuel facilities, restrooms, and wash racks.

State funding Summary

The Ventura County Department of Airports has actively pursued state funding assistance for airport capital projects. The state CIP as of January includes projects totaling more than $67.3 million with a potential state share of approximately $3.7 million in capital projects for CMA. The projects from the state CIP are included in the CIP for this study.

LOCAL FUNDING

The primary source of local funding for airport capital projects is airport revenues generated from aeronautical activities at the airport. CMA charges fair market value for hangar leases, property leases, aircraft tie-down parking, landing fees, and fuel flowage fees assessed to fuel vendors.

The airport is operated by Ventura County through the collection of various rates and charges. There are restrictions on the use of revenues collected by an airport. All receipts, excluding bond proceeds or related grants and interest, are irrevocably pledged to the punctual payment of operating and maintenance expenses, payment of debt service for as long as bonds remain outstanding, or to additions or improvements to airport facilities. All potential revenue sources should be considered to support future capital expenditures, if necessary.

The operation of the airport generates revenues, which are secured by federal grant assurances, to be utilized only on the airport. While the revenues generated are significant, they are oftentimes not enough to fund both airport operating expenditures and capital improvement requirements. Most general aviation airports in the U.S. do not generate enough revenue to cover operating expenses. However, the two airports in the Ventura County airport system collectively generate enough revenue to be self-sustaining. This means the successful implementation of this plan will not use City or County general funds or taxes.

To ensure the airport maximizes revenue potential in the future, CMA should periodically review aviation rates and charges (i.e., ground lease rates, rental rates, etc.) at other airports to be certain that their rates and charges are competitive. Additionally, all new leases at the airport should have inflation clauses allowing for periodic rate increases in line with inflationary factors.

There are several other local financing options to fund the needs of the airport, including direct funding from Ventura County general funds, bonding, and public/private partnerships. These options are not preferred by the county. In addition, some airports have access to various local grants to support airport development such as local or regional economic development agencies, transportation agencies, or private grants. These strategies could be used to fund the local matching share or complete the project if grant funding cannot be arranged.

STUDY IMPLEMENTATION

To implement the study recommendations, it is key to recognize that planning is a continuous process and does not end with approval of this document. The airport should implement measures that allow them to track various demand indicators, such as based aircraft, hangar demand, and operations. The issues that this study is based on will remain valid for several years. The primary goal is for the airport to best serve the air transportation needs of the region, while striving to be economically self-sufficient and a good neighbor to the community.

The actual need for improvements is best established by airport activity levels rather than a specified date. Actual demand may be slower to develop than expected and the airport should delay projects for which there is not demand. Conversely, high levels of demand may establish the need to accelerate development. Although every effort has been made in this planning process to conservatively estimate when facility development may be needed, aviation demand will dictate the timing of facility improvements.

The value of a planning study such as this is keeping the issues and objectives at the forefront of the minds of managers and decision-makers. In addition to adjustments in aviation demand, when to undertake the improvements recommended in this study will impact how long the plan remains valid. The format of this plan reduces the need for formal and costly updates by simply adjusting the timing of project implementation. Updating can be done by the airport manager, thereby improving the plan's effectiveness.

In summary, the planning process requires airport staff to consistently monitor operations and based aircraft. Analysis of aviation demand is critical to the timing and need for new airport facilities.

Camarillo Airport

ALP Update and Narrative Report

Appendices

Camarillo Airport

ALP Update and Narrative Report

Appendix A

Glossary of Terms

GLOSSARY OF TERMS

A

Above Ground Level: The elevation of a point or surface above the ground.

Accelerate-Stop Distance Available (ASDA): See declared distances.

Advisory Circular: External publications issued by the FAA consisting of non-regulatory material providing for the recommendations relative to a policy, guidance and information relative to a specific aviation subject.

Air Carrier: An operator which: (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air pursuant to a current contract with the U.S. Postal Service. Certified in accordance with Federal Aviation Regulation (FAR) Parts 121 and 127.

Air Route Traffic Control Center (ARTCC): A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

Air Taxi: An air carrier certificated in accordance with FAR Part 121 and FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft "for hire" for specific trips.

Air Traffic Control: A service operated by an appropriate organization for the purpose of providing for the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control System Command Center: A facility operated by the FAA which is responsible for the central flow control, the central altitude reservation system, the airport reservation position system, and the air traffic service contingency command for the air traffic control system.

Air Traffic Hub: A categorization of commercial service airports or group of commercial service airports in a metropolitan or urban area based upon the proportion of annual national enplanements existing at the airport or airports. The categories are large hub, medium hub, small hub, or non-hub. It forms the basis for the apportionment of entitlement funds.

Air Transport Association Of America: An organization consisting of the principal U.S. airlines that represents the interests of the airline industry on major aviation issues before federal, state, and local government bodies. It promotes air transportation safety by coordinating industry and governmental safety programs and it serves as a focal point for industry efforts to standardize practices and enhance the efficiency of the air transportation system.

Aircraft: A transportation vehicle that is used or intended for use for flight.

Aircraft Approach Category: A grouping of aircraft based on 1.3 times the stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

- **Category A:** Speed less than 91 knots.
- **Category B:** Speed 91 knots or more, but less than 121 knots.
- **Category C:** Speed 121 knots or more, but less than 141 knots.
- **Category D:** Speed 141 knots or more, but less than 166 knots.
- **Category E:** Speed greater than 166 knots

Aircraft Operation: The landing, takeoff, or touch-and-go procedure by an aircraft on a runway at an airport.

Aircraft Operations Area (AOA): A restricted and secure area on the airport property designed to protect all aspects related to aircraft operations.

Aircraft Owners And Pilots Association: A private organization serving the interests and needs of general aviation pilots and aircraft owners.

Aircraft Rescue And Fire Fighting: A facility located at an airport that provides emergency vehicles, extinguishing agents, and personnel responsible for minimizing the impacts of an aircraft accident or incident.

Airfield: The portion of an airport which contains the facilities necessary for the operation of aircraft.

Airline Hub: An airport at which an airline concentrates a significant portion of its activity and which often has a significant amount of connecting traffic.

Airplane Design Group (ADG): A grouping of aircraft based upon wingspan. The groups are as follows:

- **Group I:** Up to but not including 49 feet.
- **Group II:** 49 feet up to but not including 79 feet.
- **Group III:** 79 feet up to but not including 118 feet.
- **Group IV:** 118 feet up to but not including 171 feet.
- **Group V:** 171 feet up to but not including 214 feet.
- **Group VI:** 214 feet or greater.

Airport Authority: A quasi-governmental public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.

Airport Beacon: A navigational aid located at an airport which displays a rotating light beam to identify whether an airport is lighted.

Airport Beacon

Airport Capital Improvement Plan: The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Airport Elevation: The highest point on the runway system at an airport expressed in feet above mean sea level (MSL).

Airport Improvement Program: A program authorized by the Airport and Airway Improvement Act of 1982 that provides funding for airport planning and development.

Airport Layout Drawing (ALD): The drawing of the airport showing the layout of existing and proposed airport facilities.

Airport Layout Plan (ALP): A scaled drawing of the existing and planned land and facilities necessary for the operation and development of the airport.

Airport Layout Plan Drawing Set: A set of technical drawings depicting the current and future airport conditions. The individual sheets comprising the set can vary with the complexities of the airport, but the FAA-required drawings include the Airport Layout Plan (sometimes referred to as the Airport Layout Drawing (ALD), the Airport Airspace Drawing, and the Inner Portion of the Approach Surface Drawing, On-Airport Land Use Drawing, and Property Map.

Airport Master Plan: A local planning document that serves as a guide for the long-term development of an airport.

Airport Movement Area Safety System: A system that provides automated alerts and warnings of potential runway incursions or other hazardous aircraft movement events.

Airport Obstruction Chart: A scaled drawing depicting the Federal Aviation Regulation (FAR) Part 77 surfaces, a representation of objects that penetrate these surfaces, runway, taxiway, and ramp areas, navigational aids, buildings, roads and other detail in the vicinity of an airport.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational (Aircraft Approach Category) to the physical characteristics (Airplane Design Group) of the airplanes intended to operate at the airport.

Airport Reference Point (ARP): The latitude and longitude of the approximate center of the airport.

Airport Sponsor: The entity that is legally responsible for the management and operation of an airport, including the fulfillment of the requirements of laws and regulations related thereto.

Airport Surface Detection Equipment: A radar system that provides air traffic controllers with a visual representation of the movement of aircraft and other vehicles on the ground on the airfield at an airport.

Airport Surveillance Radar: The primary radar located at an airport or in an air traffic control terminal area that receives a signal at an antenna and transmits the signal to air traffic control display equipment defining the location of aircraft in the air. The signal provides only the azimuth and range of aircraft from the location of the antenna.

Airport Traffic Control Tower (ATCT): A central operations facility in the terminal air traffic control system, consisting of a tower, including an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe and expeditious movement of terminal air traffic.

Airside: The portion of an airport that contains the facilities necessary for the operation of aircraft.

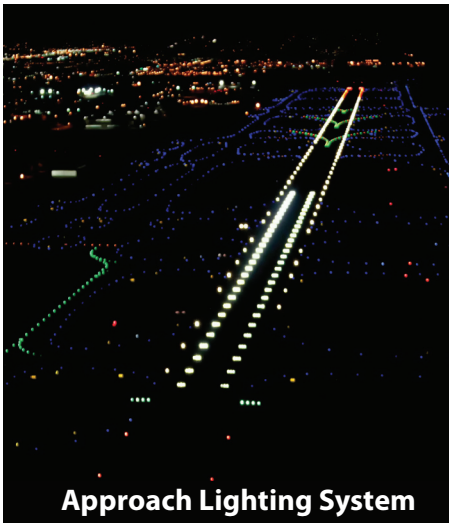
Airspace: The volume of space above the surface of the ground that is provided for the operation of aircraft.

Alert Area: See special-use airspace.

Altitude: The vertical distance measured in feet above mean sea level.

Annual Instrument Approach (AIA): An approach to an airport with the intent to land by an aircraft in accordance with an IFR flight plan when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude.

Approach Lighting System (ALS): An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams by which the pilot aligns the aircraft with the extended centerline of the runway on final approach and landing.


Approach Lighting System

Approach Minimums: The altitude below which an aircraft may not descend while on an IFR approach unless the pilot has the runway in sight.

Approach Surface: An imaginary obstruction limiting surface defined in FAR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance based upon the type of available or planned approach by aircraft to a runway.

Apron: A specified portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft.

Area Navigation: The air navigation procedure that provides the capability to establish and maintain a flight path on an arbitrary course that remains within the coverage area of navigational sources being used.

Automated Terminal Information Service (ATIS): The continuous broadcast of recorded non-control information at towered airports. Information typically includes wind speed, direction, and runway in use.

Automated Surface Observation System (ASOS): A reporting system that provides frequent airport ground surface weather observation data through digitized voice broadcasts and printed reports.

Automated Weather Observation System (AWOS): Equipment used to automatically record weather conditions (i.e., cloud height, visibility, wind speed and direction, temperature, dew point, etc.)

Automatic Direction Finder (ADF): An aircraft radio navigation system which senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter.

Avigation Easement: A contractual right or a property interest in land over which a right of unobstructed flight in the airspace is established.

Azimuth: Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).

B

Base Leg: A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. See "traffic pattern."

Based Aircraft: The general aviation aircraft that use a specific airport as a home base.

Bearing: The horizontal direction to or from any point, usually measured clockwise from true north or magnetic north.

Blast Fence: A barrier used to divert or dissipate jet blast or propeller wash.

Blast Pad: A prepared surface adjacent to the end of a runway for the purpose of eliminating the erosion of the ground surface by the wind forces produced by airplanes at the initiation of takeoff operations.

Building Restriction Line (BRL): A line which identifies suitable building area locations on the airport.

Blast Fence

C

Capital Improvement Plan: The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute Airport Improvement Program funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Cargo Service Airport: An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100,000,000 pounds.

Ceiling: The height above the ground surface to the location of the lowest layer of clouds which is reported as either broken or overcast.

Circling Approach: A maneuver initiated by the pilot to align the aircraft with the runway for landing when flying a predetermined circling instrument approach under IFR.

Class A Airspace: See Controlled Airspace.

Class B Airspace: See Controlled Airspace.

Class C Airspace: See Controlled Airspace.

Class D Airspace: See Controlled Airspace.

Class E Airspace: See Controlled Airspace.

Class G Airspace: See Controlled Airspace.

Clear Zone: See Runway Protection Zone.

Commercial Service Airport: A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.

Common Traffic Advisory Frequency (CTAF): A radio frequency identified in the appropriate aeronautical chart which is designated for the purpose of transmitting airport advisory information and procedures while operating to or from an uncontrolled airport.

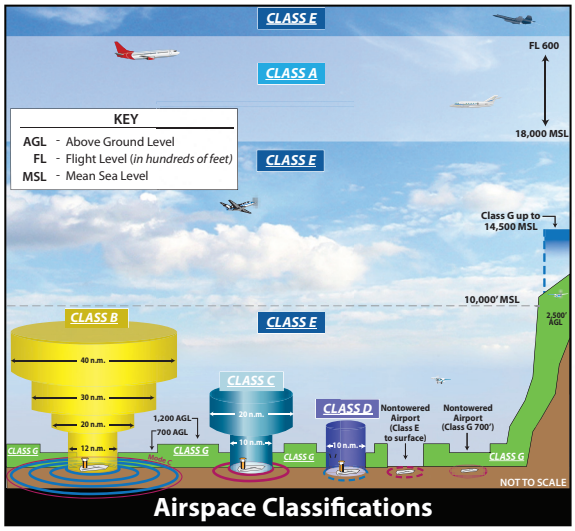
Compass Locator (LOM): A low power, low/medium frequency radio-beacon installed in conjunction with the instrument landing system at one or two of the marker sites.

Conical Surface: An imaginary obstruction- limiting surface defined in FAR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Controlled Airport: An airport that has an operating airport traffic control tower.

Controlled Airspace: Airspace of defined dimensions within which air traffic control services are provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. Controlled airspace in the United States is designated as follows:

CLASS A: Generally, the airspace from 18,000 feet mean sea level (MSL) up to but not including flight level FL600. All persons must operate their aircraft under IFR.



CLASS B: Generally, the airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports. The configuration of Class B airspace is unique to each airport, but typically consists of two or more layers of air space and is designed to contain all published instrument approach procedures to the airport. An air traffic control clearance is required for all aircraft to operate in the area.

CLASS C: Generally, the airspace from the surface to 4,000 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower and radar approach control and are served by a qualifying number of IFR operations or passenger enplanements. Although individually tailored for each airport, Class C airspace typically consists of a surface area with a five nautical mile (nm) radius and an outer area with a 10 nautical mile radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Two-way radio communication is required for all aircraft.

CLASS D: Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower. Class D airspace is individually tailored and configured to encompass published instrument approach procedure. Unless otherwise authorized, all persons must establish two-way radio communication.

CLASS E: Generally, controlled airspace that is not classified as Class A, B, C, or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Class E airspace encompasses all Victor Airways. Only aircraft following instrument flight rules are required to establish two-way radio communication with air traffic control.

CLASS G: Generally, that airspace not classified as Class A, B, C, D, or E. Class G airspace is uncontrolled for all aircraft. Class G airspace extends from the surface to the overlying Class E airspace.

Controlled Firing Area: See special-use airspace.

Crosswind: A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.

Crosswind Component: The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

Crosswind Leg: A flight path at right angles to the landing runway off its upwind end. See "traffic pattern."

D

Decibel: A unit of noise representing a level relative to a reference of a sound pressure 20 micro newtons per square meter.

Decision Height/Decision Altitude: The height above the end of the runway surface at which a decision must be made by a pilot during the ILS or Precision Approach Radar approach to either continue the approach or to execute a missed approach.

Declared Distances: The distances declared available for the airplane's takeoff runway, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:

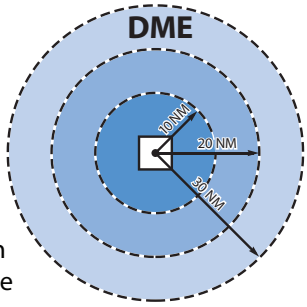
- **Takeoff Run Available (TORA):** The runway length declared available and suitable for the ground run of an airplane taking off.
- **Takeoff Distance Available (TODA):** The TORA plus the length of any remaining runway and/or clear way beyond the far end of the TORA.
- **Accelerate-stop Distance Available (ASDA):** The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff.
- **Landing Distance Available (LDA):** The runway length declared available and suitable for landing.

Department Of Transportation: The cabinet level federal government organization consisting of modal operating agencies, such as the Federal Aviation Administration, which was established to promote the coordination of federal transportation programs and to act as a focal point for research and development efforts in transportation.

Discretionary Funds: Federal grant funds that may be appropriated to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security, or mitigating noise.

Displaced Threshold: A threshold that is located at a point on the runway other than the designated beginning of the runway.

Distance Measuring Equipment (DME): Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.



DNL: The 24-hour average sound level, in decibels, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

Downwind Leg: A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see "traffic pattern."

E

Easement: The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below the property; certain air rights above the property, including view rights; and the rights to any

specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

Elevation: The vertical distance measured in feet above mean sea level.

Enplaned Passengers: The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and nonscheduled services.

Enplanement: The boarding of a passenger, cargo, freight, or mail on an aircraft at an airport.

Entitlement: Federal funds for which a commercial service airport may be eligible based upon its annual passenger enplanements.

Environmental Assessment (EA): An environmental analysis performed pursuant to the National Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact statement.

Environmental Audit: An assessment of the current status of a party's compliance with applicable environmental requirements of a party's environmental compliance policies, practices, and controls.

Environmental Impact Statement (EIS): A document required of federal agencies by the National Environmental Policy Act for major projects or legislative proposals affecting the environment. It is a tool for decision-making describing the positive and negative effects of a proposed action and citing alternative actions.

Essential Air Service: A federal program which guarantees air carrier service to selected small cities by providing subsidies as needed to prevent these cities from such service.

F

Federal Aviation Regulations: The general and permanent rules established by the executive departments and agencies of the Federal Government for aviation, which are published in the Federal Register. These are the aviation subset of the Code of Federal Regulations.

Federal Inspection Services: The provision of customs and immigration services including passport inspection, inspection of baggage, the collection of duties on certain imported items, and the inspections for agricultural products, illegal drugs, or other restricted items.

Final Approach: A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. See "traffic pattern."

Final Approach and Takeoff Area (FATO): A defined area over which the final phase of the helicopter approach to a hover, or a landing is completed and from which the takeoff is initiated.

Final Approach Fix: The designated point at which the final approach segment for an aircraft landing on a runway begins for a non-precision approach.

Finding Of No Significant Impact (FONSI): A public document prepared by a Federal agency that presents the rationale why a proposed action will not have a significant effect on the environment and for which an environmental impact statement will not be prepared.

Fixed Base Operator (FBO): A provider of services to users of an airport. Such services include, but are not limited to, hangaring, fueling, flight training, repair, and maintenance.

Flight Level: A measure of altitude used by aircraft flying above 18,000 feet. Flight levels are indicated by three digits representing the pressure altitude in hundreds of feet. An airplane flying at flight level 360 is flying at a pressure altitude of 36,000 feet. This is expressed as FL 360.

Flight Service Station (FSS): An operations facility in the national flight advisory system which utilizes data interchange facilities for the collection and dissemination of Notices to Airmen, weather, and administrative data and which provides preflight and in-flight advisory services to pilots through air and ground based communication facilities.

Frangible Navaid: A navigational aid which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.

G

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity, and large aircraft commercial operators.

General Aviation Airport: An airport that provides air service to only general aviation.

Glideslope (GS): Provides vertical guidance for aircraft during approach and landing. The glideslope consists of the following:

- Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or
- Visual ground aids, such as PAPI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

Global Positioning System (GPS): A system of satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude.

Ground Access: The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicles for passengers, employees, cargo, freight, and airport services.

Ground Based Augmentation System (GBAS): A program that augments the existing GPS system by providing corrections to aircraft in the vicinity of an airport in order to improve the accuracy of these aircrafts' GPS navigational position

H

Helipad: A designated area for the takeoff, landing, and parking of helicopters.

High Intensity Runway Lights (HIRL): The highest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

High-speed Exit Taxiway: An acute-angled exit taxiway forming a 30 degree angle with the runway centerline, designed to allow an aircraft to exit a runway without having to decelerate to typical taxi speed.

Horizontal Surface: An imaginary obstruction-limiting surface defined in FAR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimensions of this surface are **a** function of the types of approaches existing or planned for the runway.

Hot Spot: A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

I

Initial Approach Fix: The designated point at which the initial approach segment begins for an instrument approach to a runway.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

Instrument Flight Rules (IFR): Procedures for the conduct of flight in weather conditions below Visual Flight Rules weather minimums. The term IFR is often also used to define weather conditions **and the type of flight plan under which an aircraft is operating.**

Instrument Landing System (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer
2. Glide Slope
3. Outer Marker
4. Middle Marker
5. Approach Lights

Instrument Meteorological Conditions: Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions.

Itinerant Operations: Operations by aircraft that are arriving from outside the traffic pattern or departing the airport traffic pattern.

K

Knots: A unit of speed length used in navigation that is equivalent to the number of nautical miles traveled in one hour.

L

Landside: The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles.

Landing Distance Available (LDA): See declared distances.

Large Airplane: An airplane that has a maximum certified takeoff weight in excess of 12,500 pounds.

Local Operations: Aircraft operations performed by aircraft that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport. Typically, this includes touch and-go training operations.

Localizer: The component of an ILS which provides course guidance to the runway.

Localizer Type Directional Aid (LDA): A facility of comparable utility and accuracy to a localizer but is not part of a complete ILS and is not aligned with the runway.

Localizer

Low Intensity Runway Lights: The lowest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

M

Medium Intensity Runway Lights: The middle classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

Military Operations: Aircraft operations that are performed in military aircraft.

Military Operations Area (MOA): See special-use airspace

Military Training Route: An air route depicted on aeronautical charts for the conduct of military flight training at speeds above 250 knots.

Missed Approach Course (MAC): The flight route to be followed if, after an instrument approach, a landing is not affected, and occurring normally:

- When the aircraft has descended to the decision height and has not established visual contact; or
- When directed by air traffic control to pull up or to go around again.

Movement Area: The runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, air traffic control clearance is required for entry onto the movement area.

N

National Airspace System (NAS): The network of air traffic control facilities, air traffic control areas, and navigational facilities through the U.S.

National Plan Of Integrated Airport Systems (NPIAS): The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs.

National Transportation Safety Board: A federal government organization established to investigate and determine the probable cause of transportation accidents, to recommend equipment and procedures to enhance transportation safety, and to review on appeal the suspension or revocation of any certificates or licenses issued by the Secretary of Transportation.

Nautical Mile: A unit of length used in navigation which is equivalent to the distance spanned by one minute of arc in latitude, that is, 1,852 meters or 6,076 feet. It is equivalent to approximately 1.15 statute mile.

Navaid: A term used to describe any electrical or visual air navigational aids, lights, signs, and associated supporting equipment (i.e., PAPI, VASI, ILS, etc.)

Navigational Aid: A facility used as, available for use as, or designed for use as an aid to air navigation.

Noise Contour: A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

Non-directional Beacon (NDB): A beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine their bearing to and from the radio beacon and home on, or track to, the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

NDB

Non-precision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided, such as VOR, TACAN, NDB, or LOC.

Notice To Air Missions (NOTAM): A notice containing information concerning the establishment, condition, or change in any component of or hazard in the National Airspace System, the timely knowledge of which is considered essential to personnel concerned with flight operations.

O

Object Free Area (OFA): An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ): The airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be kept clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance for aircraft landing or taking off from the runway, and for missed approaches.

Operation: The take-off, landing, or touch-and-go procedure by an aircraft on a runway at an airport.

Outer Marker (OM): An ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline, indicating to the pilot that he/she is passing over the facility and can begin final approach.

P

Pilot-controlled Lighting: Runway lighting systems at an airport that are controlled by activating the microphone of a pilot on a specified radio frequency.

Precision Approach: A standard instrument approach procedure which provides runway alignment and glide slope (descent) information. It is categorized as follows:

- **CATEGORY I (CAT I):** A precision approach which provides for approaches with a decision height of not less than 200 feet and visibility not less than 1/2 mile or Runway Visual Range (RVR) 2400 (RVR 1800) with operative touchdown zone and runway centerline lights.
- **CATEGORY II (CAT II):** A precision approach which provides for approaches with a decision height of not less than 100 feet and visibility not less than 1200 feet RVR.
- **CATEGORY III (CAT III):** A precision approach which provides for approaches with minimal less than Category II.

Precision Approach Path Indicator (PAPI): A lighting system providing visual approach slope guidance to aircraft during a landing approach. A PAPI normally consists of four light units but an abbreviated system of two lights is acceptable for some categories of aircraft.

Precision Approach Path Indicator

Precision Approach Radar: A radar facility in the terminal air traffic control system used to detect and display with a high degree of accuracy the direction, range, and elevation of an aircraft on the final approach to a runway.

Precision Object Free Zone (POFZ): An area centered on the extended runway centerline, beginning at the runway threshold and extending behind the runway threshold that is 200 feet long by 800 feet wide. The POFZ is a clearing standard which requires the POFZ to be kept clear of above ground objects protruding above the runway safety area edge elevation (except for frangible NAVAIDS). The POFA is only in effect when the approach includes vertical guidance, the reported ceiling is below 250 feet, and an aircraft is on final approach within two miles of the runway threshold.

Primary Airport: A commercial service airport that enplanes at least 10,000 annual passengers.

Primary Surface: An imaginary obstruction limiting surface defined in FAR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the types of approaches existing or planned for the runway.

Prohibited Area: See special-use airspace.

PVC: Poor visibility and ceiling. Used in determining Annual Service Volume. PVC conditions exist when the cloud ceiling is less than 500 feet and visibility is less than one mile.

R

Radial: A navigational signal generated by a Very High Frequency Omni-directional Range or VORTAC station that is measured as an azimuth from the station.

Regression Analysis: A statistical technique that seeks to identify and quantify the relationships between factors associated with a forecast.

Remote Communications Outlet (RCO): An unstaffed transmitter receiver/facility remotely controlled by air traffic personnel. RCOs serve flight service stations (FSSs). RCOs were established to provide ground-to-ground communications between air traffic control specialists and pilots at satellite airports for delivering enroute clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times.

Remote Transmitter/receiver (RTR): See remote communications outlet. RTRs serve ARTCCs.

Reliever Airport: An airport to serve general aviation aircraft which might otherwise use a congested air-carrier served airport.

Restricted Area: See special-use airspace.

RNAV: Area navigation - airborne equipment which permits flights over determined tracks within prescribed accuracy tolerances without the need to overfly ground-based navigation facilities. Used enroute and for approaches to an airport.

Runway: A defined rectangular area on an airport prepared for aircraft landing and takeoff. Runways are normally numbered in relation to their magnetic direction, rounded off to the nearest 10 degrees. For example, a runway with a magnetic heading of 180 would be designated Runway 18. The runway heading on the opposite end of the runway is 180 degrees from that runway end. For example, the opposite runway heading for Runway 18 would be Runway 36 (magnetic heading of 360). Aircraft can takeoff or land from either end of a runway, depending upon wind direction.

Runway Alignment Indicator Light (RAIL): A series of high intensity sequentially flashing lights installed on the extended centerline of the runway usually in conjunction with an approach lighting system.

Runway Design Code: A code signifying the FAA design standards to which the runway is to be built.

Runway End Identification Lighting (REIL): Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

REIL

Runway Gradient: The average slope, measured in percent, between the two ends of a runway.

Runway Protection Zone (RPZ): An area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape. Its dimensions are determined by the aircraft approach speed and runway approach type and minimal.

Runway Reference Code: A code signifying the current operational capabilities of a runway and taxiway.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Runway Visibility Zone (RVZ): An area on the airport to be kept clear of permanent objects so that there is an unobstructed line of sight from any point five feet above the runway centerline to any point five feet above an intersecting runway centerline.

Runway Visual Range (RVR): An instrumentally derived value, in feet, representing the horizontal distance a pilot can see down the runway from the runway end.

S

Scope: The document that identifies and defines the tasks, emphasis, and level of effort associated with a project or study.

Segmented Circle: A system of visual indicators designed to provide traffic pattern information at airports without operating control towers, often co-located with a wind cone.

Shoulder: An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection. The shoulder Does Not Necessarily Need To Be Paved.

Slant-range Distance: The straight line distance between an aircraft and a point on the ground.

Small Aircraft: An aircraft that has a maximum certified takeoff weight of up to 12,500 pounds.

Special-use Airspace: Airspace of defined dimensions identified by a surface area wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Special-use airspace classifications include:

- **ALERT AREA:** Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.
- **CONTROLLED FIRING AREA:** Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons or property on the ground.
- **MILITARY OPERATIONS AREA (MOA):** Designated airspace with defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where these activities are conducted.
- **PROHIBITED AREA:** Designated airspace within which the flight of aircraft is prohibited.
- **RESTRICTED AREA:** Airspace designated under Federal Aviation Regulation (FAR) 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use. When not in use by the using agency, IFR/VFR operations can be authorized by the controlling air traffic control facility.
- **WARNING AREA:** Airspace which may contain hazards to nonparticipating aircraft.

Standard Instrument Departure (SID): A preplanned coded air traffic control IFR departure routing, preprinted for pilot use in graphic and textual form only.

Standard Instrument Departure Procedures: A published standard flight procedure to be utilized following takeoff to provide a transition between the airport and the terminal area or enroute airspace.

Standard Terminal Arrival Route (STAR): A preplanned coded air traffic control IFR arrival routing, preprinted for pilot use in graphic and textual or textual form only.

Stop-and-go: A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point. A stop-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

Stopway: An area beyond the end of a takeoff runway that is designed to support an aircraft during an aborted takeoff without causing structural damage to the aircraft. It is not to be used for takeoff, landing, or taxiing by aircraft.

Straight-in Landing/approach: A landing made on a runway aligned within 30 degrees of the final approach course following completion of an instrument approach.

T

Tactical Air Navigation (TACAN):
An ultrahigh frequency electronic air navigation system which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN **station.**

Takeoff Runway Available (TORA):
See declared distances.

Takeoff Distance Available (TODA):
See declared distances.

Taxilane: A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area and provide access to from taxiways to aircraft parking positions and other terminal areas.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Design Group: A classification of airplanes based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear (CMG) distance.

Taxiway Safety Area (TSA): A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Terminal Instrument Procedures: Published flight procedures for conducting instrument approaches to runways under instrument meteorological conditions.

Terminal Radar Approach Control:
An element of the air traffic control system responsible for monitoring the enroute and terminal segment of air traffic in the airspace surrounding airports with moderate to high levels of air traffic.

Tetrahedron: A device used as a landing direction indicator. The small end of the tetrahedron points in the direction of landing.

Tetrahedron

Threshold: The beginning of that portion of the runway available for landing. In some instances, the threshold may be displaced.

Touch-and-go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. A touch-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

Touchdown: The point at which a landing aircraft makes contact with the runway surface.

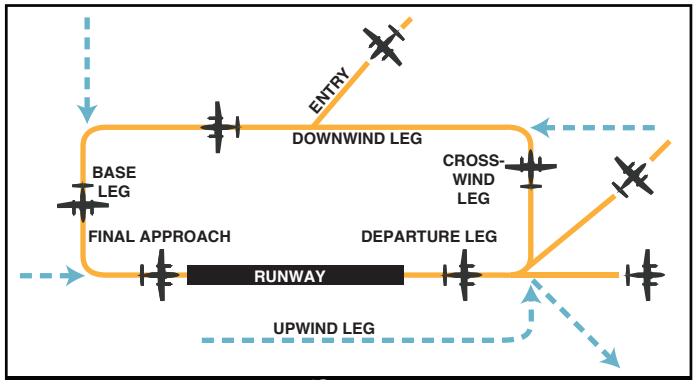
Touchdown and Lift-off Area (TLOF):
A load bearing, generally paved area, normally centered in the FATO, on which a helicopter lands or takes off.

Touchdown Zone (TDZ): The first 3,000 feet of the runway beginning at the threshold.

Touchdown Zone Elevation (TDZE):
The highest elevation in the touchdown zone.

Touchdown Zone Lighting: Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. The basic system extends 3,000 feet along the runway.

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.



Traffic Pattern

U

Uncontrolled Airport: An airport without an airport traffic control tower at which the control of Visual Flight Rules traffic is not exercised.

Uncontrolled Airspace: Airspace within which aircraft are not subject to air traffic control.

Universal Communication (UNICOM): A non-government communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

Upwind Leg: A flight path parallel to the landing runway in the direction of landing. See "traffic pattern."

V

Vector: A heading issued to an aircraft to provide navigational guidance by radar.

Very High Frequency Omni-directional Range (VOR): A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.

Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC): A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site.

Victor Airway: A system of established routes that run along specified VOR radials, from one VOR station to another.

Visual Approach: An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

Visual Approach Slope Indicator (VASI): An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing. The VASI is now obsolete and is being replaced with the PAPI.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

Visual Meteorological Conditions: Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for instrument meteorological conditions.

Visual Runway: A runway without an existing or planned instrument approach.

VOR: See "Very High Frequency Omni-directional Range."

VORTAC: See "Very High Frequency Omni-directional Range/Tactical Air Navigation."

W

Warning Area: See special-use airspace.

Wide Area Augmentation System: An enhancement of the Global Positioning System that includes integrity broadcasts, differential corrections, and additional ranging signals for the purpose of providing the accuracy, integrity, availability, and continuity required to support all phases of flight.

Windsock/Windcone: A visual aid that indicates the prevailing wind direction and intensity at a particular location.

Windsock/Windcone

Abbreviations

AC: advisory circular

ACIP: airport capital improvement program

ADF: automatic direction finder

ADG: airplane design group

ADS-B: automatic dependent surveillance-broadcast

AFSS: automated flight service station

AGL: above ground level

AIA: annual instrument approach

AIP: Airport Improvement Program

AIR-21: Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

ALS: approach lighting system

ALSF-1: standard 2,400-foot high intensity approach lighting system with sequenced flashers (CAT I configuration)

ALSF-2: standard 2,400-foot high intensity approach lighting system with sequenced flashers (CAT II configuration)

AOA: Aircraft Operation Area

APRC: approach reference code

APV: instrument approach procedure with vertical guidance

ARC: airport reference code

ARFF: aircraft rescue and fire fighting

ARP: airport reference point

ARTCC: air route traffic control center

ASDA: accelerate-stop distance available

ASR: airport surveillance radar

ASOS: automated surface observation station

ASV: annual service volume

ATC: airport traffic control

ATCT: airport traffic control tower

ATIS: automated terminal information service

AVGAS: aviation gasoline - typically 100 low lead (100LL)

AWOS: automated weather observation station

BRL: building restriction line

CFR: Code of Federal Regulation

CIP: capital improvement program

DME: distance measuring equipment

DNL: day-night noise level

DPRC: departure reference code

DWL: runway weight bearing capacity of aircraft with dual-wheel type landing gear

DTWL: runway weight bearing capacity of aircraft with dual-tandem type landing gear

FAA: Federal Aviation Administration

FAR: Federal Aviation Regulation

FBO: fixed base operator

FY: fiscal year

GA: general aviation

GPS: global positioning system

GS: glide slope

HIRL: high intensity runway edge lighting

IFR: instrument flight rules (FAR Part 91)

ILS: instrument landing system

IM: inner marker

LDA: localizer type directional aid

LDA: landing distance available

LIRL: low intensity runway edge lighting

LMM: compass locator at middle marker

LNAV: lateral navigation

LOC: localizer

LOM: compass locator at outer marker

LP: localizer performance

LPV: localizer performance with vertical guidance

MALS: medium intensity approach lighting system

MALSR: MALS with runway alignment indicator lights

MALSF: MALS with sequenced flashers

MIRL: medium intensity runway edge lighting

MITL: medium intensity taxiway edge lighting

MLS: microwave landing system

MM: middle marker

MOA: military operations area

MSL: mean sea level

MTOW: maximum takeoff weight

NAVAID: navigational aid

NDB: non-directional radio beacon

NEPA: National Environmental Policy Act

NM: nautical mile (6,076.1 feet)

NPDES: National Pollutant Discharge Elimination System

NPIAS: National Plan of Integrated Airport Systems

NPRM: notice of proposed rule making

ODALS: omni-directional approach lighting system

OFA: object free area

OFZ: obstacle free zone

OM: outer marker

PAPI: precision approach path indicator

PFC: porous friction course

PFC: passenger facility charge

PCI: pavement condition index

PCL: pilot-controlled lighting

PIW: public information workshop

POFZ: precision object free zone

PVC: poor visibility and ceiling

RCO: remote communications outlet

RDC: runway design code

REIL: runway end identification lighting

RNAV: area navigation

RPAS: remotely piloted unmanned aircraft system

RPZ: runway protection zone

RSA: runway safety area

RTR: remote transmitter/receiver

RVR: runway visibility range

RVZ: runway visibility zone

SALS: short approach lighting system

SASP: state aviation system plan

SEL: sound exposure level

SID: standard instrument departure

SM: statute mile (5,280 feet)

SRE: snow removal equipment

SSALF: simplified short approach lighting system with runway alignment indicator lights

STAR: standard terminal arrival route

SWL: runway weight bearing capacity for aircraft with single-wheel tandem type landing gear

TACAN: tactical air navigational aid

TAF: Federal Aviation Administration (FAA) Terminal Area Forecast

TDG: taxiway design group

TLOF: Touchdown and lift-off

TDZ: touchdown zone

TDZE: touchdown zone elevation

TODA: takeoff distance available

TORA: takeoff runway available

TRACON: terminal radar approach control

UAS: unmanned aircraft system

VASI: visual approach slope indicator

VFR: visual flight rules (FAR Part 91)

VHF: very high frequency

VOR: very high frequency omni-directional range

VORTAC: very high frequency omni-directional range/tactical air navigation

WAAS: wide area augmentation system

Camarillo Airport

ALP Update and Narrative Report

Appendix B

FAA Forecast Approval

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

June 1, 2023

Keith Freitas
Director of Airports
County of Ventura, Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Camarillo Airport (CMA)
Aviation Activity Forecast Approval

Dear Mr. Freitas,

The Federal Aviation Administration (FAA) has reviewed the aviation forecast for the Camarillo Airport (CMA) dated May 19, 2023. FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions requires Aviation Forecasts to aid in efficient environmental analyses. The forecast is supported by reasonable planning assumptions, current data, and appears to be developed using acceptable forecasting methodologies. The FAA approves these forecasts for use in the analyses for the Part 150 Study and Airport Layout Plan (ALP) update.

It is important to note that the approval of this forecast does not guarantee future funding for capital improvements as future projects will need to be justified by current activity levels reached at the time the projects are proposed for implementation and will need to be further analyzed for Airport Improvement Program eligibility purposes.

If you have any questions about this forecast approval, please call me at 424-405-7276.

Sincerely,

JUSTIN GUAN

Digitally signed by JUSTIN GUAN
Date: 2023.06.05 12:58:41 -07'00'

Justin Guan
Community Planner

Camarillo Airport

ALP Update and Narrative Report

Appendix C

Environmental Overview

Appendix C
ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with proposed airport projects is an essential consideration in the ALP narrative report process. The primary purpose of this discussion is to review the preferred development concept (**Exhibit 4E**) and associated capital program at the airport to determine whether projects identified in the ALP narrative report could, individually or collectively, significantly impact existing environmental resources. Information contained in this section was obtained from previous studies, official internet websites, and analysis by the consultant.

The *FAA Reauthorization Act of 2018* (Act) changed how the Federal Aviation Administration (FAA) historically operates with respect to airport oversight. Section 163 of the Act limits the FAA's approval authority over certain projects. Pursuant to Section 163, when an airport sponsor submits a change to the airport layout plan (ALP) for a project that would not be federally funded, requests a change in land use from aeronautical to non-aeronautical, or requests to dispose of airport-owned land, the FAA must determine if the proposal would be subject to the agency's approval authority. This approval is a two-step process. The FAA exercises its regulatory authority consistent with the Act and separately examines whether it has ALP approval authority under Section 163 of the Act. The second step is to determine how the land was acquired and if land release obligations are required. Projects depicted on the ALP that were approved prior to the Act must be evaluated to determine whether the FAA retains its approval authority.

If the FAA retains approval authority over a project, the project is typically subject to the *National Environmental Policy Act* (NEPA). For projects not categorically excluded under FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, compliance with NEPA is generally satisfied through the preparation of an environmental assessment (EA). In instances where significant environmental impacts are expected, an environmental impact statement (EIS) may be required.

The following portion of the study is not designed to satisfy the NEPA requirements for a specific development project, but it provides a preliminary review of environmental issues that may need to be considered in more detail within the environmental review processes. It is important to note that the FAA is ultimately responsible for determining the level of environmental documentation required for airport actions.

This section provides an overview of potential impacts to existing resources that could result from implementation of the planned improvements outlined on the preferred development concept.

Table A summarizes potential environmental concerns associated with implementation of the preferred development concept for Camarillo Airport. Analysis under NEPA includes effects or impacts a proposed action or alternative may have on the human environment (see Title 40 Code of Federal Regulations [CFR] §1508.1).

TABLE A | Summary of Potential Environmental Concerns

AIR QUALITY	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.***
Potential Environmental Concerns	**Potential Impact.** Ventura County is a non-attainment area for the 2008 and 2018 eight-hour (serious) ozone NAAQS.[1] The development concept would not change operations at the airport. The Runway 8-26 shortening and narrowing project will need to be reviewed; however, pavement marking projects are presumed to conform according to the federal actions found in 72 FR 41565, 07/30/2007, which states: "Federal actions that alter airport use through new pavement markings are not routine maintenance but are presumed to confirm if such actions do not increase airport capacity or introduce a larger class of aircraft at the airport." Minor taxiway geometry pavement projects included in the development concept would be considered non-runway pavement work and also presumed to conform, since they are "limited to improvements of existing taxiways that will not affect runway use, increase capacity, enable new aircraft types, or change existing airfield operations when complete." Determination of impacts from redevelopment of aging infrastructure, new hangar development, and other aeronautical and non-aeronautical development will be evaluated on an individual basis. For construction emissions, a qualitative or quantitative emissions inventory under NEPA may be required, depending on the type of environmental review needed for specific projects shown on the development plan concept (**Exhibit 4E**).
BIOLOGICAL RESOURCES (including fish, wildlife, and plants)	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The U.S. Fish and Wildlife Service (FWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.*** ***The FAA has not established a significance threshold for non-listed species; however, factors to consider include whether an action would have the potential for:*** - ***Long-term or permanent loss of non-listed plant or wildlife species;*** - ***Adverse impacts to special status species or their habitats;*** - ***Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or*** - ***Adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.***
Continues on next page	

[1] U. S. Environmental Protection Agency (EPA), Green Book, California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (https://www3.epa.gov/airquality/greenbook/anayo_ca.html)

BIOLOGICAL RESOURCES (including fish, wildlife, and plants) - Continued	
Potential Environmental Concerns	Federally Protected Species **No Impact.** According to the U.S. FWS Information for Planning and Consultation (IPaC) report, there are twelve endangered and/or threatened species listed (or identified as candidates for listing) under the *Endangered Species Act* known to occur within the vicinity of the airport.[2] These species are: • California condor (endangered, bird) • Coastal California gnatcatcher (threatened, bird) • Least bell's vireo (endangered, bird) • Marbled murrelet (threatened, bird) • Yellow-billed cuckoo (threatened, bird) • Monarch butterfly (candidate, insect) • Riverside fairy shrimp (endangered, crustacean) • Vernal pool fairy shrimp (threatened, crustacean) • California Orcutt grass (endangered, flowering plant) • Gamble's watercress (endangered, flowering plant) • Marsh sandwort (endangered, flowering plant) • Spreading navarretia (threatened, flowering plant) According to a biological resources assessment conducted by SWCA Environmental Consultants in January 2023, no federally listed species or designated critical habitat are known to occur on airport property, and none were observed during the field surveys. Designated Critical Habitat **No Impact.** There are no designated critical habitats within airport boundaries. Non-Listed Species **Potential Impact.** Non-listed species of concern include those protected by the *Migratory Bird Treaty Act* (MBTA) and the *Bald and Golden Eagle Protection Act.* According to the *January 2023 Biological Resources Assessment* conducted by SWCA Environmental Consultants[3], suitable habitat for golden eagles was not observed within airport boundaries. Habitats on airport property do provide nesting opportunities for birds nesting in burrows (e.g. burrowing owl) or grassland habitat (e.g. California horned lark), and burrowing owl was observed on airport property. Ground disturbance could have direct impacts on active nests and construction movement could have indirect impacts on nearby nests, which could result in nest abandonment. Pre-disturbance nesting bird surveys are recommended to avoid impacts to nesting migratory birds. To the extent possible, construction activities should be conducted outside of nesting season. As a result of previous studies, the California Department of Fish and Wildlife (CDFW) has also requested that the following measures be implemented by the airport: • Require all personnel to attend a worker education training program prior to grading/and or construction activities; • Conduct habitat assessment for burrowing owl for future projects, in accordance with *Staff Report on Burrowing Owl Mitigation* (CDFW 2012); and • Implement a wildlife hazard management plan (WHMP) for wildlife strikes.
CLIMATE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Climate.*** *Refer to FAA Order 1050.1F Desk Reference and/or the most recent FAA Aviation Emissions and Air Quality Handbook for the most up-to-date methodology for examining impacts associated with climate change.*
Potential Environmental Concerns	**Unknown.** An increase in greenhouse gas (GHG) emissions could occur over the next five to 10 years, which is the planning horizon of this ALP update. A project-specific analysis may be required per FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures,* based on the parameters of the individual projects; however, at this time, the FAA does not have an impact threshold to use to determine significance under NEPA.
COASTAL RESOURCES	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Coastal Resources. Factors to consider include whether an action would have the potential to:*** • ***Be inconsistent with the relevant state coastal zone management plan(s);*** • ***Impact a coastal barrier resources system unit;*** • ***Pose an impact on coral reef ecosystems;*** • ***Cause an unacceptable risk to human safety or property; or*** • ***Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.***
Potential Environmental Concerns	**No Impact.** Camarillo Airport is not within the California Coastal Zone, which is five miles to the west. The airport is seven miles from the Pacific Ocean at its closest point. The closest National Marine Sanctuary is Channel Islands National Marine Sanctuary, located 13 miles west of the airport.

Continues on next page

[2] U.S. FWS, IPaC Information for Planning and Consultation (https://ipac.ecosphere.fws.gov/location/index)

[3] SWCA Environmental Consultants, Biological Resources Assessment for the Camarillo Airport Layout Plan, Camarillo, Ventura County, California, January 2023).

***DEPARTMENT OF TRANSPORTATION ACT*, SECTION 4(f)** (NOW CODIFIED IN 49 UNITED STATES CODE [U.S.C.] § 303)	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a "constructive use" based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from a historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.***
Potential Environmental Concerns	**Potential Impact.** There are no historic resources listed on the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) within or near the airport. Also, based on a cultural resources record search and on-ground survey, no archaeological resources were identified at the airport.[4] Additionally, no waterfowl or wildlife refuge areas or national parks or recreation areas are near the airport. One local public park (Freedom Park) is located immediately adjacent to airport property to the south. The preferred development concept designates land use adjacent to Freedom Park for aeronautical reserve and non-aeronautical reserve. Section 4(f) evaluation may be required for development of these areas.
FARMLANDS	

FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] to assess impacts under the Farmland Protection Policy Act [FPPA].)***
	
	The FPPA applies when airport activities meet one of the following conditions:
	• *Federal funds are involved;*
	• *The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or*
	• *None of the exemptions to the FPPA apply. These exemptions include:*
	  ○ *When land is not considered "farmland" under the FPPA, such as land that is already developed or already irreversibly converted. These instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way;*
	  ○ *When land is already committed to urban development;*
	  ○ *When land is committed to water storage;*
	  ○ *The construction of non-farm structures that are necessary to support farming operations; and*
	  ○ *Construction/land development for national defense purposes.*

Potential Environmental Concerns	**No Impact.** According to the NRCS Web Soil Survey (WSS), soils on the airport are identified as farmland of statewide importance and prime farmland if irrigated[5]; however, the California Department of Conservation's California Important Farmland Finder website shows the airport as urban and built-up land, while the U.S. Census identifies the City of Camarillo, including the airport, as an urbanized area. Therefore, the FPPA is not applicable to the airport property.
HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to consider include whether an action would have the potential to:*** • ***Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;*** • ***Involve a contaminated site;*** • ***Produce an appreciably different quantity or type of hazardous waste;*** • ***Generate an appreciably different quantity or type of solid waste, or use a different method of collection or disposal and/or would exceed local capacity; or*** • ***Adversely affect human health and the environment.***
Continues on next page	

[4] SWCA Archaeological Survey Report for the Camarillo Airport ALP Update/Narrative Report, August 2022

[5] U.S. Department of Agriculture, NRCS, (https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx)

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION - Continued	
Potential Environmental Concerns	**Potential Impact.** There are no documented Superfund sites or brownfields on existing or future airport property; however, the airport is a formerly used defense facility. A voluntary cleanup was completed under the Defense Environmental Restoration Program (DERP). The airport has two fuel farms with aboveground fuel tanks on airport property and provides aircraft maintenance activities that could involve fossil fuels or other types of hazardous materials or wastes. These operations are regulated and monitored by the appropriate regulatory agencies, such as the U.S. Environmental Protection Agency (EPA), the California Department of Toxic Substances Control (DTSC), and the Ventura County Resource Management Agency. The airport's fuel farms are required to maintain a spill prevention, control, and countermeasure (SPCC) Plan. Other than some surface contamination on surrounding pavement, the potential for exposure of aviation fuel to stormwater runoff is low at the airport. The preferred development concept does not include land uses that would produce an appreciably different quantity or type of hazardous waste; however, should a substantially different type of land use be proposed, further NEPA review and/or permitting would be required. The construction of planned developments would temporarily increase solid waste. Any construction and demolition waste, along with all other types of non-hazardous solid waste, would be hauled to a facility that accepts construction waste. Solid waste in Camarillo is generally collected and disposed of via the Gold Coast Recycling and Transfer Station in Ventura, approximately nine miles from the airport. Refuse that is incapable of being recycled is then hauled to Simi Valley Landfill and Recycling Center or Toland Road Sanitary Landfill. No impacts related to solid waste disposal are expected. Prior to the acquisition of land, a Phase I Environmental Site Assessment would be required; however, no land acquisition is contemplated in the preferred development concept.
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider include whether an action would result in a finding of "adverse effect" through the Section 106 process; however, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).***
Potential Environmental Concerns	**Potential Impact.** The closest resource listed on the NRHP is the is the Camarillo Ranch House, located 3.0 miles east of the airport; the closest proposed development is the addition of buildings northeast of Runway 26. As previously mentioned, an airport-wide cultural resources survey was completed in August 2022. No prehistoric archaeological resources were identified during either the record search or pedestrian survey; however, the airport's "as built" environment includes buildings or structures that may be more than 50 years in age, making them potentially eligible for listing on the NRHP or CRHR. Development in the aging infrastructure, aeronautical, and non-aeronautical reserve areas should be reviewed to determine the presence of historic built environment resources and/or the potential for a future project to affect such resources.
LAND USE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Land Use and there are no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.***
Potential Environmental Concerns	**Potential Impact.** Proposed airport improvements include shortening the runway by 13 feet; maintaining the current instrument approaches; reconstructing Taxiways B, C, and D and reorienting Taxiway E to meet current design standards; redesigning aircraft hold bays to meet current design standards; adding a new taxilane parallel to Taxilane G1; development of additional aeronautical facilities (e.g. hangars) on aeronautical reserve areas; redevelopment of aging infrastructure; and other non-aeronautical development (**Exhibit 4E**). No change in airport operations would occur as a result of the proposed improvements. Although the current and future RPZs extend off airport property, no land acquisition is contemplated in the preferred development concept.
NATURAL RESOURCES AND ENERGY SUPPLY	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider include whether the action would have the potential to cause demand to exceed available or future supplies of these resources.***
Potential Environmental Concerns	**No Impact.** Planned development projects (i.e., new hangar development) at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. Should long-term impacts be a concern, coordination with local service providers is recommended.

Continues on next page

NOISE AND NOISE-COMPATIBLE LAND USE	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would increase noise by day-night average sound level (DNL) 1.5 decibel (dB) or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase when compared to the no action alternative for the same timeframe.*** ***Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question.***
Potential Environmental Concerns	**No Impact.** CNEL (Community Noise Equivalent Level) noise contours were produced as part of the ongoing Part 150 study for Camarillo Airport. CNEL is the noise metric currently specified in California's State Aeronautics Code for evaluation of noise impacts at airports in California. The FAA has adopted 65 CNEL as the threshold of significant noise exposure. In the ongoing Part 150 study, it was determined that the 65 CNEL contour extends off airport property to the north and southeast. The 70 CNEL and 75 CNEL contours remain on airport property. Based on the forecasts in Chapter 2 of this study, the 65 CNEL future noise contours are anticipated to further expand off airport property to the north and southeast. There are existing noise-sensitive land uses (schools) to the southeast, adjacent to the airport's mixed-use development, that fall within the 65 CNEL existing and future contours. There are no residential land uses in the existing or future noise contours. Development at the airport is not expected to change airport operations or the overall noise environment. It is important to note that operational growth, unless tied to a specific project, will not result in noise impacts under FAA Order 1050.1F. Impacts to noise-sensitive land uses are usually identified through NEPA documentation for specific projects or through the voluntary Part 150 process.
SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
Socioeconomics	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Socioeconomics; however, factors to consider include whether an action would have the potential to:*** • ***Induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);*** • ***Disrupt or divide the physical arrangement of an established community;*** • ***Cause extensive relocation when sufficient replacement housing is unavailable;*** • ***Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;*** • ***Disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or*** • ***Produce a substantial change in the community tax base.***
Potential Environmental Concerns	**Potential Impact.** Development occurring in areas outlined on the preferred development concept could potentially encourage economic growth for the region. Potential results include new construction jobs, new jobs for the airport and other commercial uses, and an increase in the local tax base. The preferred development concept would not relocate or disrupt any nearby residential units. Redevelopment of areas designated as aging infrastructure, aeronautical reserve, and non-aeronautical reserve could disrupt local businesses during redevelopment. Further review and analysis of potential impacts to displaced business may be required; however, most of the land designated for redevelopment consists of aircraft storage hangars. Development projects on airport property may result in temporary disruption of local traffic patterns during construction. Projects that could disrupt local traffic patterns would be primarily landside developments on areas designated as aeronautical reserve and non-aeronautical reserve (**Exhibit 4E**).
Continues on next page	

Environmental Justice	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Environmental Justice; however, factors to consider include whether an action would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population (i.e., a low-income or minority population) due to:*** • ***Significant impacts in other environmental impact categories; or*** • ***Impacts on the physical or natural environment that affect an environmental justice population in a way the FAA determines is unique to the environmental justice population and significant to that population.***
Potential Environmental Concerns	**Potential Impact.** Low-income and minority populations have been identified in the vicinity of the airport. Within a one-mile radius, 17 percent of the population is low-income and 53 percent are people of color.[6] The nearest residential area is 0.3 miles away to the north and is separated from the airport by Ventura Freeway (US-101). It is unlikely that implementation of the proposed improvements outlined in the development concept plan would affect these populations in a disproportionate or adverse manner. No residences would be displaced due to the preferred development concept. Executive Order (E.O.) 12898, *Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations*, the accompanying presidential memorandum, and Department of Transportation (DOT) Order 5610.2, *Environmental Justice*, require the FAA to provide meaningful public involvement for minority and low-income populations, as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Environmental justice impacts may be avoided or minimized through early and consistent communication with the public and allowing ample time for public consideration; therefore, disclosure of ultimate airport development to potentially affected environmental justice populations near the airport as the projects are proposed is crucial. Materials produced by this study are available in both English and Spanish, including the ALP narrative report, associated website, and meeting announcements. In addition, Mixteco and Spanish interpretation services are provided at all public meetings related to this ALP update for Camarillo Airport. If disproportionately high or adverse impacts are noted, mitigation and enhancement measures and offsetting benefits can be taken into consideration.
Children's Health and Safety Risks	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Children's Environmental Health and Safety Risks; however, factors to consider include whether an action would have the potential to lead to a disproportionate health or safety risk to children.***
Potential Environmental Concerns	**Potential Impact.** Per E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products to which they may be exposed. Three schools have been identified within close proximity to the airport, as well as one public park (Freedom Park); the locations of the schools are labeled on **Exhibit 1L** in the Environmental Inventory. Best management practices should be implemented to decrease environmental health risks to children. During construction of the projects outlined in the preferred development concept, appropriate measures should be taken to prevent access by unauthorized persons to construction project areas.
VISUAL EFFECTS (INCLUDING LIGHT EMISSIONS AND VISUAL RESOURCES/VISUAL CHARACTER)	
Light Emissions	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Light Emissions; however, a factor to consider is the degree to which an action would have the potential to:*** • ***Create annoyance or interfere with normal activities from light emissions; or*** • ***Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.***
Potential Environmental Concerns	**No Impact.** Existing airfield lighting at the airport includes a rotating beacon, runway and taxiway edge lighting, a precision approach path indicator (PAPI) system along Runway 8-26, and runway end identifier lights (REILs) at both ends of Runway 8-26. In addition, the airport is equipped with pilot-controlled lighting which allows pilots to activate a lighting system along both runways through a series of clicks on their radio transmitters. Night lighting during construction phases associated with taxiway reconstruction is typically directed down to the construction work area to prevent light from spilling outside the airport boundaries. Other aeronautical and non-aeronautical developments could change the overall visual character of the airport with additional structures. Any new development at the airport will be consistent with the existing use and would not significantly change the amount of lighting seen from outside the airport.

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[6] U.S. EPA, EJScreen website, EJScreen Community Report (https://www.epa.gov/ejscreen)

Visual Resources/Visual Character	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Visual Resources/Visual Character; however, a factor to consider is the extent to which an action would have the potential to:*** • ***Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;*** • ***Contrast with the visual resources and/or visual character in the study area; or*** • ***Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.***
Potential Environmental Concerns	**No Impact.** Proposed ultimate building development would not significantly alter the surrounding airport environment. No nearby roadways have been classified as National Scenic Byways or All-American Roads by the U.S. Department of Transportation or the California Department of Transportation.[7,8] The City of Camarillo designates portions of U.S. Route 101 north of airport property and Las Posas Road east of airport property as scenic corridors. Development depicted on the preferred development concept could change the overall visual character of the airport with additional structures planned on-site; however, new development at the airport will be consistent with the existing use and visual impacts on surrounding property will be minimal.
WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)	
Wetlands	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** 1. ***Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;*** 2. ***Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;*** 3. ***Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);*** 4. ***Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;*** 5. ***Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or,*** 6. ***Be inconsistent with applicable state wetland strategies.***
Potential Environmental Concerns	**Potential Impact.** The airport conducted aquatic resources delineation surveys in the project area in January 2021 and June 2022. The surveys identified the presence of two on-airport drainage basins, on-airport drainage ditches, and the Camarillo Hills Drain. The Camarillo Hills Drain was determined to be Waters of the U.S. by the Army Corps of Engineers during the review of the Application for Programmatic Permit for the *Ventura County Watershed Protection District Routine Operation and Maintenance Program* in 2018. Findings of the 2021 and 2022 aquatic resources delineation surveys determined Camarillo Hills Drain likely meets the definition of a "tributary to a traditional navigable water (TNW)" under the current Revised Definition of *'Waters of the United States'; Conforming*. However, the surveys found that the on-airport drainage basins did not meet the criteria of a wetland or tributary to a TNW. The surveys also determined the on-airport drainage ditches lack jurisdictional waters indicators. Therefore, the on-airport draining basins and on-airport drainage ditches are not expected to be jurisdictional waters of the U.S. Based on these findings, it is unlikely that mitigation for impacts to wetlands or other jurisdictional waters would be required projects on airport property, unless the project would result in dredge or fill of Camarillo Hills Drain.

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[7] U.S. Department of Transportation, Federal Highway Administration (https://fhwaapps.fhwa.dot.gov/bywaysp/StateMaps/Show/byway/2456)

[8] California State Scenic Highways (https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways)

Floodplains	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection.***
Potential Environmental Concerns	**Potential Impact.** A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Panel Nos. 06111C0929F, eff. 1/7/2015 and 06111C0928E, eff. 1/20/2010), indicates that the majority of the airport is within Zone X (500-year flood area). A small portion in the southwest corner of airport property is designated Zone X (area with reduced flood risk due to levee). A Regulatory Floodway occurs where the Camarillo Hills Drain crosses airport property in the southwest corner and along the northern property line. E.O. 14030, *Climate-Related Financial Risk*, was established May 25, 2021. Section 5(e) of E.O. 14030 reinstates E.O. 13690[9], amends E.O. 11988[10], and mandates the creation of a Federal Flood Risk Management Standard (FFRMS). One of the primary purposes of the FFRMS is to expand the management of floodplains from a base flood evaluation to include a higher vertical elevation (and the corresponding floodplain) to protect against future flood risks for federally funded projects. Under E.O. 13690 and its guidelines, one of several approaches should be used to identify floodplains and their risks to critical or non-critical federally funded actions: • Climate-Informed Science Approach (CISA) – the elevation and flood hazard area (i.e., 100-year floodplain) using data that integrate climate science with an emphasis on possible future effects on critical actions; • Freeboard Value Approach – the elevation and flood hazard area and an additional two or three feet above the base flood elevation, depending on whether the proposed federal action is critical[11] or non-critical; • 500-Year Floodplain Approach – all areas subject to the 0.2 percent annual chance flood; or • Other methods resulting from updates to the FFRMS. In addition, public notice regarding potential improvements within the 500-year floodplain will be required in accordance with 44 CFR 9.8 for all development projects at the airport receiving federal funds.
Surface Waters	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** ***1. Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or*** ***2. Contaminate public drinking water supply such that public health may be adversely affected.***
Potential Environmental Concerns	**Potential Impact.** The airport is located within the Beardsley Wash subwatershed.[12] This watershed contains three impaired waterways: the Beardsley Channel (located northwest of the airport), the Revolon Slough (located west of the airport), and the Honda Barranca (located north of the airport). The county operates under the Los Angeles Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit No. CAS004002. In addition, the Ventura County Watershed Protection District (VCWPD) enforces Ordinance WP-2, which contains standards and permitting conditions related to new drainage connections within the VCWPD's jurisdiction. Improvements to the airport will require a revised permit to be issued that addresses operation and structural source controls, treatment BMPs, and sediment and erosion control. FAA Advisory Circular (AC) 150/5370-10G, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, should also be implemented during construction projects at the airport.

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[9] *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (2015)

[10] *Floodplain Management* (May 1997)

[11] Critical action is defined in E.O. 13690 and the 2015 *Guidelines for Implementing E.O. 11988* as any activity for which even a slight change of flooding is too great.

[12] U.S. EPA, How's My Waterway (https://mywaterway.epa.gov/community/camarillo%20airport/overview)

Groundwater	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The action would:*** ***1. Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies; or*** ***2. Contaminate an aquifer used for public water supply such that public health may be adversely affected.*** ***Factors to consider include whether a project would have the potential to:*** • ***Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;*** • ***Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained, and such impairment cannot be avoided or satisfactorily mitigated; or*** • ***Present difficulties based on water quality impacts when obtaining a permit or authorization.***
Potential Environmental Concerns	**No Impact.** Preferred development plan projects would not substantially change the amount of water used by the airport. According to the U.S. EPA *Sole Source Aquifers for Drinking Water* website, the nearest sole source aquifer to Ventura County is the Fresno County sole source aquifer, located 155 miles north.[13]
Wild and Scenic Rivers	
FAA Order 1050.1F, *Significance Threshold/Factors to Consider*	***The FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider include whether an action would have an adverse impact on the values for which a river was designated (or considered for designation) through:*** • ***Destroying or altering a river's free-flowing nature;*** • ***A direct and adverse effect on the values for which a river was designated (or is under study for designation);*** • ***Introducing a visual, audible, or another type of intrusion that is out of character with the river or would alter outstanding features of the river's setting;*** • ***Causing the river's water quality to deteriorate;*** • ***Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or*** • ***Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI), or a Section 5(d) river that is not included in the NRI, from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).***
Potential Environmental Concerns	**No Impact.** The closest designated wild and scenic river to the airport is Sespe Creek, located more than 16 miles north.[14] The nearest creek or river listed on the NRI is Big Sycamore River, located six miles south[15]. Given the distance from the airport, the recommended airport projects will not have adverse effects on the river's outstanding remarkable values (i.e., scenery, recreation, geology, fish, wildlife, and history).

Some projects identified in the preferred development concept are capital projects that will require environmental documentation. The level of documentation necessary for each project must be determined in consultation with the FAA and Caltrans. There are three major levels for environmental review to be considered under NEPA: categorical exclusions (CatEx), environmental assessments (EA), and environmental impact statements (EIS). Each level requires more time to complete and more detailed information. Guidance on what level of documentation is required for a specific project is provided in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Projects occurring in the intermediate and long-term capital improvement project (CIP) will need to undergo further analysis to determine the level of environmental documentation that could be required.

Table B lists the future development projects and the recommended NEPA documentation that might be required by the FAA. Ultimately, the decision on the type of NEPA compliance document will be up to the FAA.

[13] Sole Source Aquifers (https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b)
[14] National Wild and Scenic Rivers System (https://www.rivers.gov/california.php)
[15] National Park Service, Nationwide Rivers Inventory (https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm)

TABLE B | Anticipated Environmental Review for Short-Term Development Projects
Camarillo Airport ALP Update

Short-Term Program (0-5 years)	
Recommended Project	**Initial NEPA Action**
Runway 8-26 Reconstruction	Documented Categorical Exclusion - Completed
Taxiways B, C, D, and E Reconfiguration	Documented Categorical Exclusion - Completed
Aircraft Hold Bay Redesign	Documented Categorical Exclusion
New Taxilane Construction	Documented Categorical Exclusion
New Hangar Development[16]	Environmental Assessment Revalidation
Redevelopment of Aging Infrastructure (e.g., hangars)	Documented Categorical Exclusion or Environmental Assessment
Non-Aeronautical Development	Documented Categorical Exclusion or Environmental Assessment

[16] These buildings would be the second phase of a hangar development that has already received environmental clearance under both NEPA and the *California Environmental Quality Act* (CEQA); however, because an EA under NEPA is only applicable for three years, the EA may need to be revalidated prior to construction.

Camarillo Airport

ALP Update and Narrative Report

Appendix D

Public Comments

Appendix D
PUBLIC COMMENTS

Throughout the Camarillo Airport Layout Plan and Narrative Report project, information was available to the public through the following methods:

- Project website accessible via vcairports.org and cma-alp-update.airportstudy.net. Both links led to all draft material produced throughout the study process. Visitors could provide comments via the project website.
- Public Information Workshop #1 held on April 18, 2023, at the Camarillo Public Library.
- Public Information Workshop #2 held on November 14, 2023, at the Camarillo Public Library.
- Public Q&A Meeting held on February 20, 2024, at the Ventura County Office of Education.
- Final comment period from March 15 to May 10, 2024.
- All material developed in both English and Spanish.
- Print and on-line advertising prior to each meeting and the final comment period. Print advertising included the following: The Acorn, Vida, and The VC Star.
- Airport staff made several presentations to the Camarillo City Council including on April 10, 2024 (see City News publication from April 15, 2024, summarizing this meeting).
- Various press releases from the Ventura County Department of Airports.
- Comments were also received verbally at each of the public meetings and directly to airport staff and the consultant team via email.

Public Information Workshop
April 18, 2023
Camarillo Public Library

- **Meeting Summary Notes**
- **Sign In Sheets**
- **Public Comments Received**
- **Handout Materials**

County of Ventura Department of Airports
Camarillo Airport – Airport Layout Plan & Narrative Report Project
Public Information Workshop #1

April 18, 2023 | 5:30 p.m. – 7:30 p.m.

I. MEETING SUMMARY

A. Public Information Workshop Overview

The first in a series of three Public Information Workshops for the Camarillo Airport - Airport Layout Plan and Narrative Report project (ALP Update) was held in-person on Tuesday, April 18, 2023, from 5:30 to 7:30 p.m. at the Camarillo Public Library. While the workshop was set to begin at 5:30 p.m., guests began arriving approximately one hour prior due to project misinformation being circulated on independent social media platforms.

As guests entered the library, directional signs were posted guiding them to the community room. At the entrance of the community room, a welcome board was on display and a registration table was in place. Guests were greeted by members of the project team, were offered the option to sign in, provided a brief orientation of the meeting format, and were handed a two-sided English and Spanish project initiation fact sheet. There were 122 guests who signed in, and approximately 40 who opted not to sign in with a total of approximately 160 public attendees. In addition, Spanish and Mixteco interpreters were available to assist guests with language interpretation needs. While interpreters were available for the duration of the workshop, no requests for their services were received.

Upon entering the library community room, a project team member welcomed guests and were informed of the presentation that would begin momentarily. At approximately 5:30 p.m., the Airports Director, Keith Freitas, opened the workshop with a welcoming statement and project overview and a clarification of the misinformation being circulated by a third-party regarding potential air cargo activity at Camarillo Airport. The clarification is that the ALP Update project will not include plans to accommodate air cargo activity by operators of large air cargo aircraft (i.e., Amazon, FedEx, UPS, etc.). Announcements on the availability of Spanish and Mixteco interpretation and a question-and-answer session followed. After the question-and-answer session, guests had the

opportunity to visit the various exhibit boards displayed around the meeting room and ask questions of the project team.

After viewing the project exhibits, guests had the opportunity to write and submit comments via two comment stations near the meeting room's entrance/exit. Pens, bilingual comment forms, and a comment form submission box were available at each comment station.

B. Comment and Questions

A total of 17 comment forms were submitted and are summarized below. Use the comment form link to view the comment form submissions in their entirety.

1. Meeting format concerns; lack of meeting accommodations
2. Noise monitoring placement for noise study
3. Concerns about ALP being completed before noise study is completed
4. Interest in ALP FAA funds
5. Interest in plane watching location for aviation enthusiasts
6. Concerns about the use and implementation of airport landing fees
7. Lack of trust
8. Concerns regarding low-flying air traffic over residential areas and non-compliance of flight time restrictions
9. Interest in a public education program about airport noise
10. Suggested making "Fly Friendly VC" mandatory
11. Community impacts on noise, frequency, and timing of air traffic

C. Next Steps

Two additional Public Information Workshops are planned for the project. Information on future workshops will be advertised in the VC Star, Acorn, and Vida Spanish language publications as well as being posted on the County of Ventura Department of Airports social media sites and the project website at https://cma-alp-update.airportstudy.net/.

II. NOTIFICATION

A. Display Advertisements

Leading up to the Public Information Workshop, a series of quarter-page display ads noting the date, time, and location of the workshop were published in the VC Star, Vida and Acorn as described below:

No.	Publication	Published Date
1.	VC Star	March 26, 2023
2.	VC Star	March 30, 2023
3.	Vida (Weekly Spanish Publication)	March 30, 2023
4.	VC Star	March 31, 2023
5.	VC Star	April 9, 2023
6.	VC Star	April 13, 2023
7.	Vida (Weekly Spanish Publication)	April 13, 2023
8.	VC Star	April 14, 2023
9.	Thousand Oaks Acorn	March 31, 2023
10.	Camarillo Acorn	April 1, 2023
11.	Thousand Oaks Acorn	April 14, 2023
12.	Camarillo Acorn	April 15, 2023

B. Website

Details of the ALP Update Public Information Workshop were posted in English and Spanish on the Project Schedule page of the project website at https://cma-alp-update.airportstudy.net/schedule/.

C. Social Media

The ALP Update Public Information Workshop details were posted on the County of Ventura Department of Airports social media sites on March 29 and April 14.

III. PARTICIPANT LIST

No.	Name	No.	Name
1.	Marianne Rotenburg	2.	Shann McCarthy
3.	Barb Flikins	4.	Brian Miller
5.	Jim Lingl	6.	Doug Davis
7.	Donna Sepulveda	8.	Robert Winston
9.	Marcy Rozso	10.	Paul Ejaverudo
11.	Patrice Carman	12.	Kevin Moore
13.	Judith Lauren Towski	14.	Margaret Shaver
15.	Melissa Hamilton	16.	Joyce Snow
17.	Eve Lowe	18.	Neal Colbow
19.	Anne Carter	20.	Dan Fowler
21.	Jeff Mills	22.	Michelle Holly
23.	Debbie Bancroft	24.	Andy Bancroft

No.	Name	No.	Name
25.	Dev Brown	26.	Karen Cory
27.	Patty Shelton	28.	Makena Huey
29.	Melodie Kelly	30.	Patrick Kelly
31.	Phyllis B. Anderson	32.	Alexis Martinez
33.	Cheverne Owen	34.	John Nooman
35.	Rose Nooman	36.	Caroline Mullens
37.	Brooks Mershon	38.	George Shaw
39.	Kevin Struactoff	40.	Joe Mitchell
41.	Wayne Davis	42.	Rick Weyek
43.	Kay Simmons	44.	Al Cossey
45.	Nancy Schringer	46.	Michael Maloney
47.	Wayne Miller	48.	Gail Miller
49.	C Cluster	50.	Richard Devillens
51.	Tad Dougherty	52.	Consuelo Hernandez
53.	Katy Garrison	54.	Jerry Abramson
55.	Jennifer Abramson	56.	Luis Espinosa
57.	Cindy Dow	58.	Ben Salmore
59.	Elizabeth Davis	60.	Wendy Rosen
61.	Jordan Rosen	62.	John Nikols
63.	Steve Berrett	64.	Rosalinda Hadduck
65.	Daniel Greenwood	66.	Skip Rueter
67.	C Nelson	68.	Kevin Curren
69.	Melissa Padworski	70.	Michael Rittenberg
71.	Alan Minster	72.	Lisa Rittenberg
73.	Jennifer Spears	74.	Marie Lindgren
75.	Ralph Cizmar	76.	Martin Golstien
77.	Cailin Tabor	78.	Sam Feola
79.	Patt Feola	80.	Denise Kat
81.	Louis LeDoux	82.	Paul Githons
83.	Kyle Johnson	84.	Sharon Miyahira
85.	Iasne Rauschenberger	86.	James Robertson
87.	Geraldine Matthews	88.	John Greenwood
89.	Tyler Tsusi	90.	Chuck Rogers
91.	Pat Chinery	92.	Joe Chinery
93.	Matt Mays	94.	Shayla Bonnie
95.	Justin Bonnie	96.	Mary Brohm
97.	Roberto Neri	98.	Robert Haddock
99.	Dritan Dalipi	100.	Adriana Dalipi
101.	Cami Pinsak	102.	Kendall P. Lausen
103.	JP Budd	104.	George P. Wallace

No.	Name	No.	Name
105.	Pat Varge	106.	Lourdes Enriquez
107.	Richard Enriquez	108.	John Sheritan
109.	Valerie Elvine	110.	Robert Elvine
111.	Carol Mathieu	112.	Justin Cheung
113.	Kevin Cannon	114.	Mariette Menne
115.	Craig D.	116.	Colleen Delaney
117.	Veronica Nettleton	118.	Colleen Tabor
119.	Grace Mendoza	120.	Ellie James
121.	Karen Huntsinger	122.	Jim Gasner

IV. PROJECT TEAM

No.	Name	Title	Organization
1.	Keith Freitas, AAE, CAE	Director of Airports	County of Ventura Department of Airports
2.	Dave Nafie, CM	Deputy Director of Airports	County of Ventura Department of Airports
3.	Erin Powers	Projects Manager	County of Ventura Department of Airports
4.	Dave Fitz	Chief Executive Officer	Coffman Associates
5.	Patrick Taylor, CM	Principal	Coffman Associates
6.	Matt Quick	Principal	Coffman Associates
7.	Laura Hernandez	Senior Project Coordinator	Arellano Associates
8.	Rachael Potts	Project Coordinator	Arellano Associates

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #1
Primary Subject: Inventory/Forecasts

Date: April 18, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	George P Wallace	[redacted]
2.	Pat Vargas	
3.	Lourdes Enriquez	
4.	Richard Enriquez	
5.	JOHN SHERIDAN	
6.	VALERIE ELVINE	
7.	ROBERT ELVINE	
8.	Carol Mathieu	
9.	Justin Cheung	
10.	KEVIN CANNON	
11.	Mariette Pierre	
12.	Craig	
13.	Colleen Delaney	
14.	Veronica Nettleton	
15.	Colleen Takoo	
16.	Grace Mendoza	
17.	Ellie James	
18.	Karen Huntsinger	
19.	JIM GANSER	

20.	Angela Mukoza	[redacted]
21.	Charles Gayle	
22.	SANDRA DIXON	
23.	Nancy Phillips	
24.	Ping Fang	
25.	Harvey Webb	
26.	ROBERTO V. GARCIA	
27.	Michelle D'Anna	
28.	Justh Bonnie	
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CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #1
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Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION	[redacted]
1.	Doug DAVIS	
2.	E	
3.	Donna Sepulveda	
4.	Robert Winsten	
5.	Marcy Rozso	
6.	Bob Nieto	
7.	PAUL & DAVE RUDD	
8.	PATRICK CARMAN	
9.	Kevin Moore	
10.	Judith Laurentowski	
11.	Margaret Shaver	
12.	Melissa Hamilton	
13.	Joyce Snow	
14.	Eve Lowe	
15.	Neal Colborn	
16.	Anne Carter	
17.	DAN FOWLER	
18.	Jeff Mills	
19.	Michelle Calleywood	

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #1
Primary Subject: Inventory/Forecasts

Date: April 18, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION
1.	Patty + Joe Chinery
2.	Matt Mays
3.	Shayla + Justin Bonnie
4.	Mary Brelin
5.	Roberto Neri
6.	Robert Haddock
7.	Dritan Dalipi
8.	Adriana Dalipi
9.	Cami Pinsak
10.	Kendall P. Lausen
11.	J.P. Budd
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	

[redacted]

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #1
Primary Subject: Inventory/Forecasts

Date: April 18, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

NAME/AFFILIATION	[redacted]
1. Marianne Rotenberg	
2. Sharm McCarthy	
3.	
4. Barb Filkins	
5. Brian Miller	
6. JIM LINGL	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	

	Name
20.	Melissa Padworski
21.	MICHAEL RITTENBERG
22.	LISA RITTENBERG
23.	ALAN MINSTER
24.	Jennifer Sparo
25.	Marie Lindgren
26.	RALPH CIZMAR
27.	MARTIN Goldstein
28.	Cailin Tabor
29.	SAM + PAT Feola
30.	Irene Nub
31.	Louis LeDoux
32.	Paul Gibbons
33.	KYLE JOHNSON
34.	Sharon Miyahira
35.	IRENE RAUSCHENBERGER
36.	JAMES ROBERTSON
37.	Geraldine Matthews
38.	John Greenwood
39.	
40.	TYLER TSUJI
41.	Chuck Rogers
42.	

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

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Date: April 18, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

NAME/AFFILIATION	E-MAIL
1. C. Cluster	[redacted]
2. RICHARD DEVICHS	
3. TAD DOUGHERTY	
4. CONSUELO HERNANDEZ	
5. Kathy Cameron	
6. Jerry Jennifer Abramson	
7. LUIS ESPIÑOSA	
8. Cindy Dow	
9. Ben Salmore	
10. Elizabeth Davis	
11. Wendy Rosen	
12. Jordan Rosen	
13. JOHN NICKOLS	
14. STEVE BERRETT	
15. ROSALINDA HADDUCK	
16. DANIEL GREENWOOD	
17. SKIP RUETER	
18. [illegible]	
19. Kevin Curran	

	Name
20.	Debbie Bancroft
21.	Andy Bancroft
22.	DEV☺BROWN
23.	Karen Cory
24.	Patty Shelton
25.	Makeng Huey
26.	Melodie & Patrick Kelly
27.	Phyllis B. Anderson
28.	Alexis Ntz
29.	Cheverne Crochan
30.	John + Rose Noonan
31.	Carolina Gruller
32.	Brooks Mershon
33.	George Shaw
34.	Kevin Struckhoff
35.	Joe Mitchell
36.	WAYNE DAVIS
37.	RICK WEYEK
38.	Kay Simmons
39.	Al Cossey
40.	NANCY SCHRGINGR
41.	Michael Maloney
42.	WAYNE/GAIL MILLER

[redacted]

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

Meeting: PIW #1 Date: April 18, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Inventory/Forecasts

Please Print Neatly

Both

Noise and pollution studies need to be completed before an ALP can reasonably be designed. Just because an increase in flights is projected, does not mean the Dept. of Airports has to accomodate all those flights. We need to balance the health of residents and airport & farmworkers with corporate profits. I understand the airport provides the county with needed revenue — again, it's about balance. A reminder = The Village (as Old Town used to be called) was there before the air force base was constructed in 1942, so the argument that the neighborhood came later is disengenous. Again, how can the ALP be completed if impacts are not known?

Finally, as a residents ~~XXX~~ I am concerned →

Optional

Name/Affiliation: Colleen Delaney

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

***Comments** may also be submitted on the project website:*
www.cma-alp-update.airportstudy.net

U.S. Mail:
COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave, Suite 200
Overland Park, KS 66213
Note: Please return within 2 weeks of the meeting date.

Actualización del plan de diseño del aeropuerto- Aeropuerto de Camarillo

TALLER DE INFORMACIÓN PÚBLICA

COUNTY of VENTURA
Department of Airports

FORMULARIO DE COMENTARIOS DE LA REUNIÓN

Reunión: PIW #1 Fecha: 18 de Abril , 2023 Tiempo: 5:30-p.m. - 7:30 p.m. Lugar: Camarillo Public Library

Tema principal: Inventory/Forecasts

Por favor imprima claramente

With possible "spin" linking the ALP with the ability to obtain FAA funds I would think funds can be obtained without Major growth/increase in facilities. ~~To say~~ I fear this will be used as an excuse for significant construction of facilities and increase in flights.

Opcional

Nombre/Afiliación:

Información del contacto:

Devuélvalo a un miembro del equipo del proyecto o envíe un correo electrónico a
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Los comentarios también se pueden enviar en el sitio web del proyecto.
www.cma-alp-update.airportstudy.net

Nuestra dirección:
COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave., Suite 200
Overland Park, KS 66213
Nota: Regrese dentro de las 2 semanas posteriores a la fecha de la reunión.

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA Department of Airports

Meeting: PIW #1 Date: April 18, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Inventory/Forecasts

Please Print Neatly

I THOUGT THE MEETING WOULD BE THEATRE STYLE WITH SEATS AND A PROPER MICROPHONE, NO SUCH LUCK, THE SPEAKERS COULD NOT BE HEARD AT END OF THE ROOM

THE NOISE STUDY WILL BE APPARENTLY CONDUCTED IN SUCH A WAY AS TO COLLECT DATA FROM ~~SPECIFIC~~ SPECIFIC PLACES WHERE PEOPLE WHO COMPLAIN LIVE, NOT ALL NOISE CAN BE ELIMINATE. A PUBLIC EDUCATION PROGRAM IS REQUIRED

THE WORST OFFENDERS ARE THE SHERIFF'S HELICOPTERS AND THE PILOTS WHO CARE LITTLE FOR THOSE ON THE GROUND, THE "FLY SAFELY" PROGRAM SHOULD BE MADE MANDATORY FOR ALL LOCAL SMALL PLANE OPERATORS

Optional

Name/Affiliation: CHARLE TAYLOR

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

Chairs would have been nice.

Felt like you didn't want us to stay.

My 2¢. :)

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to: Dave Nafie/Deputy Airport Director: dnafie@ventura.org Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com *Comments may also be submitted on the project website:* www.cma-alp-update.airportstudy.net	*U.S. Mail:* COFFMAN ASSOCIATES, INC. c/o CMA ALP Update 12920 Metcalf Ave., Suite 200 Overland Park, KS 66213 Note: Please return within 2 weeks of the meeting date.

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

What is to be done about continual low-flying aircraft in Low-Noise areas? A minimum of five (more on weekends) planes fly below recommended height and come directly from the northwest (probably Santa Barbara). They do not use the recommended approach path. The area above Las Posas near the Historical Society building is in a noise restricted area according to your maps. This affects the Estates area as well. Sheriff's Dept. helicopters are the worst offenders, regularly ignoring flight path, ceiling, and noise restrictions.

In addition, jets are departing at 6:00 a.m. Thought hours were 7:00 am. – 10:00 pm.

Optional

Name/Affiliation: Harvey Webb, concerned resident

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
www.cma-alp-update.airportstudy.net

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Airport Layout Plan Update - Camarillo Airport

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Primary Subject: Inventory/Forecasts

Please Print Neatly

* Will there be a person/app that we will be able to contact when FINAL decision is made?

how long does this agreement last

COMMENT:
Please INCREASE your capacity to & answer people's questions + comments within a reasonable time

This appears to be a weak link

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
www.cma-alp-update.airportstudy.net

U.S. Mail:
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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

We volunteer to have a decible meter placed at our residence.

John Huntsinger

[redacted]

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

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Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

- I WOULD LIKE TO SEE NO INCREASE IN JET TRAFFIC. CURRENT TRAFFIC ALREADY WAKES MY BABY, DAY & NIGHT.
- IN GENERAL, AIR PORT FEES NEED TO BE INCREASED AND USED TO IMPROVE OLD TOWN INFRASTRUCTURE
- IN THE PART 150 STUDY, THE STATE OF CALIFORNIA PLACES A 4X AND 10X SCALE FACTOR FOR LANDINGS IN THE EVENING AND AT NIGHT, RESPECTIVELY. AIRPORT LANDING FEES SHOULD BE SCALED, AT LEAST THE SAME.

Optional

Name/Affiliation: KYLE JOHNSON / OLD TOWN

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Please Print Neatly

WHAT I'd LIKE TO SEE IS A OBSERVATION AREA FOR AVIATION ENTUSIASTS. A PLACE LIKE A ONE CAN BRING A LAWN CHAIR AND RELAX FOR A WHILE WHILE WATCHING TAKE OFFS AND LANDINGS. IT SHOULD BE NEXT TO THE TOWER WITH A LOUDSPEAKER FEED OF RADIO CALLS.

IF NOT THERE, THEN ADJACENT TO THE WAYPOINT CAFE. DON'T FORGET MORE PARKING.

GOOD LUCK WITH ALL THESE ANGRY PEOPLE.

I'M ALSO UNHAPPY WITH THE PRIVATE HANGARS THAT WERE BUILT ON THE CORNER. AN EYESORE. KEEP IT OPEN AND PLEASANT.

Optional

Name/Affiliation: MARTIN GOLDSTEIN

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

I LIVE IN OLD TOWN CAMARILLO FOR > 30 YEARS.

(*) I AM VERY CONCERNED ABOUT (1) THE NOISE FROM THE PLANES + (2) ESPECIALLY THE HOURS OF OPERATION OF THE INCOMING FLIGHTS TOO.

(*) PLEASE PUT A "NOISE SENSOR EVALUATOR" ON THE WATER TOWER (ON CEDAR I BELIEVE) TO STUDY THE NOISE LEVELS AS PART OF YOUR EVALUATIONS.

WHEN WE MOVED TO OLD TOWN CAMARILLO IN 1991, WE WERE AWARE OF BEING ON THE FLIGHT PATH OF THE AIRPORT -- AND, WERE OK W/ IT.

(*) BUT, OVER THE YEARS, THERE ARE (1) MORE FLIGHTS COMING IN; (2) BIGGER + LOUDER PLANES; (3) LATER (+ EARLIER) FLIGHTS COMING IN -- SOME AS LATE AS 11:00PM + 2:00AM WHICH I HEAR SINCE I STAY UP 'TIL 2-3AM! (*) PLEASE CONSIDER CHANGING THE PLANES LANDING ROUTE TO COME IN OVER THE

Optional

Name/Affiliation: DR. MICHAEL RITTENBERG

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
www.cma-alp-update.airportstudy.net

U.S. Mail:
COFFMAN ASSOCIATES, INC.
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Overland Park, KS 66213
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(*) VERY IMPORTANT

Actualización del plan de diseño del aeropuerto- Aeropuerto de Camarillo

TALLER DE INFORMACIÓN PÚBLICA

COUNTY of VENTURA
Department of Airports

FORMULARIO DE COMENTARIOS DE LA REUNIÓN

Reunión: PIW #1 Fecha: 18 de Abril , 2023 Tiempo: 5:30-p.m. - 7:30 p.m. Lugar: Camarillo Public Library

Tema principal: Inventory/Forecasts

Por favor imprima claramente

(X) FARMLANDS OF THE OXNARD PLAIN. DEAL WITH THE FAA TO GET THIS DONE AS AN EXCEPTIONAL OPTION FOR A DECREASE ON NOISE FOR US! (NOISE ABATEMENT).

THE LOUDNESS + FREQUENCY OF THE PLANES CAUSES US TO (1) PAUSE TV SHOWS + (2) PHONE CONVERSATIONS BECAUSE WE CAN'T EVEN HEAR THEM. ~~SOMETIMES WE GET 3-4 PLANES EVERY 2-3 MINUTES EVEN~~! FURTHERMORE, THE LATENESS OF LOUD PLANES CAUSES ISSUES WITH THE SLEEP TIMES OF OUR NEIGHBORS WITH YOUNG SCHOOL-AGE KIDS.

PLEASE PLAN SMARTLY WHILE STILL ALLOWING THIS VITAL RESOURCE TO OUR COMMUNITY.

THANK YOU,

Dr. Michael Ritzenberg

Opcional

Nombre/Afiliación:

Información del contacto:

Devuélvalo a un miembro del equipo del proyecto o **envíe** un correo **electrónico** a
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Los comentarios también se pueden enviar en el sitio web del proyecto.
www.cma-alp-update.airportstudy.net

Nuestra **dirección**:
COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave., Suite 200
Overland Park, KS 66213
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Airport Layout Plan Update - Camarillo Airport

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Primary Subject: Inventory/Forecasts

Please Print Neatly

Please put noise monitors close to Nancy Bush park.

Please require small private planes to fly higher in order to minimize noise issues over private residences.

I am happy to participate in community committee meetings.

Rose Obetz

[redacted]

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
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Airport Layout Plan Update - Camarillo Airport

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Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

Hi we live in old town Camarillo - We'd like ya to put a noise sensor on top of the water tower in Old Town. We're repeatedly called to complain on your airport hotline - But basically it's from 7 am - ? 10-11 pm or more - Why they can't fly path over the fields vs homes is not great!!! Please consider this!

Optional

Name/Affiliation: Lisa + Michael Rehberg

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Department of Airports

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Primary Subject: Inventory/Forecasts

Please Print Neatly

STEVE BERRETT

[redacted]

AVAILABLE FOR NOISE MONITORING

[redacted]

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

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Primary Subject: Inventory/Forecasts

Please Print Neatly

We'd like to volunteer for the noise study and We'd like to request / elect for a noise monitor while the frequency of flights has dramatically increased, the biggest issues are a) the lack of adherence to the Fly Friendly Program and b) the "slope" descent of the private jets, typically parked in front of Sun Air. Those jets literally shake / rattle the houses, causes tinnitis of the ears, scares children and neighborhood pets. We reside at 1434 Sevilla Street, our names are Shayla Bonnie and Justin Bonnie. Please add our emails to your newsletters or program as well.

Optional

Name/Affiliation: Shayla Bonnie (Owner/Resident) Justin Bonnie

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
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Airport Layout Plan Update - Camarillo Airport

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Primary Subject: Inventory/Forecasts

Please Print Neatly

We Don't TRUST YOU!

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to: Dave Nafie/Deputy Airport Director: dnafie@ventura.org Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com *Comments may also be submitted on the project website:* www.cma-alp-update.airportstudy.net	*U.S. Mail:* COFFMAN ASSOCIATES, INC. c/o CMA ALP Update 12920 Metcalf Ave., Suite 200 Overland Park, KS 66213 Note: Please return within 2 weeks of the meeting date.

COUNTY of VENTURA
Department of Airports

Airport Planning Project Websites

Camarillo Airport Layout Plan (ALP) Update

cma-alp-update.airportstudy.net

Camarillo Part 150 Noise Study

cma-noise-study.airportstudy.net

OXNARD PART 150 NOISE STUDY

oxr-noise-study.airportstudy.net

COUNTY of VENTURA
Department of Airports

Sitios web del proyecto de planificación aeroportuaria

Actualización del Plan de diseño del Aeropuerto de Camarillo (ALP)

cma-alp-update.airportstudy.net

Estudio de ruido Parte 150 de Camarillo

cma-noise-study.airportstudy.net

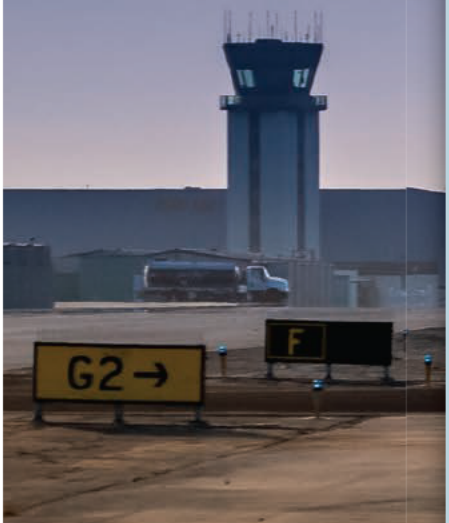
ESTUDIO DE RUIDO PARTE 150 DE OXNARD

oxr-noise-study.airportstudy.net

Camarillo Airport ALP Update

April 2023

- ✓ Joint Powers Agreement (JPA) upheld
- ✓ No changes to Camarillo Airport's current role
- ✓ No plan for large air cargo activity
- ✓ No plan for additional runway length
- ✓ No plan for scheduled commercial service



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 in file to support grant funding decisions. Any project for which the Airport is seeking federal funding must be depicted on the ALP.

How is this done?

The FAA assists airports to meet this requirement through the funding of planning studies like master plans. In contrast to a full master plan, an ALP update satisfies FAA requirements without needing to consider changes to Camarillo Airport's role.

What is being studied?

The ALP Update will focus on identifying and prioritizing projects that will sustain Camarillo Airport's critical facilities, especially the runway and taxiways. It is essential that we receive funding from the FAA and take steps to remain eligible for grant funding.

Additionally, the study will focus on meeting or documenting compliance with evolving FAA safety standards, and identifying the best uses of airport property, both aviation-related and in the adjoining business park.

How is the community involved?

The Department of Airports is committed to working closely with our surrounding community members on airport issues that affect them. To that end, we are hosting a series of workshops to allow the community to share their experiences and learn more about the airport. Meetings and study materials will also be available in Spanish.

COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

For more information please contact:

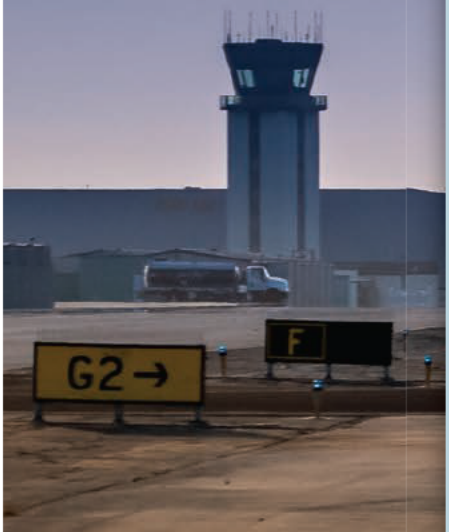
Dave Nafie,
Department of Airports
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

Aeropuerto Camarillo Actualización del plan de diseño aeroportuario (ALP) e informe descriptivo

Abril de 2023

- ✓ Acuerdo de Poderes Conjuntos (JPA) ratificado
- ✓ Sin cambios en la función actual del Aeropuerto Camarillo
- ✓ Sin plan para una gran actividad de transporte aéreo de carg a
- ✓ Sin plan para una longitud adicional de pista
- ✓ Sin plan de servicio comercial programado



¿Qué es un plan de diseño aeroportuario?

Un plan de diseño aeroportuario (ALP) es un documento que describe las instalaciones existentes y las planeadas en un aeropuerto. La Administración Federal de Aviación (FAA) requiere un ALP actual en el expediente para justificar las decisiones de financiación por subvención. Todo proyecto para el Aeropuerto que requiera una financiación federal debe estar representado en el ALP.

¿Cómo se lleva a cabo?

La FAA ayuda a los aeropuertos en el cumplimiento de este requisito mediante la financiación de los estudios de planeación como los planes maestros. A diferencia de un plan maestro completo, la actualización de un ALP satisface los requisitos de la FAA sin tener que considerar cambios en la función del Aeropuerto Camarillo.

¿Qué estudios están involucrados?

La actualización del ALP se enfoca en identificar y priorizar los proyectos considerados en las principales instalaciones del Aeropuerto Camarillo, especialmente en las pistas de aterrizaje y pistas de rodaje. Es imprescindible que recibamos la financiación por parte de la FAA y adoptar medidas para seguir siendo elegibles para la financiación por subvención.

Además, el estudio se enfoca en el cumplimiento o en la documentación de cumplimiento de las cambiantes normas de seguridad de la FAA, así como en la identificación del mejor aprovechamiento de los bienes del aeropuerto, relacionados con la aviación y en el colindante parque empresarial.

¿Cómo está involucrada la comunidad?

El Departamento de Aeropuertos está comprometido a trabajar estrechamente con los miembros de nuestra comunidad aledaña en los problemas del aeropuerto que les afecta. Para esto, estamos organizando una serie de talleres para permitir que la comunidad comparta sus experiencias y aprendan más sobre el aeropuerto. Las reuniones y los materiales de estudio también están disponibles en español.

Para obtener más información favor de comunicarse con:

Dave Nafie,
Departamento de Aeropuertos
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

Public Information Workshop
November 14, 2023
Camarillo Public Library

- **Meeting Summary Notes**
- **Sign In Sheets**
- **Public Comments Received**
- **Handout Materials**

County of Ventura Department of Airports
Camarillo Airport – Airport Layout Plan & Narrative Report Project
Public Information Workshop #2

November 14, 2023 | 5:30 p.m. – 7:30 p.m.

I. MEETING SUMMARY

A. Public Information Workshop Overview

On November 14, 2023, the second in a series of three Public Information Workshops for the Camarillo Airport - Airport Layout Plan and Narrative Report Project (ALP Update) was held in-person at the Camarillo Public Library.

The workshop was set to begin at 5:30 p.m., however, guests began arriving at approximately 5:00 p.m. As guests arrived, they were greeted by two project team members at the registration table, were provided with a brief overview of the meeting format, were offered the opportunity to sign in and handed a two-sided English and Spanish project initiation information brochure and comment form.

A welcome board was on display on an easel next to the registration table. At the registration table, 103 guests signed in with an additional 12 guests that opted not sign in with a total of approximately 115 attendees. To assist guests with interpretation, Spanish and Mixteco interpreters were available to assist with language needs. There were no interpretation requests made at the workshop.

After checking in at the registration table, guests proceeded to enter the library community room, had the opportunity to stop by to view the various exhibit boards in the meeting room and ask the project team questions. At approximately 5:30 p.m. a brief project overview was presented by the project team and guests were offered the opportunity to ask questions and talk with the project team one on one. Prior to start of presentation, announcements on the availability of Spanish and Mixteco interpretation were made by the interpreters. After the presentation, guests had the opportunity to visit the various exhibits on display in the meeting room and ask questions of the project team.

Two comment tables with chairs, comment forms, pens and English/Spanish comment form collection box were in place in the meeting room to allow guests to submit comments on the project.

Comment and Questions

A total of 26 comment forms were submitted and are summarized below. Comment forms link to view submissions in their entirely.

Airport/Aircraft Impacts/Support

1. Airport support
2. Flight time limit restrictions
3. Relocation of airport approach
4. Oppose frequent daily private jets
5. Low-flying aircraft and excessive aircraft noise impacts; noise abatement
6. Aircraft and noise reduction
7. Vibration impacts
8. Concerns on frequent early evening aircraft flights.
9. Discourage nighttime flights with higher pricing.
10. Concerns of future expansion. Lack of response to voicemail on airport call line.
11. Air pollution concerns
12. Violation of Fly Friendly Camarillo
13. Location of private aircraft hangers/suites
14. No fly zone restrictions
15. Aircraft altitude

Meeting Format

16. Presentation/meeting format concerns
17. Presentation lack of information
18. Lack of seating during presentation
19. Display boards are informative while too technical
20. Lack of opportunity for public feedback
21. Present display boards on a PowerPoint

Other

22. Expand poll to all of Ventura County stakeholders
23. Concerns of increased street and highway traffic
24. Design/build airport with 1976 noise standards; resident to submit self-airport study
25. Include city council, board of supervisors, and legislative offices

II. NOTIFICATION

A. Display Advertisements

Leading up to the Public Information Workshop, a series of quarter-page display ads noting the date, time, and location of the workshop were published in the VC Star, Vida and Acorn as described below:

No.	Publication	Published Date
1.	Thousand Oaks Acorn	10/20/23
2.	Camarillo Acorn	10/21/23
3.	VC Star	10/22/23
4.	VC Star	10/26/23
5.	Vida (Weekly Spanish Publication)	10/26/23
6.	VC Star	10/27/23
7.	Thousand Oaks Acorn	11/3/23
8.	Camarillo Acorn	11/4/23
9.	VC Star	11/5/23
10.	VC Star	11/9/23
11.	Vida (Weekly Spanish Publication)	11/9/23
12.	VC Star	11/10/23
13.	Thousand Oaks Acorn	11/10/23
14.	Camarillo Acorn	11/11/23

B. Website

Details of the ALP Update Public Information Workshop were posted in English and Spanish on the Public Involvement page of the project website at Public Involvement/Participación del público - Camarillo Airport ALP Update (airportstudy.net).

C. Social Media

The Camarillo ALP Public Information Workshop details were posted on the County of Ventura Department of Airports Facebook and Instagram sites on October 24 and November 14 and Twitter site on November 10.

III. PARTICIPANT LIST

The Camarillo ALP Public Information Workshop sign-in sheet link.

No.	Name	No.	Name
1.	Meg Land	2.	Mike Alfred
3.	Milton Haas	4.	Linda Guiggisberg
5.	Gail Rossini	6.	M.S. Rossini
7.	John G.	8.	Cindy Dow

No.	Name	No.	Name
9.	Jacqueline Ruelas	10.	Ken Taylor
11.	Rick Weyek	12.	Bob Merrilees
13.	Timothy Dunkle	14.	Robert Zandbergen
15.	Joyce Snow	16.	Melissa Blasley
17.	Kyle Johnson	18.	Maureen Rodriguez
19.	Jon Youngerman	20.	Beverly Christian
21.	Tony Fina	22.	Mervin Berger
23.	Kristin Orosco	24.	Chip Mills
25.	Miles Malone	26.	Jesse McClintock
27.	Valerie Walker	28.	Renee
29.	Brent	30.	Colleen Delaney
31.	Angela Gole	32.	Suzanne Sprilger
33.	Gudrun Eastham	34.	Marc Russell
35.	Bob Boltner	36.	David Tennessen
37.	Eileen Valles	38.	Kendall Larsen
39.	Peter Finie	40.	U. Mills
41.	Yvonne Trainer	42.	Bruce Rennauer
43.	Birgit Gros	44.	Francis Jansen
45.	Amy de la Piedra	46.	Doug de la Piedra
47.	Ken Hanson	48.	Bill Thomas
49.	Pat Thomas	50.	Jeanie Stovall
51.	Lauren DeLaTorre	52.	Renee Hatcher
53.	Sheila Reilly	54.	Steve Newman
55.	Ando Chaney	56.	Kim Stephenson
57.	Michael Marturano	58.	Adriana Van Der Graff
59.	Tina Williams	60.	Annie Machado
61.	James	62.	Ingrid
63.	Susan Mueller	64.	Meg Doten
65.	Paula Feinberg	66.	Tad Dougherty
67.	Doug Wagner	68.	W. Holderied
69.	Cathy Glueckert	70.	Ron Cowan
71.	Arlene Miro	72.	Dave Parrone
73.	Mike Deddens	74.	Melissa Hamilton
75.	Christine Ariaudio	76.	Nicholas E.
77.	David Timme	78.	Brian Miller
79.	Paul Colletti	80.	Diana Guerrero
81.	Frank Orosco	82.	JoAnn Valdez
83.	Marco Valdez	84.	Stephanie Triesenberg
85.	Cindy Jensen	86.	Susan Bass
87.	Sandra Reinsold	88.	Nancy Schneirne

No.	Name	No.	Name
89.	Sarah Owings	90.	Stan Baratta
91.	Daniel Greenwood	92.	Dan Gober
93.	Pattie Finie	94.	Micheline Callingood
95.	Kristy Kelly	96.	Cassandra Foster
97.	Michael Posner	98.	Jeannie Collins
99.	John Vanvales	100.	Vicky Audreini
101.	John Huebnta	102.	John O.
103.	Michelle Glueckert D'Anna City of Camarillo		

IV. PROJECT TEAM

No.	Name	Title	Organization
1.	Keith Freitas, AAE, CAE	Director of Airports	County of Ventura Department of Airports
2.	Dave Nafie, CM	Deputy Director of Airports	County of Ventura Department of Airports
3.	Erin Powers	Projects Manager	County of Ventura Department of Airports
4.	Jeannette Jauregui	Communications & Engagement Manager	County of Ventura
5.	Kory Lewis	Principal	Coffman Associates
6.	Patrick Taylor, CM	Principal	Coffman Associates
7.	Matt Quick	Principal	Coffman Associates
8.	Laura Hernandez	Senior Project Coordinator	Arellano Associates
9.	Elsa Argomaniz	Senior Project Coordinator	Arellano Associates

V. NEXT STEPS

One additional Public Information Workshop for the project is planned for February 20, 2024. Information on future workshops will be advertised in the VC Star, Acorn, and Vida Spanish language publications as well as being posted on the County of Ventura Department of Airports social media sites and the project website at https://cma-alp-update.airportstudy.net/.

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #2
Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Date: November 14, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Meg Land	[redacted]
2.	Mike Alfred	
3.	MILTON HAAS	
+1 4.	Linda Guggisberg	
5.	Gail Rossini	
6.	M. S. Rossini	
7.		
8.	Cindy Dow	
9.	Jacqueline Ruelas	
+2 10.	KEN TAYLOR	
11.	RICK WEYEK	
12.	BOB MERRILEES	
13.	Timothy Dunkle	
14.	Robert Zandbergen	
15.	JOYCE SNOW	
16.	Melissa Blasley	
17.	Kyle Johnson	
18.	MAUREEN RODRIGUEZ	

19. Jon Youngerman
20. Beverly Christian
21. Tony Fina
22. Mimi Berze
23. Kristin Orosco
24. Chip Mills
25. Miles Malone
26. Jesse McClintock
27. VALERIE WALKER
28. Renee a Brent
29. Colleen Delaney
30. Angela John
31. Suzanne Spritzer
32. GUDRUN EASTHAM
33. MARC Russell
34. Bob Bottner
35. JOHN VANVALEN
36. David Tennessen
37. Eileen Valles
38. Kendall P. Larsen
39. PETER FINZE
40. U. Mills
41. Yvonne Trainor

[redacted]

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
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Meeting: PIW #2
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Date: November 14, 2023
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Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Bruce Reinauer, Camar. Resident	[redacted]
2.	Birgit Gross, "	
3.	FRANCIS JANSEN	
4.	Amy de la Piedra	
5.	Dave de la Piedra	
6.	Ken Hanson self	
7.	Bill & Pat Thomas self	
8.	Jeanine Stovall	
9.	Lauren Delatorre	
10.	Renee Hatcher	
11.	Sheila Reilly	
12.	Vicky Andreini	
13.	Steve Neuman	
14.	Andy Chang	
15.	Kim Stephenson	
16.		
17.		
18.		

+1

CAMARILLO AIRPORT

PUBLIC INFORMATION WORKSHOP
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: PIW #2
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Date: November 14, 2023
Time: 5:30-7:30 pm
Place: Camarillo Public Library

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Michael Martovano	[redacted]
2.	Adriana Van Der Graaf	
3.	Tina Williams	
4.	Annie Machado	
5.	James & Ingrid McNamara	
6.	Susan Mueller	
+1 7.	JOHN HUEBNER	
+1 8.	Greg Dolen	
9.	Paula Feinberg	
10.	TAD DOUGHERTY	
11.	Doug WAGNER	
12.	W. HOLDERIED	
13.	Cathy Glueckert	
14.	Ron Cowan	
15.	Arlene Miro	
16.	Dave Parrone	
17.	MIKE DENDEKS	
18.	Melissa Hamilton	

19. Christine Arnaudo
20. [illegible]
21. Nicholas E. Bednarski MD
22. David Timmons
23. Brian Miller
24. PAUL COLLETTI
25. Diana Guerrero
26. Frank Orosco
27. JoAnn Marco-Valdez
28. Stephanie Triesenberg
29. Cindy Jensen
30. SUSAN BASS
31. Sandra Reinhold
32. Nancy Schreiner
33. Sarah Swings
+1 34. STAN BARATTA
35. DANIEL GREENWOOD
36. Dan Gober
37. Patti Finie
38. Micheline Callingwood
39. KRISTY KELLY
40. Cassandra Foster
+3 41. Michael Posner
Jeanne Collins

[redacted]

Michelle Glueckert D'Anna
Assistant to the City Manager

City of Camarillo

601 Carmen Drive
Camarillo, CA 93010
Office: (805) 388-5370
mdanna@cityofcamarillo.org

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA Department of Airports

Meeting: PIW #2 Date: November 14, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

I am hoping the airport will limit jets arrivals after 10:00pm!

The airport approach could be moved to occur over existing farmland. This would mitigate the noise to homeowners living in Old Town.

Optional

Name/Affiliation: Paula Feinberg

Contact Info: [redacted]

Please return to a

Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
www.cma-alp-update.airportstudy.net

COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave., Suite 200
Overland Park, KS 66213
Note: Please return within 2 weeks of the meeting date.

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

Meeting: PIW #2 Date: November 14, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

This was a poorly run "meeting"

Put up talking points - not very interested in speaking with the actual citizens that have questions and concerns

Barely any chairs to make it "uncomfortable" to stand and hopefully we will go away

We are not going away -
We are NOT the "101 freeway"

We don't want private jets like Kardashians 4x a day - 4

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Actualización del plan de diseño del aeropuerto- Aeropuerto de Camarillo

TALLER DE INFORMACIÓN PÚBLICA

COUNTY of VENTURA
Department of Airports

FORMULARIO DE COMENTARIOS DE LA REUNIÓN

Reunión: PIW #2 Fecha: 14 de Noviembre , 2023 Tiempo: 5:30-p.m. - 7:30 p.m. Lugar: Camarillo Public Library

Tema principal: Facility Requirements/Alternatives & Preferred Concept

Por favor imprima claramente

Opcional

Nombre/Afiliación:

Información del contacto:

Devuélvalo a un miembro del equipo del proyecto o envíe un correo electrónico a
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Los comentarios también se pueden enviar en el sitio web del proyecto.
www.cma-alp-update.airportstudy.net

Nuestra dirección:
COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave., Suite 200
Overland Park, KS 66213
Nota: Regrese dentro de las 2 semanas posteriores a la fecha de la reunión.

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

Meeting: PIW #2 Date: November 14, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

Current air craft flight patterns over residential properties produce excessive noise throughout each day. Low altitude is a factor as well as combution engine lack of noise suppression,

Develop low noise alternatives (electric motors).

Optional

Name/Affiliation: Zandbergen

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly M. ROSSINI rossinimic@verizon.net

If the FAA has approved the forecast these meetings are an exercise in futility. City Council, Ventura Board of Supervisors, and elected state and federal officials need to be part of it.

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

Please cut down the noise level and number of planes which go overhead. My windows shake, my pet cockatiels are flapping their wings and trying to hide from the noise.

In the evening, just before dark, planes fly over my house continually, every 2-3 minutes.

Over the last 12 years, the noise level and ~~or~~ number of planes has increased about 4 fold.

Please listen to the voice of residents

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

Obviously, a reduction of jet traffic.

Realistically, time of day pricing on landing for heavy aircraft to discourage landing late at night.

I suggest following the Part-150 multipliers

5x cost for 4-9pm

10x cost after 10pm.

Thank you for listening today

Optional

Name/Affiliation: Kyle Johnson

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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COUNTY of VENTURA
Department of Airports

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

More time Please addressing issues as a group not Broken into Groups

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to: Dave Nafie/Deputy Airport Director: dnafie@ventura.org Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com *Comments may also be submitted on the project website:* www.cma-alp-update.airportstudy.net	*U.S. Mail:* COFFMAN ASSOCIATES, INC. c/o CMA ALP Update 12920 Metcalf Ave., Suite 200 Overland Park, KS 66213 Note: Please return within 2 weeks of the meeting date.

Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA
Department of Airports

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

Old town Camarillo resident - have ongoing concern about potential, future expansion of airport.

Perhaps at the next meeting you could address this concern at the onset, as it appears to be a common worry for homeowners.

+ Also - I have left voicemails at request to get a call back on the airport complaint line and have never gotten a call back. To whom should we address this concern.

Thank you!

Optional

Name/Affiliation: Meg Doten

Contact Info: [redacted]

Please return to a mem

Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Comments may also be submitted on the project website:
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Airport Layout Plan Update - Camarillo Airport

PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM

COUNTY of VENTURA Department of Airports

Meeting: PIW #2 Date: November 14, 2023 Time: 5:30-p.m. - 7:30 p.m. Place: Camarillo Public Library

Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

I have attended these "Community" meetings before. Same format w/ NO interest in supporting needs of community. I am going to look for independent group to pull community together to fight what you are doing.

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Please Print Neatly

Margaret Land

I'm shocked at the presentation. This is radical as. No seating for the majority. Poor planning. Have questions submitted before hand and read the question on a loadspeaker so all can hear the question and answer.

I sure looks like you didn't want us here. I'm very disappointed

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

I did not expect such hurried opening statements with accompanying slides. Much too fast to digest material adequately. I couldn't keep up.

I was extremely surprised at the lack of seating for public.

Posters were informative, yet still too vague & technical to understand.

Small groups with everyone speaking at once are not a method to get public feedback - if feedback is even desired. Am looking forward to more organized presentations.

Optional

Name/Affiliation: Gudrun Eastham, retired Leisure Village homeowner

Contact Info: [redacted]

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

11-14-2023

Please Print Neatly: I HAVE BEEN A RESIDENT IN CAMARILLO FOR 24 YEARS

THE CITY OF CAMARILLO, THE PEOPLE OF CAMARILLO DO NOT WANT INCREASED AIR TRAFFIC AND THE RESULTING INCREASED NOISE AND AIR POLLUTION. THERE WERE STUDIES DONE ABOUT TRAFFIC ON THE 101 NOT BEING AFFECTED BY ALL OF THE NEW HOUSING BUILT IN CAMARILLO THOUSANDS OF NEW HOMES HAS RESULTED IN GRIDLOCK ON OUR 101 FWY AND OUR STREETS. THIS HAS MADE US DISTRUSTFUL OF PRIVATE AND PUBLIC STUDIES. LOOKING TO FURTHER THE AIMS OF DEVELOPERS

[redacted]

Optional

Name/Affiliation: STAN BRIGHTMAN

Contact Info:

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Please Print Neatly

This meeting was not helpful.
They need to answer questions in laymans terms.
The traffic has gotten much worse
The people who support it obviously don't live under the flight path.

The money is obviously the most important factor here

It seems to be all smoke & mirrors.

Maybe they could have two meetings
One for the people who want the airport to enlarge and have more traffic
One for the people that don't want more traffic or seperate it from people under the flight path who this really affects!

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

Meeting format sucks

Seems like presenters don't want to address everyone as a group - bad format

FAA Grants money is primary goal :(

Optional

Name/Affiliation:

Contact Info:

Please return to a member of the project team or email to: Dave Nafie/Deputy Airport Director: dnafie@ventura.org Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com *Comments may also be submitted on the project website:* www.cma-alp-update.airportstudy.net	*U.S. Mail:* COFFMAN ASSOCIATES, INC. c/o CMA ALP Update 12920 Metcalf Ave., Suite 200 Overland Park, KS 66213 Note: Please return within 2 weeks of the meeting date.

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Please Print Neatly

DIFFERENT FORMAT FOR MORE QUESTIONS/ANSWERS.

Optional

Name/Affiliation: JOYCE SNOW

Contact Info: [redacted]

Please return to a member of the project team or email to:
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

My name is Stephanie Triesenberg and I am a Ventura County resident, pilot, flight instructor, and aircraft owner. Two years ago, I moved from Michigan to Ventura County, for a number of reasons, but the main one being the amazing General Aviation community and environment at Camarillo Airport. This airport serves such an important purpose in our community as a whole, and brings in revenue in more ways than through the airport directly. I, as a software engineer, moved here because of the airport and now pay taxes here and support many local businesses. SO many people value this airport in so many ways!

P.S. if someone calls 1000 times in one month to complain about noise... it should count as ONE complaint!

TY for everything you do for the GA community!

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

PLEASE LISTEN TO THE RESIDENTS! PLEASE LIMIT THE GROWTH OF THE AIRPORT TRAFFIC. I'M PERSONALLY AFFECTED - THE NOISE IN THE EVENING AND EARLY MORNINGS IS AFFECTING MY QUALITY OF SLEEP.

A SUGGESTION WOULD BE TO EXTEND THE NO FLY TIME TO BE CONSIDERATE OF THOSE LIVING IN THE FLIGHT PATH - TO SOMETHING MORE REASONABLE = 9pm - 7am.

ALSO - increase the altitude the planes fly.

MAKE CAMARILLO QUIET AGAIN!

Optional

Name/Affiliation: VALERIE WALKER

Contact Info: [redacted]

Please return to a member of the project team or email to:
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Please Print Neatly

NEXT MEETING
PLEASE PUT A THE
BOARD GRAPHICS ON A POWER
POINT SLIDE & EXPLAIN
THEM TO THE ENTIRE GROUP

Optional

Name/Affiliation: VALERIE WALKER

Contact Info: [redacted]

Please return to a member of the project team or email to:
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Please Print Neatly

This entire presentation was designed to provide platitudes, but no real information. The lack of a true presentation led the to total chaos, on purpose. Keith Freitas is a wealth of non-information.

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

I am a small airplane pilot.
I understand that we need big money and planes to keep the airport running but do not like the location of Cloud Nine - I know nothing I can do about it.
- Not fond of moving the approach to Runway 26.
- People knew there was an airport when they moved into Oleltown
- Sorry you didn't get to finish your white presentation.

Please listen to the Pilots :)

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

THIS MTG WAS VERY DISAPPOINTING AND OFFERED LITTLE INFORMATION TO ANSWER OUR QUESTIONS AND CONCERNS.

THE CHARTS AND PICTURES ARE OF LITTLE USE IF DATA CANNOT BE OFFERED AS TO THE INTENTIONS OF THE COUNTY, THE AIRPORT, AND RADD COMPANIES FOR CAM AIRPORT. NO ONE WOULD ANSWER WHOSE NEEDS ARE BEING ASSESSED FOR DEVELOPMENT. AMAZON!

ALAS, THIS MTG FORMAT FAILED. RUDE TO NOT HAVE SEATING FOR ALL OR MOST; AND UNPRODUCTIVE TO EXPECT US TO DECIPHER THE CHARTS & PICTURES AND MINGLE WITH YOUR REPS.

I GIVE A VOTE OF NO CONFIDENCE THAT THE AIRPORT WILL NOT GO COMMERCIAL.

Optional

Name/Affiliation: SUSAN BASS

Contact Info: [redacted]

Please return to a member of the project team or email to:
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Primary Subject: Facility Requirements/Alternatives & Preferred Concept

Please Print Neatly

My name is Miles Malone.
I am a Camarillo Resident, Hangar tenant and airport supporter!
I support no air Cargo ops, no 121 ops.
I support to keep the airport open and available to general aviation and the public.

Optional

Name/Affiliation: Miles Malone

Contact Info: [redacted]

Please return to a member of the project team or email to:
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Please Print Neatly FRANCIS JANSEN

It's not a done deal people — when a few ~~[illegible]~~ persons gather — we can change what money wants to secure

Noise Pollution is not what we want in our homes.

Optional

Name/Affiliation:

Contact Info:

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Please Print Neatly

Mr. Nafie,

After listening to the initial questions from the public in attendance for less than 15 mintes, it was quite apparent that what I was hoping to question/discuss would not be received well at all, so I quietly left the room and prepared this response.

My vision for airport services in our county would be much more useful to the entire county rather than the 'hometown' folks of Camarillo. I've studied the possibilities of a viable commercial airport extensively during the pandemic and have come up with my own suggestions/comments:

1. Why was the latest poll confined to only residents of Camarillo? The Dept. of Airports should be presenting these questions to the entire constituency, all those in Ventura County - not only 1/2 of the population
2. What if it's possible to design and build an airport that can meet the noise standards that

(cont. on reverse)

Optional

Name/Affiliation: Dave Parrone, P.E. (Retired Civil Engineer)

Contact Info: [redacted]

Please return to a member of the project team or email to:
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Actualización del plan de diseño del aeropuerto- Aeropuerto de Camarillo

TALLER DE INFORMACIÓN PÚBLICA

COUNTY of VENTURA
Department of Airports

FORMULARIO DE COMENTARIOS DE LA REUNIÓN

Reunión: PIW #2 Fecha: 14 de Noviembre , 2023 Tiempo: 5:30-p.m. - 7:30 p.m. Lugar: Camarillo Public Library

Tema principal: Facility Requirements/Alternatives & Preferred Concept

Por favor imprima claramente

were established (way back) in 1976? I think ~~they~~ it can be done.

3. I [redacted] have nearly completed my own study of what, in my humble opinion, would be a viable, working airport. It's only 12 pages, so it would be a quick read. I will email it upon completion.

Someday, I hope the narrative changes from a much-needed upgrade to a general aviation facility to the much-needed commercial airport that this community can support.

Thanks, Dave Parrone

Opcional

Nombre/Afiliación:

Información del contacto:

Devuélvalo a un miembro del equipo del proyecto o envíe un correo electrónico a
Dave Nafie/Deputy Airport Director: dnafie@ventura.org
Patrick Taylor/Coffman Associates: ptaylor@coffmanassociates.com

Los comentarios también se pueden enviar en el sitio web del proyecto.
www.cma-alp-update.airportstudy.net

Nuestra dirección:
COFFMAN ASSOCIATES, INC.
c/o CMA ALP Update
12920 Metcalf Ave., Suite 200
Overland Park, KS 66213
Nota: Regrese dentro de las 2 semanas posteriores a la fecha de la reunión.

If there is no consequence for pilots violating the "Fly Friendly Camarillo"

or the jets that weekly go over our (Sun (particularly Mon AM) old Town homes

in the "middle of the night" 10 pm — 6:00 AM

How will changes ever be made?

Maureen Rodriguez [redacted]

COUNTY of VENTURA
Department of Airports

Airport Planning Project Websites

Camarillo Airport Layout Plan (ALP) Update

cma-alp-update.airportstudy.net

Camarillo Part 150 Noise Study

cma-noise-study.airportstudy.net

OXNARD PART 150 NOISE STUDY

oxr-noise-study.airportstudy.net

COUNTY of VENTURA
Department of Airports

Sitios web del proyecto de planificación aeroportuaria

Actualización del Plan de diseño del Aeropuerto de Camarillo (ALP)

cma-alp-update.airportstudy.net

Estudio de ruido Parte 150 de Camarillo

cma-noise-study.airportstudy.net

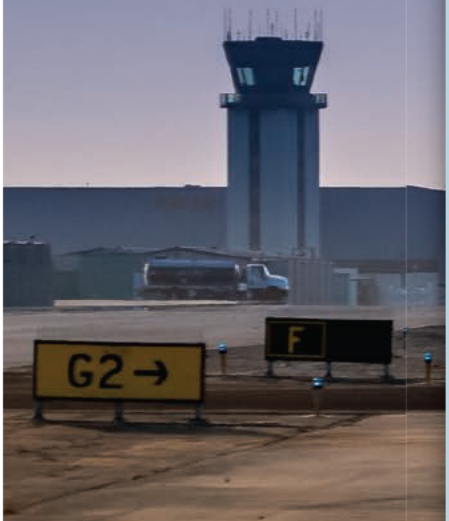
ESTUDIO DE RUIDO PARTE 150 DE OXNARD

oxr-noise-study.airportstudy.net

Camarillo Airport ALP Update

April 2023

- ✓ Joint Powers Agreement (JPA) upheld
- ✓ No changes to Camarillo Airport's current role
- ✓ No plan for large air cargo activity
- ✓ No plan for additional runway length
- ✓ No plan for scheduled commercial service



For more information please contact:

Dave Nafie,
Department of Airports
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

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 in file to support grant funding decisions. Any project for which the Airport is seeking federal funding must be depicted on the ALP.

How is this done?

The FAA assists airports to meet this requirement through the funding of planning studies like master plans. In contrast to a full master plan, an ALP update satisfies FAA requirements without needing to consider changes to Camarillo Airport's role.

What is being studied?

The ALP Update will focus on identifying and prioritizing projects that will sustain Camarillo Airport's critical facilities, especially the runway and taxiways. It is essential that we receive funding from the FAA and take steps to remain eligible for grant funding.

Additionally, the study will focus on meeting or documenting compliance with evolving FAA safety standards, and identifying the best uses of airport property, both aviation-related and in the adjoining business park.

How is the community involved?

The Department of Airports is committed to working closely with our surrounding community members on airport issues that affect them. To that end, we are hosting a series of workshops to allow the community to share their experiences and learn more about the airport. Meetings and study materials will also be available in Spanish.

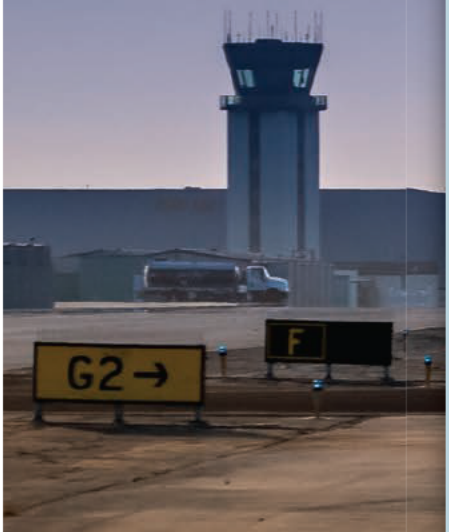
COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

Aeropuerto Camarillo Actualización del plan de diseño aeroportuario (ALP) e informe descriptivo

Abril de 2023

- ✓ Acuerdo de Poderes Conjuntos (JPA) ratificado
- ✓ Sin cambios en la función actual del Aeropuerto Camarillo
- ✓ Sin plan para una gran actividad de transporte aéreo de carg a
- ✓ Sin plan para una longitud adicional de pista
- ✓ Sin plan de servicio comercial programado



¿Qué es un plan de diseño aeroportuario?

Un plan de diseño aeroportuario (ALP) es un documento que describe las instalaciones existentes y las planeadas en un aeropuerto. La Administración Federal de Aviación (FAA) requiere un ALP actual en el expediente para justificar las decisiones de financiación por subvención. Todo proyecto para el Aeropuerto que requiera una financiación federal debe estar representado en el ALP.

¿Cómo se lleva a cabo?

La FAA ayuda a los aeropuertos en el cumplimiento de este requisito mediante la financiación de los estudios de planeación como los planes maestros. A diferencia de un plan maestro completo, la actualización de un ALP satisface los requisitos de la FAA sin tener que considerar cambios en la función del Aeropuerto Camarillo.

¿Qué estudios están involucrados?

La actualización del ALP se enfoca en identificar y priorizar los proyectos considerados en las principales instalaciones del Aeropuerto Camarillo, especialmente en las pistas de aterrizaje y pistas de rodaje. Es imprescindible que recibamos la financiación por parte de la FAA y adoptar medidas para seguir siendo elegibles para la financiación por subvención.

Además, el estudio se enfoca en el cumplimiento o en la documentación de cumplimiento de las cambiantes normas de seguridad de la FAA, así como en la identificación del mejor aprovechamiento de los bienes del aeropuerto, relacionados con la aviación y en el colindante parque empresarial.

¿Cómo está involucrada la comunidad?

El Departamento de Aeropuertos está comprometido a trabajar estrechamente con los miembros de nuestra comunidad aledaña en los problemas del aeropuerto que les afecta. Para esto, estamos organizando una serie de talleres para permitir que la comunidad comparta sus experiencias y aprendan más sobre el aeropuerto. Las reuniones y los materiales de estudio también están disponibles en español.

Para obtener más información favor de comunicarse con:

Dave Nafie,
Departamento de Aeropuertos
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

Public Q&A Meeting
February 20,2024
Ventura County Office of Education

- **Meeting Summary Notes**
- **Sign In Sheets**
- **Public Comments Received**
- **Handout Materials**

County of Ventura Department of Airports
Camarillo Airport – Airport Layout Plan & Narrative Report Project
Public Information Meeting #3

February 20, 2024, | 6:00 p.m. – 9:00 p.m.

I. MEETING SUMMARY

A. Public Information Meeting Overview

On February 20, 2024, the final in a series of three Public Information Meetings for the Camarillo Airport - Airport Layout Plan and Narrative Report Project (ALP Update) was held in-person at the Ventura County Office of Education in Camarillo. Spanish and Mixteco interpreters were available to assist attendees with interpretation needs, however, no interpretation requests were made at the Public Information Meeting.

The meeting was set to begin at 6:00 p.m., however, guests began arriving at approximately 5:30 p.m. In total, approximately 153 guests participated in the meeting with 143 guests who signed in and an estimated additional 10 guests who opted to not sign in.

Immediately outside of the meeting conference room, a welcome board was on display adjacent to the registration table where attendees were greeted by project team members. Attendees were offered the opportunity to sign in, provided with a brief overview of the meeting format, a project brochure, a double-sided English and Spanish question card and a writing pen.

After checking in, guests were directed to the conference room where light refreshments were available. Six large flat monitors were stationed around the room to ensure an equal view of the project PowerPoint presentation. Two comment tables and chairs, English and Spanish comment forms, pens and comment form collection boxes were located in the central backside of the meeting room to allow guests to take a seat and write and submit comments on the project at their convenience. No comment forms were submitted at the public information meeting.

The Airport staff and the Coffman Associates technical team were seated on a raised platform in a speaker panel style table oriented toward the meeting room to respond to questions. The panel line up included the Ventura County Department of Airports team Keith Freitas, Erin Powers, Dave Nafie and the Coffman Associates technical team Matt Quick, Patrick Thomas and Kory Lewis. A podium was stationed on the raised panel for use by the speakers.

The formal presentation opened with announcements on the availability of Spanish and Mixteco interpreters, housekeeping items and the options available for submitting questions and comments by Stacey Falcioni. Keith Freitas followed with a welcome message and presented the project schedule, Joint Powers Agreement, and what is being done to address noise concerns. Patrick Taylor provided an in-depth presentation on the Airport Layout Plan (ALP) and process. Jannette Jauregui shared frequently asked questions along with responses and Stacey Falcioni moderated the Question-and-Answer session by verbally reading submitted written questions. Approximately 68 question cards were submitted and are summarized below.

Question Cards

Airport Development

1. Do not accept FAA funding, locate alternate funding source for the ALP update.
2. Plan for empty hangars in Central Terminals (T's)?
3. Update of the taxiway and other hardscapes to enable higher frequency of operations.
4. How does the expansion of the airport benefit citizens of Camarillo?
5. Will the Camarillo Airport, Ventura County Department of Airports, or City of Camarillo profit from the expansion?
6. Enforcement of the Joint Powers Agreement (JPA) by the Airport Authority to ensure airport users are being compliant, potentially by fining those who do not comply.
7. Distinction of the JPA between turbo prop and jets and utilization of the JPA to minimize the number of jets that can utilize the airport.
8. Provide Camarillo resident concerns to the FAA; ALP agency update meetings.
9. Prioritization of projects within the ALP update.
10. Support of local pilots and airport employees for the ALP update.
11. Cost of maintenance and upkeep for the projects scoped for the ALP update.
12. (Provide) sustainable update as part of the ALP update.
13. (Need for) runway reconstruction weight bearing capacity and maintenance of the high-speed turnoffs.

14. Potential development at other Ventura County airport to mitigate the need for the ALP update.

Cargo/Airline Service

15. Limit the number of smaller aircrafts and corporate jets.
16. Relocation of flight path to avoid flying low over residences.
17. There is an increase in jet usage of airport since pandemic.
18. What is the distinction between large and small cargo?
19. What is the percentage of operations that are attributed to flight training?
20. Fear about large airlines and large cargo providers beginning operations at the airport.

Forecasts

21. Potential regional closures to influence forecast.
22. Need clarity in the comparison of the 1999 and ALP update forecasts.

Noise

23. ALP update to provide solutions to noise mitigation for residents.
24. Specialty events, such as airshows, violate the local noise ordinance.
25. Access to a breakdown of noise complaint origin.
26. *Quiet hours* to restrict both departures and arrivals.
27. Fines for breaking courtesy curfew or exceeding the 90-decibel sound threshold and tracking to detect habitual offenders.
28. Better coordination of noise levels within the military flight paths.
29. Completion of the noise study prior to then be utilized to complete the ALP update.
30. Have other general aviation airports successfully implemented a noise abatement program as a model for the Camarillo Airport?
31. New and planned structure/materials being included in the noise study?
32. Desire to be involved with the noise study.

Other

33. Request for review of full health studies including noise and pollution, environmental, and home valuation studies prior to the creation of the ALP, to determine the impact on the community.
34. How can the ALP update appear on a ballot to be voted on by the residents of Camarillo?
35. New housing developments and new resident involvement in the ALP update process.
36. Liability in the event of a plane crash.
37. Breakdown of FAA funding for the airport to date.

In addition to the questions and comments submitted via the written question card, attendees were later offered the opportunity to verbally ask the panel questions. During this segment, a total of 16 questions and comments were received and are summarized below. See verbal comment link to view in more detail.

Verbal Questions and Comments

1. Private decibel meter readings are over the 90-decibel threshold.
2. Inability to enjoy the outdoors due to the noise.
3. Safety concerns on decreasing the runway width.
4. Further explanation on the digestible tables and documentation.
5. Support for the airport by local aviation advocates including but not limited to Cloud 9 Aviation and flight school.

II. NOTIFICATION

A. Display Advertisements

Leading up to the Public Information Meeting, a series of quarter-page display ads that featured the date, time, and location of the public session were published in the Camarillo Acorn, Thousand Oaks Acorn, VC Star and Vida (Spanish language publication) as described below:

No.	Publication	Published Date
1.	Thousand Oaks Acorn	1/26/24
2.	Camarillo Acorn	1/27/24
3.	VC Star	1/28/24
4.	VC Star	2/1/24
5.	Vida (Weekly Spanish Publication)	2/1/24
6.	VC Star	2/2/24
7.	Thousand Oaks Acorn	2/9/24
8.	Camarillo Acorn	2/10/24
9.	VC Star	2/11/24
10.	VC Star	2/15/24
11.	Vida (Weekly Spanish Publication)	2/15/24
12.	VC Star	2/16/24
13.	Thousand Oaks Acorn	2/16/24
14.	Camarillo Acorn	2/17/24

B. Website

Details of the ALP Update Public Information Meeting were posted in English and Spanish on the Public Involvement page of the project website at Public Involvement/Participación del público - Camarillo Airport ALP Update (airportstudy.net).

C. Social Media

The Camarillo ALP Public Information Meeting details were posted on the Ventura County Department of Airports Facebook, Instagram, and Twitter sites on January 18 as well as the County of Ventura Facebook and Twitter sites on February 17 and January 22, 2024 respectively.

D. Electronic Notification

Leading up to the meeting, a series of three email blasts (eblasts) with details on the Camarillo ALP Public Information Meeting were distributed on January 18, February 5, and February 15, 2024. Eblasts were distributed to approximately 400 contacts that included the County of Ventura Department of Airports staff, County of Ventura Aviation Advisory Commission, Camarillo Airport Authority, City of Ventura and County of Ventura public information officers and community members.

III. PARTICIPANT LIST

The Camarillo ALP Public Information Meeting sign in sheets link.

No.	Name	No.	Name
1.	Rich Conrad	2.	Mike Hudson
3.	James Evans	4.	Al Cossey
5.	R. Boylan	6.	Carol Johnson
7.	Craig Johnson	8.	Melinda Rathburn
9.	Scott Rathburn	10.	Bill Pratt
11.	Colleen Delaney	12.	Michelle Stonehouse
13.	Joe Mitchell	14.	Pat O'Connor
15.	Bob O'Connor	16.	Norman Hall
17.	Matt McKee	18.	Tina Williams
19.	Dan Hanevich	20.	Jessie Mosek
21.	Eric E Johansson	22.	John Greenwood
23.	Stephanie Robinson	24.	Anne Weyek
25.	Rick Weyek	26.	Philippe Renault
27.	Bob Oliver	28.	David White
29.	Susan Bass	30.	Pavla Feinberg
31.	AJ McFarland	32.	Nick Martino
33.	Ed Niedzwiek	34.	Jay Belger
35.	David Kittinger	36.	Paul Fithers
37.	Mike H. Gentry	38.	George A. Lakes
39.	Darril Stroecker	40.	Sheila Stroecker
41.	Rob Marzrey	42.	Lauren De la Torre
43.	Joan Handel	44.	John Spottu
45.	Kathleen Rowlands	46.	Micheline Cullingwood
47.	Jonathan Kwan	48.	Chevie Hecker
49.	Kathleen Northrop	50.	Al Stonehouse
51.	Mary Corcoron	52.	Mary Brown
53.	Geoffrey Patterson	54.	Richard Lucas III
55.	Mel Dick	56.	Dawn Maloney

No.	Name	No.	Name
57.	Rick McCarthy	58.	Sherry McCarthy
59.	Brenda Corby	60.	Rose Obetz
61.	Ketan Patel	62.	Andrea Zajdman
63.	Alex Zadjman	64.	Susan Santangelo
65.	Robin Wallace	66.	Patricia Luis
67.	Raquel Duncan	68.	Diane Dingler
69.	Art Luis	70.	PM Thomas
71.	Chris Valenzano	72.	Machelle Miller
73.	Kathy Long	74.	Felise Epstein
75.	Yvonne Trainor	76.	Matthew Beck
77.	Kelly Long	78.	Jim Ganser
79.	Barb Filkins	80.	Ben Candelarda
81.	Joshua Ellis	82.	Tad Dougherty
83.	Merrill Berge	84.	Jay Clancy
85.	Tom Ridderbush	86.	Susan X. Ying
87.	Alison Barke	88.	WN Thomas
89.	Kyle Johnson	90.	Monty Perry
91.	Bruce Reinaver	92.	Mike Cogan
93.	Maggie Bird	94.	Michael Rittenberg
95.	Peter L Pezzuto	96.	Mary Brehm
97.	Jaclyn Babenco	98.	Patty Shelton
99.	Scott Barber	100.	Renee Hatcher
101.	Alexis Schmidt	102.	Harry Albaugh
103.	Chrisann Albaugh	104.	Ronald Cowan
105.	Daneil Jansen	106.	Steve Northrop
107.	Joan Cressman	108.	Carol Bley
109.	Roland Fogel	110.	Fred King
111.	Paul Berkovitz	112.	Jeanine Map
113.	Keith Map	114.	Bonny Goetz
115.	Rob Leatherwood	116.	Valerie Walker
117.	David Timmens	118.	WE Sprague
119.	Michael Li	120.	Kevin Kildee
121.	Altos Gurewitz	122.	Brent Norris
123.	Kim Marra Stephenson	124.	Jon Alford
125.	Sheila Reilly	126.	Luz Schaible
127.	Emily Roessler	128.	Michelle D'Anna
129.	Francis Jansen	130.	John Crumrine
131.	Kathryn Contreras	132.	Sue McDonald
133.	Brenna Calabrese	134.	Heather Taylor
135.	Sam Rios	136.	Michelle Rios

No.	Name	No.	Name
137.	Nancy Lindsay	138.	Ron Lindsay
139.	Cami Pinsak	140.	Nancy Phillips
141.	Patricia Lanter	142.	Danielle Booth
143.	Marc Russell		

IV. PROJECT TEAM

No.	Name	Title	Organization
1.	Keith Freitas, AAE, CAE	Director of Airports	County of Ventura Department of Airports
2.	Dave Nafie, CM	Deputy Director of Airports	County of Ventura Department of Airports
3.	Erin Powers	Projects Manager	County of Ventura Department of Airports
4.	Jeannette Jauregui	Communications & Engagement Manager	County of Ventura Department of Airports
5.	Kory Lewis	Principal	Coffman Associates
6.	Patrick Taylor, CM	Principal	Coffman Associates
7.	Matt Quick	Principal	Coffman Associates
8.	Stacey Falcioni	Project Manager	Arellano Associates
9.	Elsa Argomaniz	Senior Project Coordinator	Arellano Associates
10.	Rachael Potts	Project Coordinator	Arellano Associates
11.	Alma Galvan	Assistant Project Coordinator	Arellano Associates

V. NEXT STEPS

Upon the conclusion of the Public Information Meeting, the draft and final reports will be submitted to the Federal Aviation Administration for review and approval.

Information on next steps and ways to stay involved will continue to be posted on the County of Ventura Department of Airports project website and social platforms.

CAMARILLO AIRPORT

COMMUNITY Q&A
MEETING ATTENDANCE RECORD

COUNTY of VENTURA
Department of Airports

Meeting: No. 3
Primary Subject: Capital Improvement Program/Draft final Document

Date: February 20, 2024
Time: 6:00 p.m.
Place: VC Office of Education

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Rich Conrad	[redacted]
2.	MIKE HODSON CAF	
3.	James Evans	
4.	Al Cossey	
5.	R Boylan	
6.	Carol Johnson	
7.	CRAIG JOHNSON	
8.	MELINDA RATHBURN	
9.	Scott Rathbury	
10.	BILL PRATT	
11.	Colleen Delaney	
12.	Michele Stonehouse	
13.	Joe Mitchell	
14.	Pat O'Connor	
15.	Bob O Connor	
16.	NORMAN HALL	
17.	Matt McKee	

	NAME/AFFILIATION	E-MAIL
18.	Tina Williams	[redacted]
19.	DAN HANERCH	
20.	JOSSIE MOSER	
21.	Eric E Johansson	
22.	John Greenwood	
23.	Stephanie Robinson	
24.	Anne Gra—	
25.	Rick Weyek	
26.	PHILIPPE RENAULT	
27.	BOB OLIVER A	
28.	David White	
29.	SUSAN BASS	
30.	Paula Feinberg	
31.	A.J. McFARLAND	
32.	NICK MARTINO | CIA | C9	
33.	Ed Niedzwiecki	
34.	JAY BERGER	
35.	David Kittinger	
36.	Paul Gillmans	
37.	Mike H. Gentry	

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Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	george a. Ickes	[redacted]
2.	DARRIL STROECKER	
3.	Sheila Stroecker	
4.	ROB MARRELL CAF	
5.	Lauren DeLaTorre	
6.	JOAN HANDTEL	
7.	JOHN SPOTTS	
8.	Kathleen Rowlands	
9.	Michelene Cullenwood	
10.	Jonathan Kwan	
11.	Cheve Hecker	
12.	KATHLEEN NORTHROP	
13.	Al STANEHOUSE	
14.	Mary CORCORAN	
15.	Mary BROWN	
16.	GEOFFREY (ATTARSO)	
17.	RICHARD WCAS III	

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Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Mel Dick	[redacted]
2.	Dawn Maloney/KCM	
3.	Rick + Sheary McCarthy	
4.	Brenda Corby	
5.	Rose Olutz	
6.	Ketan Patel	
7.	Andrea Zajdman	
8.	Alex Zajdman	
9.	Susan Santangelo	
10.	Robin Wallace	
11.	Patricia Luis patric	
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Place: VC Office of Education

Please Print Neatly

NAME/AFFILIATION	E-MAIL
1. Raquel Duncan	[redacted]
2. Diane Dingler/AAUW	
3. Art Luis	
4. [illegible]	
5. Chris Valenzano	
6. Machelle Miller	
7. KATHY LONG	
8. Felise Epstein	
9. Yvonne Trainor	
10. Matthew Beck	
11. Supervisor Kelly Long	
12.	
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17.	

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Time: 6:00 p.m.
Place: VC Office of Education

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	JIM GANSER	[redacted]
2.	Barb Fulcher	
3.	Ben Cardenas	
4.	Joshua Ellis	
5.	TAD DOUGHERTY	
6.	Merrill Berge	
7.	Jay Clancy	
8.	TOM RIDDERBUSH	
9.	Susan X. Ying	
10.	Alison Barker	
11.	W THOMAS	
12.	KYLE JOHNSON	
13.	Monty Perry / Amgen	
14.	Bruce Reinauer	
15.	Mike Cogan	
16.	MAGGIE BIRD	
17.	MICHAEL RITTENBERG	

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	NAME/AFFILIATION	E-MAIL
1.	Peter L. Pezzuto	[redacted]
2.	Mary Brehm	
3.	Jaclyn Babenco	
4.	Patty Shelton	
5.	Scott Barber	
6.	Renee Hatcher	
7.	Alexis Schmidt / Schmidt Construction	
8.	HARRY ALBAUGH	
9.	CHRISANN ALBAUGH	
10.	RONALD COWAN	
11.	Daniel Jansen	
12.	Steve Northrop	
13.	Joan Cressman	
14.	Carol Bley	
15.	ROLAND FOGEL	
16.	Frank Lum	
17.		

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Place: VC Office of Education

Please Print Neatly

	NAME/AFFILIATION	E-MAIL
1.	Paul Berkowitz / KCMA	[redacted]
2.	Jeanne & Keith Map	
3.	Bonny Goetz	
4.	Rob Leatherwood	
5.	VALERIE WALLER	
6.	David Timms / COHOTA	
7.	W.E. Sprague	
8.	MICHAEL LI - QAZ	
9.	Kevin Kildee	
10.	Alan Burgwitz	
11.	BRENT NORRIS	
12.	Kim Marra Stephenson	
13.	Jon Alford	
14.		
15.		
16.		
17.		

1

NAME/AFFILIATION	E-MAIL
18. Sheila Reilly/resident	[redacted]
19. Luz Schaible	
20. Emily Roessler	
21. Michelle D'Anna	
22. FRANCIS JANSEN	
23. John Crumrine	
24. Kathryn Contreras	
25. Sue McDonald	
26. Brenna Calabrese	
27. Heather Taylor	
28. Sam Rios	
29. Michelle Rios	
30. Nancy Lindsay	
31. Ron Lindsay	
32. Cami Pinsak	
33. Nancy Phillips	
34. Patricia Lanter	
35. Danielle Booth/AVEX	
36. Marc Russell	
37.	

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
Ventura County Office of Education
5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

Why do you keep showing up to discuss those that (is) benefit from the goals you share and do nothing to support residents?

Question

Please print clearly:

BS

(Why try to bullshit the community w/ meetings when) nothing is done about NOISE?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First and last initial: Brodie Reinauer
City: Camarillo
Email (to be on the airport's distribution list):

Question

Please print clearly:

1. Why is the Camarillo Airshow allowed to violate the noise restrictions?

2. How can we limit the number of Corporate jets + small planes that use the Airport in the future?

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COUNTY of VENTURA
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Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

You have spent (wasted) the time of all that showed up to talk about the airport needs but not homeowner/community needs.

Question

Please print clearly:

General/Nat'l importance... why?

Most of noise are personal aircrafts w/no general or national importance — again, who benefits from the noise + pollution from these folks?

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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name Last Initial
Colleen Delaney
City
Old Town Camarillo resident
Email (to be on the airport's distribution list)

Question

Please print clearly:

If the ALP update is to identify strategies to sustain the airport, why is the airport planning on building out beyond that at the cost of the health of the residents?

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Question Card

Information you provide is voluntary.

First Name and Initial: Colleen Delaney
City: Old Town Camarillo
Email (to be on the airport's distribution list):

Question

Please print clearly:

Why won't the airport dept. conduct full health studies (noise and particulate pollution) prior to the creation of the ALP? True impacts to the community are needed for accurate planning.
Reminder – Old Town was there first!

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Date: February 20, 2024
Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☑ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name/ Last Initial: BILL PRATT
City: NEWBURY PARK
Email (to be on the airport's distribution list):

Question

Please print clearly:

DO YOU EXPECT REGIONAL AIRPORT CLOSURES THAT WOULD PUSH TRAFFIC TO CAMARILLO?

IS THE CITY OF THOUSAND OAKS INCLUDED IN THE PLANNING PROCESS?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Date: February 20, 2024
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Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

What percentage of the 2,218 noise complaints generated in 2023 came from the same 5 primary sources (individuals)?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Date: February 20, 2024
Time: 6 pm

Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

How did Camarillo get to be on the important FAA airport list?

IF THE FAA DOESN'T PROVIDE FUNDING, IS THERE AN ALTERNATIVE FUNDING SOURCE?

WILL THERE BE ANY "QUIET HOURS"/NO FLY TIMES?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Date: February 20, 2024
Time: 6 pm

Topic ☑ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name/Last Name: SUSAN BASS

City:

Email (to be on the airport's distribution list):

Question

Please print clearly:

IS CAM AIRPORT COORDINATING NOISE LEVELS WITH THE MILITARY FLIGHT PATHS & THEIR NOISE LEVELS. AS YOU MOVE FORWARD

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
Ventura County Office of Education
5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic ☑ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

Plenty of empty hangers in Central T's. Why not fix? What is the plan for these hangers?

Question

Please print clearly:

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Weather Permitting....

Question

Please print clearly:

1. Can planes be required to approach the airports from the South (over the fields)? If not why not?

2. Can planes come in from a higher altitude before landing? if not why not?

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Question Card

Information you provide is voluntary.

First Name / Last Initial: KYLE JOHNSON
City: CAMARILLO
Email (to be on the airport's di: [redacted]

Question

Please print clearly:

IS THE UPDATE TO THE PARALLEL TAXI WAY AND OTHER HARDSCAPES TO ENABLE HIGER FREQUENCY OF OPERATIONS ?

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Question Card

Information you provide is voluntary.

First Name / Last Initial: Kathleen
City: Camarillo
Email (to be on the airport's distribution list):

Question

Please print clearly:

How does this airport expansion SPECIFICALLY benefit the citizens of Camarillo?

What is needed to get this on ballot for Camarillo to decide?!

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Question Card

Information you provide is voluntary.

First Name/ Last Name: Is the Airport making a profit As is
RICHARD BOYLAN
[redacted]

Question

Please print clearly:

Is the Airport making money as is.?
How much income will be generated if the plan is put in place
How Much of this is for Amazon

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

why is the ALP being done before the noise study is complete?

Shouldnt noise issues be addressed before more jets come in?

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Question Card

Information you provide is voluntary.

First Name / Last Initial: Kyle J.

City: Camarillo

Email (to be on the airport's distributi: [redacted]

Question

Please print clearly:

YOU ARE SENDING MIX SIGNALS. PATRICK POINTED OUT HOW GOOD THE 2011 FORECAST WAS. SLIDE 39 IN THE FAQ TRIED TO DOWNPLAY THE FORECASTS BY POINTING OUT HOW BAD THE 1999 FORECASTS WERE. ARE THE FORECASTS GOOD OR BAD?

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Question Card

Information you provide is voluntary.

New homes are being built adjacent to the airport. Are new homeowners ~~aware~~ aware of the airport & potential noise?

Question

Please print clearly:

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

What changed in the last 2 years to bring in so many Jets
We never had this many previously.
We have more jets now than ever before!

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Question Card

Information you provide is voluntary.

First Name / Last Initial
City
Email (to be on the airport's distribution list)

Question

Please print clearly:

(a) AS I HAVE ASKED BEFORE, CAN THE EVALUATIONS LOOK INTO CHANGING THE RUNWAY CONFIGURATIONS TO ALLOW PLANES TO COME IN + TAKE OFF OVER THE FARMLAND?

(b) CAN THE LANDING DIRECTION OF THE PLANES, ESPECIALLY IF NOT, SMALLER PLANES COME IN OVER THE FARM LANDS + CURVE IN GENTLY AT THE END TO AVOID OLD TOWN?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net*** (SAFELY??)

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Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☑ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

WHAT CAN THE AIRPORT DO TO ENSURE THE AIRPORT USERS ARE COMPLYING W/ THE JPA? WHOS RESPONSIBILTY IS IT TO ENFORCE THE JOINT POWERS AGREEMENT? (COUNTY)

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial
City
Email (to be on the airport's distribution list)

Question

Please print clearly:

1. Why are planes allowed to fly between 9:00 p.m. and 7:00 a.m which are Camarillo's quiet hours?

2. Why can't planes fly over the open fields instead of directly over residences?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Actualización del plan de diseño del aeropuerto de Camarillo
Reunión comunitaria #3
Oficina de Educación del Condado de Ventura
5100 Adolfo Road, Camarillo, CA 93012

Fecha: 20 de febrero de 2024
Tiempo: 6 pm

Tema ☑ Desarrollo aeroportuario ☐ Carga/Servicio aéreo ☐ Previsiones ☐ Ruido ☐ Otro

Formulario de preguntas

La información que facilite es voluntaria.

Nombre / Apellido
Ciudad
Correo electrónico (para estar en la lista de distribución del aeropuerto)

Pregunta

Por favor, imprima claramente:

WHY CAN'T THE REDIRECTING THE PLANES OVER THE OCEAN'S AGRICULTURAL LAND BE DONE IMMEDIATELY?

Los comentarios también pueden enviar en el sitio web del proyecto: https://cma-alp-update.airportstudy.net

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Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name/ Last Initial: Bonny Goetz

City:

Email (to be on the airport's distribution list):

Question

Please print clearly:

Understanding there is a "courtesy curfew" will there be any penalties or fines to repeat offenders who may continue to use the airport during the ~~curfew hours~~ Courtesy curfew hours

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

Name/Initial: Daniel J.
City: Camarillo
[redacted]

Question

Please print clearly:

~~Are noise considerations stated around people working from~~ home?
Would you discern between Turbo Prop & Jet going forward?
How do we take action to change the JPA to minimize Jets?
Are there any studies on the health affects of the airports?

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Question Card

Information you provide is voluntary.

First Name/ Last Name

City

Mail to be put on the airport distribution list

Question

Please print clearly:

Do any of you meet w/ FAA on a regular basis? Are you able to provide ~~coma~~ concerns from Camarillo citizens! & possibly influence them?

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Topic

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Question Card

Information you provide is voluntary.

First Name/Last Initial: Jon A l f o r d
City: Camari'llo
Email: [redacted]

Question

Please print clearly:

If one of these planes crashes and takes out a neighborhood, who is liable and for how much?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

what ACTION are you taking to reduce noise increase? It sounds like there is an increase in the number of jets coming into airport or using airport w/ no limit on landing time. How will you reduce noise with increase in noise producing traffic?

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

1) Who do you ~~pole~~ obtain input on identifying and prioritizing projects?
2) ~~Can~~ How can pilots, who are also community members, support you?

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

SLIDE 32, #46 RE: LARGE CARGO - ~~WHAT~~ IS THERE "SMALL" CARGO CURRENTLY OCCURING OR PLANNED? WHAT SIZE IS "LARGE" VS "SMALL" CARGO?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Topic

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

WHY ARE DEPARTURES LIMITED TO BEFORE MIDNIGHT AND AFTER 5:00 AM. BUT ARRIVALS CAN CONTINUE ANYTIME?

A JET LANDED THIS MORNING AT 4:40 AM

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial: Jay Clancy
City: Camarillo
Email (to be on list): [redacted]

Question

Please print clearly:

What happens when flights exceed 90 decibels? And what action is taken against the airline? Is there a fine imposed?

How exactly does the city of Camarillo benefit financially from these plans for the future?

Comments can also be submitted on the project website: *https://cma-alp-update.airportstudy.net*

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Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

1. Why do planes fly so low over residences?
2. Who is going to protect us from pollution?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial: Planes (specifically jets) continue to fly LOW and loud daily. What is being done to mitigate this?

City:

Email (to be on the airport's distribution list):

Question

Please print clearly:

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial: MELINDA R.
City: CAMARILLO
Email (to be on the airport's distribution list):

Question

Please print clearly:

What actions are being taken to mitigate the noise and control low flying aircraft

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Topic

[X] Airport Development [ ] Cargo/ Airline Service [ ] Forecasts [ ] Noise [X] Other pollution

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

What measures will be taken to address the pollution issues resulting from airport expansion?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial: KYLE J.
City: CAMARILLO
Email (to be on the airport's distribution): [redacted]

Question

Please print clearly:

CAN WE RESTRICT AIRCRAFT THAT VIOLATE THE 90dBA THRESHOLD IN THE JPA? THE NOISE MONITORING CAMPAIGN SHOWED MULTIPLE EVENTS ABOVE THIS THRESHOLD IN ~1 WEEK. THUS THE AIRPORT IS ALREADY VIOLATING THE JPA. HOW CAN WE TRUST THE ALP WILL FOLLOW THE JPA?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

TO: Coffman Assoc.

IS THERE ANY General Aviation AIRPORT ANYWHERE THAT HAS DEVELOPED A NOVEL OR SUCCESSFUL NOISE ABATEMENT PROGRAM?

please Describe

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary. It looks like you are doing a fairly good JOB!

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly: I am against more Air-craft using ~~ours~~ our (Tax payer) paid for Air Port.

Repairs / Upkeep needs to be ~~done~~ done. That wout cost much.

- More Aircraft use will increase "Smog". Be careful.
- What type of increase in "Not Large" comercial" aircraft is going to be ~~about~~ aloud?

Michael H. Gentry [redacted]
(Former Air-Force Member)

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

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Question Card

Information you provide is voluntary.

First Name / Last Initial: Bruce Reinauer
City: Camarillo
Email (to be on the airport's distribution list):

Question

Please print clearly:

1. What can be done to mitigate the increase in Air traffic + related noise that will occur when Santa Monica Airport closes?
2. How can we limit the increase in charter flight traffic

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Question Card

Information you provide is voluntary.

First Name/ Last Initial: What percentage of flight operations are for Flight Training?

City:

Email (to be on the airport's distribution list):

Question

Please print clearly:

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Question Card

Information you provide is voluntary.

First Name/Last Initial: MICHELINE Collingwood
City: CAMARILLO
[redacted]

Question

Please print clearly:

WILL CARGO + BIG AIRLINES COME TO CAMARILLO

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Topic [✓] Airport Development [ ] Cargo/ Airline Service [✓] Forecasts [ ] Noise [ ] Other

Question Card

Information you provide is voluntary.

SUSAN YING

[redacted]

Question

Please print clearly:

- infrastructure plan : any plan for improving sustainability?
  eg. solar power? charging? electrification?

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

FROM an employee who works @ the Airport; I am grateful for all the Airport provides AND for the information.

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Question Card

Information you provide is voluntary.

First Name / Last Initial	MIKE Hobson
City	[redacted]
Email (to be on the airport's distribution list)	

Question

Please print clearly:

WHAT IS THE DEFINITION/ ~~DEF~~ RESTRICTIONS
OF CARGO CARGO OPERATIONS?

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

When jets, repeatedly, land after the 10pm 'quiet times', are those jets sanctioned?

What happens when jets do not 'voluntarily' adhere to 10-6Am quiet times?

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Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

Are changes being made to the taxi ways?

As Part of the ALP?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Actualización del plan de diseño del aeropuerto de Camarillo
Reunión comunitaria #3
Oficina de Educación del Condado de Ventura
5100 Adolfo Road, Camarillo, CA 93012

Fecha: 20 de febrero de 2024
Tiempo: 6 pm

Tema ☐ Desarrollo aeroportuario ☐ Carga/Servicio aéreo ☐ Previsiones ☑ Ruido ☐ Otro

Formulario de preguntas

La información que facilite es voluntaria.

Nombre / Apellido: R. Duncan

Ciudad:

Correo electrónico (para estar en la lista de distribución del aeropuerto):

Pregunta

Por favor, imprima claramente:

Considering Noise has increased since the new hangers were built, including freeway noise. Do Noise Studies take Structures especially new and planned into consideration. When they are metal the noise deflects instead of deadens it.

Los comentarios también pueden enviar en el sitio web del proyecto: https://cma-alp-update.airportstudy.net

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
Ventura County Office of Education
5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial: Laura P

City: Camarillo

Email (to be on the airport's distribution list):

Question

Please print clearly:

[redacted]

Why won't the city of Camarillo and the County of Ventura fight the FAA like the city of Santa Monica did?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Date: February 20, 2024
Time: 6 pm

Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

CAN WE LIMIT THE USE OF OUR AIRPORT BY CELEBRITIES W/ JETS WHO FIND IT MORE CONVENIENT DUE TO LESS TRAFFIC THAN SAY VENTURA VAN NUYS AIRPORT?
JETS SOUNDS ARE THE WORSE & I'M SURPRISED THEY CAN FLY ON AFTER 8-9pm W/ KIDS NEEDING SLEEP & THEY ARE VERY LOUD!!??

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic [X] Airport Development [ ] Cargo/ Airline Service [ ] Forecasts [ ] Noise [ ] Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

Jets today are quiter today than they have ever been
Older, Louder Jets are being Retired regularly
How about putting noise into Proper Context?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☒ Other

Question Card

Information you provide is voluntary.

First Name/ Last Initial: Lauren D.
City: Camarillo,
Email (to be on the airport's distribution list): the airport has this already.

Question

Please print clearly:

Wouldn't it be smarter to evaluate other flight path alternatives before submitting this Airport Layout Plan for FAA funding with a 20 year commitment

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Date: February 20, 2024
Time: 6 pm

Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

Name: Machella miller
City: Camarillo old town
Email: [redacted]

Question

Please print clearly:

You said there are not laws about noise ... Cal Code Regs. Title 21 section 5012... "No airport proprietor of a noise prob. airport shall operate an airport w/ a noise impact area based on the standard 65dB CNEL unless the operator has applied for or received a variance as prescribed in article 5 of this subchapter.

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☒ Forecasts ☒ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Name: B ARE Single ~~ve~~ event NOISE VIOLATION TRACKED

City: HISTORY OF VIOLATIONS

Email (to be on the airport's distribution list): PROJECTED?

Question

Please print clearly:

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
Ventura County Office of Education
5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic [X] Airport Development [ ] Cargo/ Airline Service [ ] Forecasts [ ] Noise [ ] Other

Question Card

Information you provide is voluntary.

First: TAD D.
City: CAMARILLO
Email: [redacted]

Question

Please print clearly:

WHEN RUNWAY RECONSTRUCTED,
WHAT WILL THE RUNWAY WEIGHT BEARING CAPACITY BE FOR
SINGLE WHEEL DUAL WHEEL DOUBLE DUAL TANDEM, ETC. ?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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5100 Adolfo Road, Camarillo, CA 93012

Date: February 20, 2024
Time: 6 pm

Topic [X] Airport Development [ ] Cargo/ Airline Service [ ] Forecasts [ ] Noise [ ] Other

Question Card

Information you provide is voluntary.

First Name Last Initial: Wolcott S.

City: Westlake Village

[redacted]

Question

Please print clearly:

Isn't it a big mistake to remove "high speed turnoffs" by reducing the width of taxiway-to-runway intersections? Even small aircraft benefit by having rounded, wide runway exits (LIKE FREEWAY EXITS)! It is safer; less wear and tear on planes; and it increases the capacity of the runway (less Go-Arounds)

Thank You!

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Date: February 20, 2024
Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

HOW ARE NOISE COMPLAINTS ATTRIBUTED TO CAMARILLO AIRPORT AND NOT NAS PT MUGU?

MY ASSUMPTION IS THE MAJORITY OF THE NOISE IS MILITARY RELATED

DOES THE COUNTY VERIFY IT IS IN ~~FACT~~ AN AIRCRAFT IN/OUT OF CMA?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Topic ☑ Airport Development ☐ Cargo/ Airline Service ☑ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial: KYLE J.

City: CAMARILLO

Email (to be on the airport's distribution list): [redacted]

Question

Please print clearly:

The data on Slide 41 does not match the data in Table 2N or TABLE 2Q FROM THE ALP/PART 150 FORECASTS. IF THE ALP IS DATA DRIVEN WE NEED TO GET THE DATA CORRECT.

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

With jet flights anticipated to nearly triple over the next 20 years, how concerned are you about the greatly increased amount of pollution generated?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Time: 6 pm

Topic ☑ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☒ Noise ☑ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial: David K. Hinger
City: Camarillo
[redacted]

Question

Please print clearly:

Why is the noise study being conducted after the ALP?
" " " " " only 7 days and not on going?
Is there a study on affect on home values based on ALP?
Is there an EIP report based on ALP? (so many hawks around the airport)

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name/ Last Initial: Heather Taylor
City: Camarillo
Email: [redacted]

Question

Please print clearly:

How do I get involved in the noise study?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

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Question Card

Information you provide is voluntary.

First/Last Initial: Mel D.
City: Camarillo
Email (to be on the airport's distribution list):

Question

Please print clearly:

Is it possible to eliminate explosions that occur during the Wings over Camarillo Air/Car Show in Aug.? And, Supersonic aircraft flybys as well? (2 day event) The noise has a significant impact on pets and humans alike.

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☑ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

IS IT TRUE THAT JETS ON INSTRUMENT APPROACHES MUST FLY AT ALTITUDES MANDATED BY THE FAA?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Actualización del plan de diseño del aeropuerto de Camarillo
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Fecha: 20 de febrero de 2024
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Tema ☐ Desarrollo aeroportuario ☐ Carga/Servicio aéreo ☐ Previsiones ☐ Ruido ☐ Otro

Formulario de preguntas

La información que facilite es voluntaria.

Nombre / Apellido

Ciudad

Correo electrónico (para estar en la lista de distribución del aeropuerto)

Pregunta

Por favor, imprima claramente:

Knowing that plane traffic will increase significantly over the next 10-15 years, would anyone on the panel buy a home in old town?

Los comentarios también pueden enviar en el sitio web del proyecto: https://cma-alp-update.airportstudy.net

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
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Date: February 20, 2024
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Topic ☑ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

I understand that FAA grant funding became an option in the 1970's.

During which years since then have we received FAA grant funding?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
Community Meeting #3
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Time: 6 pm

Topic ☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial

City

Email (to be on the airport's distribution list)

Question

Please print clearly:

Where do each of you (on the panel) live? In Camarillo?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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Date: February 20, 2024
Time: 6 pm

Topic

☐ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

what's the reason for narrowing the runway

First Name / Last Initial

What is the reason for narrowing the runway?

Email (to be on the airport's distribution list)

Question

Please print clearly:

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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Time: 6 pm

Topic ☒ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name / Last Initial
Why expand airport to allow more jets?
City
Email (to be on the airport's distribution list)

Question

Please print clearly:

WHY ALLOW AIRPORT EXPANSION?
WHY ALLOW MORE TRAFFIC?
Why TAKE FAA MONEY? ←

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Camarillo Airport Layout Plan Project
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Time: 6 pm

Topic ☒ Airport Development ☐ Cargo/ Airline Service ☐ Forecasts ☐ Noise ☐ Other

Question Card

Information you provide is voluntary.

First Name, Last Initial: Peter Pezzuto
City: Camarillo
Email: [redacted]

Question

Please print clearly:

Any thought of rebuilding the runway at Oxnard (OXR) so as to handing heavier traffic. ~~It does better~~ MAINTAIN?

Comments can also be submitted on the project website: ***https://cma-alp-update.airportstudy.net***

COUNTY of VENTURA
Department of Airports

Airport Planning Project Websites

Camarillo Airport Layout Plan (ALP) Update

cma-alp-update.airportstudy.net

Camarillo Part 150 Noise Study

cma-noise-study.airportstudy.net

OXNARD PART 150 NOISE STUDY

oxr-noise-study.airportstudy.net

COUNTY of VENTURA
Department of Airports

Sitios web del proyecto de planificación aeroportuaria

Actualización del Plan de diseño del Aeropuerto de Camarillo (ALP)

cma-alp-update.airportstudy.net

Estudio de ruido Parte 150 de Camarillo

cma-noise-study.airportstudy.net

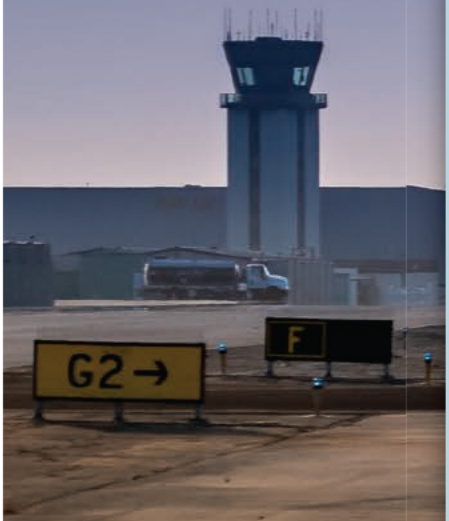
ESTUDIO DE RUIDO PARTE 150 DE OXNARD

oxr-noise-study.airportstudy.net

Camarillo Airport ALP Update

April 2023

- ✓ Joint Powers Agreement (JPA) upheld
- ✓ No changes to Camarillo Airport's current role
- ✓ No plan for large air cargo activity
- ✓ No plan for additional runway length
- ✓ No plan for scheduled commercial service



For more information please contact:

Dave Nafie,
Department of Airports
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

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 in file to support grant funding decisions. Any project for which the Airport is seeking federal funding must be depicted on the ALP.

How is this done?

The FAA assists airports to meet this requirement through the funding of planning studies like master plans. In contrast to a full master plan, an ALP update satisfies FAA requirements without needing to consider changes to Camarillo Airport's role.

What is being studied?

The ALP Update will focus on identifying and prioritizing projects that will sustain Camarillo Airport's critical facilities, especially the runway and taxiways. It is essential that we receive funding from the FAA and take steps to remain eligible for grant funding.

Additionally, the study will focus on meeting or documenting compliance with evolving FAA safety standards, and identifying the best uses of airport property, both aviation-related and in the adjoining business park.

How is the community involved?

The Department of Airports is committed to working closely with our surrounding community members on airport issues that affect them. To that end, we are hosting a series of workshops to allow the community to share their experiences and learn more about the airport. Meetings and study materials will also be available in Spanish.

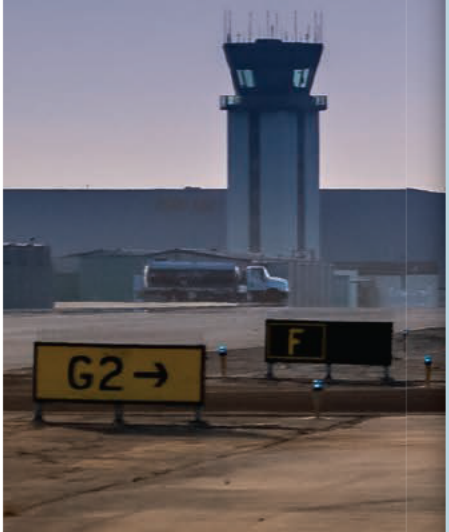
COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

Aeropuerto Camarillo Actualización del plan de diseño aeroportuario (ALP) e informe descriptivo

Abril de 2023

- ✓ Acuerdo de Poderes Conjuntos (JPA) ratificado
- ✓ Sin cambios en la función actual del Aeropuerto Camarillo
- ✓ Sin plan para una gran actividad de transporte aéreo de carg a
- ✓ Sin plan para una longitud adicional de pista
- ✓ Sin plan de servicio comercial programado



¿Qué es un plan de diseño aeroportuario?

Un plan de diseño aeroportuario (ALP) es un documento que describe las instalaciones existentes y las planeadas en un aeropuerto. La Administración Federal de Aviación (FAA) requiere un ALP actual en el expediente para justificar las decisiones de financiación por subvención. Todo proyecto para el Aeropuerto que requiera una financiación federal debe estar representado en el ALP.

¿Cómo se lleva a cabo?

La FAA ayuda a los aeropuertos en el cumplimiento de este requisito mediante la financiación de los estudios de planeación como los planes maestros. A diferencia de un plan maestro completo, la actualización de un ALP satisface los requisitos de la FAA sin tener que considerar cambios en la función del Aeropuerto Camarillo.

¿Qué estudios están involucrados?

La actualización del ALP se enfoca en identificar y priorizar los proyectos considerados en las principales instalaciones del Aeropuerto Camarillo, especialmente en las pistas de aterrizaje y pistas de rodaje. Es imprescindible que recibamos la financiación por parte de la FAA y adoptar medidas para seguir siendo elegibles para la financiación por subvención.

Además, el estudio se enfoca en el cumplimiento o en la documentación de cumplimiento de las cambiantes normas de seguridad de la FAA, así como en la identificación del mejor aprovechamiento de los bienes del aeropuerto, relacionados con la aviación y en el colindante parque empresarial.

¿Cómo está involucrada la comunidad?

El Departamento de Aeropuertos está comprometido a trabajar estrechamente con los miembros de nuestra comunidad aledaña en los problemas del aeropuerto que les afecta. Para esto, estamos organizando una serie de talleres para permitir que la comunidad comparta sus experiencias y aprendan más sobre el aeropuerto. Las reuniones y los materiales de estudio también están disponibles en español.

Para obtener más información favor de comunicarse con:

Dave Nafie,
Departamento de Aeropuertos
Dave.Nafie@ventura.org

Patrick Taylor,
Coffman Associates
Ptaylor@coffmanassociates.com

COUNTY of VENTURA
Department of Airports

www.cma-alp-update.airportstudy.net/

Final Comment Period
February 21 – May 10,2024
On-Line

- **Public Comments Received**

City of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Office of the City Manager
(805) 388-5307
FAX (805) 388-5318

May 10, 2024

Keith Freitas
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

RE: Camarillo Airport Layout Plan Update

Dear Keith,

On behalf of the City of Camarillo, I want to express my appreciation for your efforts in engaging the Camarillo community in the Airport Layout Plan process (ALP). I recognize that public participation in the ALP is not required by the FAA and applaud your efforts to incorporate public participation into your ALP process in an effort to inform Camarillo residents and to seek their input.

The City understands that, at a general level, the County is obligated to make Camarillo Airport available for aeronautical use, to maintain an ALP, and to improve the Airport in conformity with the FAA-approved ALP. At a more detailed level, the County is obligated to maintain facilities improved with federal grants, to operate the Airport safely, and to consider requests from private entities to make improvements with private funds.

The City recognizes that the County does not have legal rights to place restrictions on aircraft in flight, nor may the County impose restrictions or mandatory flight restrictions. The FAA has exclusive jurisdiction over airspace, aircraft and pilots. The City understands that Ventura County cannot close the Camarillo Airport; rather, the County is obligated by contracts with FAA requiring County to keep airport open as well as by restrictive covenants in the deed by which the airport was transferred from the United States Government.

The City acknowledges that the ALP does not include any airport expansion, rather the focus is on infrastructure, parking, ramps, maintenance. We also understand that the County is not obligated to construct improvements simply because those improvements are depicted on the FAA-approved ALP. The County is the owner and operator of the Airport and will decide whether and when to apply for FAA grant funding and/or to use other airport revenues or debt to make the identified improvements.

Although we have a clear understanding of the County's obligations for the ALP, as well as your role in operating the Camarillo Airport, it is imperative that the Ventura County Department of Airports balance the Airport's needs with those of the surrounding community.

The City is interested in solutions to address the quality-of-life issues that are being raised repeatedly by Camarillo residents. We ask that you move forward now to pursue opportunities to engage in permanent noise monitoring opportunities. We also ask you to seek opportunities

to safely adjust the flightpath over Old Town Camarillo to minimize disruption to the quality of life of Camarillo residents.

In all that you do, we are counting on you to continue to uphold the 1976 Agreement, as committed to in the letter from the County to the City, dated January 19, 2022, and since that time through verbal and written correspondence between the two entities. Additionally, we encourage you to continue engaging with Camarillo residents in all airport-related matters that have the potential to impact quality of life.

As always, I am available at your convenience to discuss this matter. We value our partnership with the County in planning for the future of this important community asset, and the City will continue to dedicate the time, attention and energy necessary to find a resolution on these issues.

Sincerely,

Greg Ramirez
City Manager

VENTURA LOCAL AGENCY FORMATION COMMISSION
801 S. VICTORIA AVENUE, SUITE 301 ● VENTURA, CA 93003
TEL (805) 654-2576 ● FAX (805) 477-7101
WWW.VENTURA.LAFCO.CA.GOV

April 12, 2024 SENT VIA E-MAIL

Keith Freitas, Director of Airports
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Subject: Camarillo Airport Layout Plan Update

Dear Mr. Freitas:

LAFCo staff has reviewed the Final Draft Airport Layout Plan (ALP) and Narrative Report, and provides the following comments. The comments provided in this letter are those of LAFCo staff and do not reflect determinations made by the Commission.

As background, LAFCo's purposes are to (1) discourage urban sprawl, (2) preserve open space and prime agricultural land, (3) ensure efficient provision of government services, and (4) encourage the orderly formation and development of local agencies, such as cities (Government Code § 56301). LAFCo implements its mission in part through its actions related to local agencies' requests for boundary changes and service provision.

LAFCo staff requests that the County expand upon the statement "Sanitary sewer services are provided by Ventura County" contained within the Final Draft ALP and Narrative Report, to reflect the following facts:

The County of Ventura, through its Water and Sanitation Department, owns, operates, and maintains the wastewater collection infrastructure for the Camarillo Airport facility. Wastewater is discharged from the airport to the Camarillo Sanitary District's (District's)[1] sewer system, an arrangement that has been in place since the 1960s (and likely since 1955, predating earliest District records). The wastewater is then treated at the District's treatment facility.

Additionally, in 2017, the District and the County entered into an extraterritorial service agreement to authorize the District to provide sewer service outside its jurisdictional boundaries to allow for the development of new aircraft hangars at the northeast corner of the Camarillo Airport within an approximately 20-acre area. The agreement, approved by LAFCo, allowed the direct connection of the development project to the District's collection system

[1] The Camarillo Sanitary District is authorized to provide wastewater collection and treatment service within its jurisdictional boundaries (i.e., within and surrounding the City of Camarillo). In some circumstances, pursuant to LAFCo approval, it may also provide services outside its jurisdictional area. The City Council of the City of Camarillo is the governing body of the District.

(bypassing the County's existing infrastructure) due to proximity of the development site to existing District pipelines. An amendment to the agreement, approved by LAFCo in 2022, extended the 5-year term of the original agreement by an additional 5-year period, to accommodate the District's desire for additional time to pursue LAFCo approval of the annexation of the entire Camarillo Airport facility, in order to provide sufficient time for the County to improve the existing sewer infrastructure at the airport to meet the District's standards.

Thank you for the opportunity to provide expanded detail regarding the circumstances surrounding wastewater services that are provided at the Camarillo Airport, and for your consideration in incorporating this information into the Final ALP Update and Narrative Report. Please contact me if you have any questions.

Sincerely,

Andrea Ozdy

Andrea Ozdy
Deputy Executive Officer

c: Dave Nafie, Ventura County Department of Airports
Joe Pope, Ventura County Water and Sanitation Department
Dave Klotzle, Camarillo Sanitary District

cfrog
climate first:
replacing oil & gas

May 9, 2024

Ventura County Department of Airports
Submitted via online public comment form

Re: Draft of Final Airport Layout Plan (ALP)

To Whom It May Concern,

Climate First: Replacing Oil & Gas (CFROG) is a grassroots environmental nonprofit dedicated to combating the climate crisis by working to shape the transition away from fossil fuels to a carbon-free economy in Ventura County. We advocate for transparent and public environmental decision-making processes that appropriately consider public health and the climate crisis. **CFROG, and our members in the Camarillo area, are concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport due to the significant pollution increase and negative impacts on health, safety, and our climate.**

As a city located right in the middle of the fastest-warming county in the lower United States, it is essential for Camarillo to prioritize reducing emissions and seriously consider the impacts of this pollution on community member health and safety. Emissions from aviation are a significant contributor to climate change and these emissions are growing faster than any other mode of transport. Air pollution from aircrafts can also have direct negative impacts on respiratory and cardiovascular health in nearby communities. The Plan's forecasted doubling in jet and turboprop operations within the next 10 years, and then another doubling in the 10 years after that, introduces an unacceptable level of harmful pollution into the air community members breathe and our climate.

CFROG urges the Ventura County Department of Airports, FAA, Camarillo City Council, Ventura County Board of Supervisors, and the Airport Authority Board to protect the Camarillo community by:

- Conducting an alternative flight path study
- Establish permanent noise monitoring equipment in place
- Complete an emissions and air quality analysis
- Limit airport business expansion (no new large hangars or Fixed Based Operators that service turbine engine aircraft.

With urgency,

Haley Ehlers

Haley Ehlers, Executive Director

Climate First: Replacing Oil & Gas
PO Box 23003, Ventura, CA 93002 (805)263-7408 info@cfrog.org www.cfrog.org

From:	Tad Dougherty
To:	Patrick Taylor; Dave Nafie
Subject:	ALP Comments
Date:	Sunday, April 14, 2024 5:44:43 PM

Coffman has done their usual good work.
A few notes for your consideration:
- I think there is a typo on page 3-2. The true bearing of the runway is not 186.05 (or maybe I misread something).
- Perhaps beyond your purview, but airport management should be given "some" idea of the "ultimate" strength of the pavement (how heavy a plane can it handle for a one time or just a few times events). My memory is a little sketchy, but some years back they allowed a C-17 (in for an airshow) to use Taxiway A and it basically busted up the asphalt pavement. I saw the taxiway afterward and alerted the tower. You can see the section of pavement they replaced in the current pictures. There is an engineering limit. Again, even sketchier memory, some years back, the Air Force had their people come in and do core samples at various points on the runway, before (I think) they brought in a B-52 (for an airshow).
- It will be a long time or never, before a parallel runway happens. CMA gets very busy at times. Perpendicular taxiway exits will slow down operations. Certainly incursions are a worry, but also having a lot of planes in the air, in the pattern, holding outside 5 miles would have an impact on safety in the area. Current geometry is sort of "high speed" exits helping to get planes off the runway.
- As noted above, CMA gets busy. Changing / limiting the holding pads in the runup areas (especially A) will pile up a lot of waiting airplanes, all the way down "G" and probably back up "H" at times. Is there any other / better way to deal with the runup area. Frustrated people sometimes then feel rushed and sometimes make errors in judgement.
- Thanks for your consideration. I know, FAA dictates hold sway over most things. But, there are impacts.
Tad Dougherty
CMA tenant

Freitas, Keith

From: North, Tiffany
Sent: Monday, May 6, 2024 10:56 AM
To: Freitas, Keith
Cc: Temple, Tom
Subject: FW: airport plan

FYI. Sent to the Board today.

Tiffany N. North
County Counsel

Notice: This e-mail and its attachments, if any, are confidential attorney work product and are protected by the attorney-client privilege and the attorney work product privilege. If you are not the intended recipient, please inform the sender by reply e-mail and delete all copies of the original message. Thank you.

From: [redacted]
Sent: Saturday, May 4, 2024 12:03 PM
To: ClerkoftheBoard <ClerkoftheBoard@ventura.org>
Subject: airport plan

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

I am not in favor of having more jets at Camarillo airport now or in the future. I am very concerned with air quality in the town of Camarillo - we used to be known as a beautiful, quiet, clean air city and we don't want that to turn into a jet fueled environment. This could greatly impact the health of our community since air pollution from jets is carcinogenic and toxic. I am also concerned about noise especially since this a bedroom community not an industrial city. I would like to see less expansion at the airport not more.

This is a big issue for me and many others and will affect how I and others will vote in the future. Thank you taking this issue seriously.

Freitas, Keith

From: Long, Kelly
Sent: Sunday, May 5, 2024 6:35 PM
To: Miller, Brian; Freitas, Keith
Subject: Fwd: Increase in air traffic

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

> **From:** Laura Murphy [redacted]
> **Date:** May 5, 2024 at 6:18:13 PM GMT-7
> **To:** "Long, Kelly" <Kelly.Long@ventura.org>
> **Subject: Increase in air traffic**
>
> WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.
>
> Hello,
>
> I am concerned about the projected air traffic numbers in the years coming. It is a concern for the environment and much agriculture. Which is a big part of Camarillo and for other areas of crop distribution. Please consider this when making your decisions.
>
> Thank you!
>
> Laura Sett

Freitas, Keith

From: Long, Kelly
Sent: Sunday, May 5, 2024 6:34 PM
To: Miller, Brian; Freitas, Keith
Subject: Fwd: Camarillo Airport

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

From: James Richards [redacted]
Date: May 5, 2024 at 12:44:36 PM GMT-7
To: "Long, Kelly" <Kelly.Long@ventura.org>
Subject: Camarillo Airport

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

My family has lived in beautiful Camarillo for the last 3 years. We are concerned about the proposed airport increase of Jets and Turboprop planes. I live near the Airport and the extra noise from more landings and take offs will impact our house environment. We are content with the noise level as is, and don't approve of more, larger plane landings*
Sometimes we have to repeat our words in midsentence to be heard when a plane landing or taking off. This is very disrupted to our quality of life.
Please closely review our concerns and do your best to minimize the air traffic in Camarillo Airport.
Sincerely James R

Freitas, Keith

From: Long, Kelly
Sent: Friday, May 3, 2024 3:07 PM
To: Miller, Brian; Freitas, Keith
Subject: Fwd: ALP Comments

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

From: Rose Obetz [redacted]
Date: May 3, 2024 at 3:05:50 PM GMT-7
To: "Long, Kelly" <Kelly.Long@ventura.org>
Subject: ALP Comments

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Supervisor Long:
I fail to understand why the County and City of Camarillo are even interested in accepting money from the FAA for infrastructure upgrades to the Camarillo Airport! These improvements will inevitably lead to increased traffic at the airport that will undermine the quality of life in Camarillo!

It is not only jets and turboprop planes that will increase noise pollution and environmental degradation, but also the small, private planes that buzz over our rooftops like loud, pesky insects! Before expansion, I have had as many as 42 small planes buzz my house daily on a summer weekend! Try enjoying your garden or outdoor pool with that kind of traffic overhead! And now, I will have even more planes coming?

Freitas, Keith

From: Long, Kelly
Sent: Friday, May 3, 2024 2:11 PM
To: Freitas, Keith; Miller, Brian
Subject: Fwd: Camarillo Aiport

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

From: kay [redacted]
Date: May 3, 2024 at 6:35:23 AM GMT-7
To: "Long, Kelly" <Kelly.Long@ventura.org>
Subject: Camarillo Aiport

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

My name is Katharine Simmons and I am a years long resident of Camarillo. I am concerned about the increase in jet and turboprop traffic in my community. Since the rise of this traffic I have had increase in headaches and breathing problems. I am asking for your help to protect me and my community! In order to accomplish this goal please conduct and alternative flight path study as well as put in permanent noise monitoring equipment in place. These items can go a long way to reduce the noise and pollution which are destroying quality of life in this community
Sincerely,
Katharine Simmons

Sent from Mail for Windows

Real Estate brokers are now insisting that your property's title have an airport easement inserted into it when title is transferred.
Are we now legally required to disclose to buyers that our property is under the flight path to the airport?
For homeowners that have fled and now rent out their properties; must we give notice to tenants that they are living under a flight path? Are we liable now if we don't give notice?

So, what am I asking from government;

1.) Funding for identifying affected homes and homeowners along the landing path.

2.) Funding for soundproofing of affected properties, and permanent noise monitoring equipment installed with citizen access to all records.

3.) More/stronger limits to overflights directing aircraft away from residential properties.
4.) Permanent Ventura County property tax exemptions for affected private properties for the life of Camarillo Municipal Airport.
Thank you, Daniel Githens

Sent from Outlook

Freitas, Keith

From: Long, Kelly
Sent: Sunday, May 5, 2024 6:34 PM
To: Miller, Brian; Freitas, Keith
Subject: Fwd: Camarillo Airport APL update

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

From: P GITHENS [redacted]
Date: May 5, 2024 at 11:52:16 AM GMT-7
To: saveourskiescamarillo@gmail.com, "Long, Kelly" <Kelly.Long@ventura.org>, "Lopez, Vianey" <Vianey.Lopez@ventura.org>, T Trembley <ttrembley@cityofcamarillo.org>, ssantangelo@cityofcamarillo.org, council@cityofcamarillo.org, saveourskiescamarillo@gmail.com
Subject: Re: Camarillo Airport APL update

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Sent from Outlook

From: P GITHENS [redacted]
Sent: Thursday, May 2, 2024 12:10 PM
To: saveourskiescamarillo@gmail.com <saveourskiescamarillo@gmail.com>
Subject: Camarillo Airport APL update

My name is Daniel Githens, I have been a resident since 1956.
I am concerned about the increase in aircraft traffic at Camarillo Airport because of its continuous disruptions to daily life in my personal residence, and yard(s). The Camarillo Municipal Airport daily operation functions effectively to deprive me of the fair and peaceful use of my private property with landing and takeoff overflight noise drowning out normal conservation(s) inside and outside of the home, disrupting sleep and normal sleep patterns at all hours and adding significantly to air pollution.
The decibel (90dBA) standard's FAA's origination is not transparent and in direct violation of the City of Camarillo and the State of California's dBA(A) standard. It cannot be slept through; it cannot be talked over.

10.34.040 - Exterior noise standards. (Code of Ordinances
Supplement 24 City of Camarillo.
Online content updated on March 20, 2024)
From the code:
Noise zone Designated Noise Zone Land Use Time Interval Exterior Noise Level (dBA)

II	Residential properties	7 a.m.—9 p.m.	55
		9 p.m.—7 a.m.	45

The takings clause of the Fifth Amendment does not grant Federal, state, county or local government a special exception for airports or federal agencies to degrade or make your property uninhabitable.
From Camarillo Airports inception, Ventura County and the FAA has politically steamrolled the citizens of Camarillo forcing this airport into this very poor location without concern or care for how it impacts and degrades the private properties surrounding this airport and negatively affecting resident's health. Even prisoners have a right to a good night's sleep, with hundreds of overflights from the Camarillo Airport night and day over my property apparently to Ventura County, the FAA and the City of Camarillo I do not have that right.

Additionally, there is a very real fear of a plane strike along the landing path to the airport, especially from high-speed jets. This induces a continuous state of unease and heightened apprehension that affects one's health and well-being.

Powers, Erin

From:	Freitas, Keith
Sent:	Friday, May 3, 2024 2:29 PM
To:	Nafie, Dave; Powers, Erin; Jauregui, Jannette
Cc:	Pullman, Casey; Castro, Ana; Arreola, Denise
Subject:	FW: ALP Report and Camarillo Airport Noise Issues

FYI

Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)
555 Airport Way, Suite B
Camarillo, CA 93010
805-388-4200

From: Long, Kelly <Kelly.Long@ventura.org>
Sent: Friday, May 3, 2024 2:15 PM
To: Freitas, Keith <Keith.Freitas@ventura.org>; Miller, Brian <Brian.Miller@ventura.org>
Subject: Fwd: ALP Report and Camarillo Airport Noise Issues

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

> **From:** "michael d. rittenberg" [redacted]
> **Date:** May 2, 2024 at 4:42:38 PM GMT-7
> **To:** saveourskiescamarillo@gmail.com, council@cityofcamarillo.org, ssantangelo@cityofcamarillo.org, T Trembley <ttrembley@cityofcamarillo.org>, "Lopez, Vianey" <Vianey.Lopez@ventura.org>
> **Cc:** "Long, Kelly" <Kelly.Long@ventura.org>
> **Subject: ALP Report and Camarillo Airport Noise Issues**

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Hi,
My wife Lisa and I are 34 year residents of Old Town Camarillo.
We knew the airport was here when we moved in.
And, we are not trying to get rid of the Airport.
Our concerns are the ever increasing number of flights coming into the airport (as expected to a certain degree), and the loudness and disruptiveness of the planes to our lifestyle.
We love Camarillo, and we love Old Town.
What we are frustrated with is the fact that the landing flight pathway is directly over our house, and it is getting to be more and more of a problem with the loudness of the planes, and the frequency (numbers) of planes coming into Camarillo...both with enticing more to use Camarillo Airport by the businesses at the airport, and the closing of Santa Monica Airport plays a roll I suspect too.
We do not want any larger planes like Amazon and FedEx...which we have been promised will not occur no matter what else happens.
We would like all attempts to be made to alter the landing flight path with the FAA to have the planes come in over the farm land instead of all our houses.
This is for noise reasons, pollution reasons, and safety (crash) reasons too!
I am sure that with all the ingenuity we Americans as a people possess, this can be accomplished.
I don't know a lot about flying...but, it seems our wind patterns would allow landings coming in from a curvature angle from the farm areas avoiding the Old Town homes.
Also, if we were younger, and had kids...the noise levels when kids are at home after school and playing and/or sleeping is extremely loud and frequent (evenings).
I am not sure how these flights don't wake them up, interrupt family time in the evenings (i.e. homework time, TV time, family fun, etc)
I stay up late into the evenings/morning as a routine too.
And, we hear planes coming in at 12-1 AM even
During the day and evenings, we have to stop phone conversations, TV shows, and even direct conversations with friends and neighbors because the planes are so loud and frequent!
Please help us get the best results of all this with respect to the more and more frequent plane flights and noise pollution levels to our wonderful Camarillo life experiences.
Thanks!
Michael and Lisa Rittenberg

Powers, Erin

From: Freitas, Keith
Sent: Thursday, May 2, 2024 12:35 PM
To: Nafie, Dave; Powers, Erin; Jauregui, Jannette; Castro, Ana; Arreola, Denise
Subject: FW: Camarillo Airport

FYI

Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)
555 Airport Way, Suite B
Camarillo, CA 93010
805-388-4200

From: Long, Kelly <Kelly.Long@ventura.org>
Sent: Thursday, May 2, 2024 12:02 PM
To: Miller, Brian <Brian.Miller@ventura.org>; Freitas, Keith <Keith.Freitas@ventura.org>
Subject: Fwd: Camarillo Airport

See below.

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

> **From:** Kathy McGrath [redacted]
> **Date:** May 2, 2024 at 11:09:21 AM GMT-7
> **To:** "Long, Kelly" <Kelly.Long@ventura.org>
> **Subject: Camarillo Airport**
>
> WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

My name is Kathy McGrath and I'm a newer resident of the [redacted] neighborhood in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of the noise disruption and effects on quality of life.

My family has a unique perspective as we resided peacefully in Sherman Oaks for nearly 25 years. When Van Nuys Regional Airport began growing without restraints, our hillside neighborhood lost all peace and quiet, and it became unbearable. Large private jets zoomed overhead at all hours, and historical flight paths over natural noise corridors like the freeway and public spaces all of a sudden permanently switched. Complaints increased exponentially, but the damage has been done.

I am asking for your help to protect this community. Don't alter flight paths to make it another neighborhood's problem; respect this space by putting the flight paths over the freeway, outlet mall, open fields, and public space. Do not alter the 1976 agreement nor allow officials to do so. Do not auction off the peace and beauty of this community to the highest bidder, the builders of plane hangers, or private jet owners.

Kathy McGrath
Camarillo

From: Long, Kelly <Kelly.Long@ventura.org>
Sent: Thursday, April 25, 2024 4:22 PM
To: Freitas, Keith <Keith.Freitas@ventura.org>; Miller, Brian <Brian.Miller@ventura.org>
Subject: Fwd: Camarillo Airport

Hi,

See below email.

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

From: "Mr. Clean" [redacted]
Date: April 25, 2024 at 2:16:09 PM GMT-7
To: "Long, Kelly" <Kelly.Long@ventura.org>
Subject: Camarillo Airport

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forwar
the message to Email.Security@ventura.org.

Ms Long,

As a member of the Airport Advisory Board, I know you are familiar with the technical issues surrounding expansion of Camarillo Airport and the related Plan. But regardless of whatever flaws I might find with the plan, it seems to me, it is really about expanding services for those wealthy individuals who wish to avoid commercial air travel. My thoughts are that this initiative is for the benefit of an exclusive group of individuals that make use of "executive" aircraft for personal convenience. For the vast majority of local residents it just means increased noise and pollution. Recognizing there are also supporters who also stand to make good sums of money and promote their careers through airport expansion.

Also, from my perspective it is disingenuous for the county to endorse expanding the airport for the benefit of a few, while asking the many to conserve resources and be supportive of county "green" initiatives. Expecting "us" to ride bicycles, take public transportation, recycle, adjust our thermostats, etc. while enabling expansion of the

most polluting form of transportation in existence seems irresponsible. Thank you for considering my opinion.

Sincerely,

Norman Clarke
[redacted]

Powers, Erin

From: Freitas, Keith
Sent: Friday, April 12, 2024 8:24 AM
To: Powers, Erin; Beck, Sujin
Cc: Nafie, Dave; Castro, Ana; Castro, Ana; Arreola, Denise; Jauregui, Jannette
Subject: FW: LAFCo Comments re: Camarillo Airport Layout Plan Update
Attachments: 2024-04-12 - Camarillo ALP Update - LAFCo Comments.pdf

Erin,
FYI

Keith

Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)
555 Airport Way, Suite B
Camarillo, CA 93010
805-388-4200

From: Ozdy, Andrea <Andrea.Ozdy@ventura.org>
Sent: Friday, April 12, 2024 8:06 AM
To: Freitas, Keith <Keith.Freitas@ventura.org>
Cc: Pope, Joseph <Joseph.Pope@ventura.org>; Klotzle, Dave <dklotzle@cityofcamarillo.org>; Luoma, Kai <Kai.Luoma@ventura.org>; Nafie, Dave <Dave.Nafie@ventura.org>
Subject: LAFCo Comments re: Camarillo Airport Layout Plan Update

Hello Keith,

Attached are LAFCo staff's comments regarding the Camarillo Airport Layout Plan Update. Thanks for your consideration and please reach out if you have any questions.

Thanks,
Andrea

Andrea Ozdy, Deputy Executive Officer
Ventura Local Agency Formation Commission (LAFCo)

801 S. Victoria Avenue, Suite 301, Ventura, CA 93003
Phone (805) 654-2866 **Email** andrea.ozdy@ventura.org
Web ventura.lafco.ca.gov

Powers, Erin

From: Jauregui, Jannette
Sent: Friday, April 5, 2024 9:53 AM
To: Freitas, Keith; Nafie, Dave; Powers, Erin; Castro, Ana; Arreola, Denise
Subject: FW: New submission from Contact Us

FYI...I am responding now.

From: joseph.sound@ventura.org <joseph.sound@ventura.org>
Sent: Thursday, April 4, 2024 6:43 PM
To: Nafie, Dave <Dave.Nafie@ventura.org>; Jauregui, Jannette <Jannette.Jauregui@ventura.org>; AirportInfo <AirportInfo@ventura.org>
Subject: New submission from Contact Us

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Name

Kristen Kessler

Email

[redacted]

Phone

[redacted]

Comments / Message:

Hello,

Where do I submit comments about the Airport Layout Plan?

Thank you

Powers, Erin

From: Freitas, Keith
Sent: Wednesday, March 20, 2024 8:52 AM
To: Nafie, Dave; Powers, Erin; Pullman, Casey; Jauregui, Jannette; Castro, Ana; Arreola, Denise
Subject: FW: Camarillo Airport Proposed Airport Layout Plan

FYI

Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)
555 Airport Way, Suite B
Camarillo, CA 93010
805-388-4200

From: Long, Kelly <Kelly.Long@ventura.org>
Sent: Tuesday, March 19, 2024 6:27 PM
To: Miller, Brian <Brian.Miller@ventura.org>; Freitas, Keith <Keith.Freitas@ventura.org>
Subject: Fwd: Camarillo Airport Proposed Airport Layout Plan

Hello,

Wanted to forward this to you.

Best regards,

Kelly

Kelly Long
Ventura County Supervisor
District 3
1203 Flynn Rd, Suite 220
Camarillo, CA 93012
(805) 654-2276 Office
www.Ventura.org

Begin forwarded message:

> **From:** Sam Feola [redacted]
> **Date:** 19 March 2024 at 9:14:34 pm GMT-4
> **To:** "Long, Kelly" <Kelly.Long@ventura.org>, T Trembley <ttrembley@cityofcamarillo.org>, ssantangelo@cityofcamarillo.org
> **Cc:** Samuel Feola [redacted]
> **Subject: Camarillo Airport Proposed Airport Layout Plan**

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forwar
the message to Email.Security@ventura.org.

Supervisor Long, Mayor Trembley and Councilmember Santangelo,

My wife and I are writing to you to let you know that there are those of us living in Old Town who LOVE the Camarillo Airport air traffic – noise and all. We are NOT supporters of Save Our Skies Camarillo – quite the opposite.

My wife grew up in Camarillo when the Oxnard AFB was active, and I am a former Naval Aviator. We both enjoy the sound and sight of a business jet or prop or turboprop flying over our house as part of the approach path to the Camarillo Airport. I particularly enjoy the sound of the vintage aircraft that Camarillo Airport is blessed to have based here. I flew some of them when I was in the Navy, which brings me great joy every time one flies over our house.

We both consider the fact that celebrity, corporate, and "fractional ownership" jets are signs that the people who fly on them are contributing wealth and taxes to Ventura County and Camarillo in particular.

We feel Ventura County and the City Council, along with the FAA, are addressing the long-term needs of the airport, the airport community, Ventura County, and Camarillo residents. We support the hard work (and thankless job) of the Ventura County Department of Airports and the Camarillo Airport Layout Plan.

Thank you,

Sincerely,

Sam and Pat Feola

[redacted]

Sam and Pat Feola

[redacted]

Dear Camarillo Airport Authority,

The Department of Airports is forwarding correspondence from Camarillo resident, Mary Heck, for your review.

Regards,
Airport Staff

From: Mary Heck [redacted]
Sent: Thursday, May 9, 2024 5:52 PM
To: council@ci.camarillo.ca.us; ClerkoftheBoard <ClerkoftheBoard@ventura.org>; Airport Meetings <airportmeetings@ventura.org>
Cc: saveourskiescamarillo@gmail.com
Subject: Fw: No to Airport Expansion

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

5-9-2024

To Whom It May Concern:

I am writing this inform you that the impact of airport expansion and more airplanes they want to come to Camarillo Airport and I say No to this idea.

My name is *Mary Heck* and I'm a ***62 year*** resident of the [redacted] ***neigborhood*** in Camarillo (which puts us in the county but airplains that fly over us also fly over the two neighborhoods next to us that are in the city - Suburbia and Cerra Vista neighborhoods). I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise and air pollution is ***impacting my health, and safety concerns and it is annoying change to cummunity feel of Camarillo..***
A few times a year a plane will crash near the fields of the airport, however it will be a more of a safety concern since they are building near/on Springville development. Where will they go for an emergency / crash landings?
Most of the population of Camarillo moved here for the cleaner air and no noise from an airport. We do not use airports very much, but when we need one, the trip to Burbank or LAX is part of the adventure.
If someone uses an airport a lot then they should move to be near one and not live in Ventura County.
Now Camarillo is paying the price for the convenience of wealthy individuals and the profits of private jet businesses at the Airport.

How the County is benefitting while our community's health and safety is being put at risk.
How does this violate the 1975 contract with the City of Camarillo and the County of Ventura? It seems that it does just by the fact of expanding the airport and more larger airplanes coming here every 10 years.

Private jets emit at least 10 times more pollutants than commercial planes per passenger.

All this development at the Camarillo Airport will affect most of Camarillo and especially the Old Town area and the events of Camarillo Cruise Nights; Camarillo Heritage Days; Farmer's Market; 4th of July fireworks at the Outlets; anything new events at the St. Mary Magdaline Church and Dizdar Park.

Here is the forecast of what they want to come here--

TABLE 2N | Fleet Mix Operations Forecast

	EXISTING		FORECAST					
Aircraft Type	**2022**	**Percent**	**2027**	**Percent**	**2032**	**Percent**	**2042**	**Percent**
Local Operations								
Single Engine Piston	101,708	98.17%	101,878	98.02%	103,447	97.90%	106,790	97.71%
Multi-Engine Piston	600	0.58%	600	0.58%	600	0.57%	600	0.55%
Turboprop	200	0.19%	240	0.23%	280	0.26%	320	0.29%
Jet	100	0.10%	120	0.12%	140	0.13%	180	0.16%
Helicopter	1,000	0.97%	1,100	1.06%	1,200	1.14%	1,400	1.28%
Total Local	**103,608**	**100.00%**	**103,938**	**100.00%**	**105,667**	**100.00%**	**109,290**	**100.00%**
Itinerant Operations								
Single Engine Piston	60,020	71.91%	56,518	63.79%	53,283	56.97%	42,859	40.10%
Multi-Engine Piston	4,200	5.03%	4,200	4.74%	4,200	4.49%	4,200	3.93%
Turboprop	3,996	4.79%	8,152	9.20%	13,357	14.28%	25,905	24.24%
Jet	7,852	9.41%	11,629	13.13%	13,883	14.84%	23,318	21.82%
Helicopter	7,400	8.87%	8,100	9.14%	8,800	9.41%	10,600	9.92%
Total Itinerant	**83,468**	**100.00%**	**88,599**	**100.00%**	**93,523**	**100.00%**	**106,882**	**100.00%**
Total Operations	**187,076**		**192,538**		**199,191**		**216,172**	

Source: FAA TFMSC database; Coffman Associates analysis

Private jet and turboprop forecast from Airport Layout Plan:
Already, currently jet and turboprop operations are 12,000/year
Within 10 years, doubling to 27,000/year
And nearly doubling again in the next 10 years to over 49,000/year...4,000/month
NOW is an "official" opportunity to let the FAA and the Ventura County Board of Supervisors know how this increase in larger aircraft will impact you, your family and our community.

Sincerely,
Mary Heck

From: [redacted]
To: ClerkoftheBoard
Subject: Comments on Camarillo Airport ALP Update
Date: Friday, May 10, 2024 3:20:49 PM

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Hello Ventura County Board of Supervisors,

I wanted you to be aware that I provided https://cma-alp-update.airportstudy.net/comments/ the comments below regarding the **Camarillo Airport ALP Update.**

> Subject: Camarilloan concerned about CMA Expansion Impacts
> I am John Groot and have lived in the [redacted] neighborhood of Camarillo for over 12 years. I came to Camarillo mainly because of the healthy, tranquil environment and because it seemed like the local government was really responsive to citizens' needs and input. Local government needs to weigh citizens' concerns about the projected increase in jet and turboprop plane traffic at the Camarillo Airport. Like many, I am deeply concerned that this huge projected traffic increase will add a lot of noise and air pollution to our area. The corporate interests that are pressing for expansion are only focused on serving wealthy clients and making money. The financial benefits that accrue to the city and county are meager, especially when comparted to impacts our health, safety and quality of life. Allowing expanded operations at CMA is a significant step towards it becoming another regional airport, something my fellow residents and I are very fearful of. Please don't allow this to happen! Please help protect our community by monitoring noise and air quality, limiting business expansion and conducting studies of alternative flight paths. Thank you for hearing our concerns!

John Groot

[redacted]

Virus-free.www.avg.com

From: Freitas, Keith
To: Powers, Erin; Nafie, Dave; Jaurequi, Jannette
Cc: Pullman, Casey; Castro, Ana; Arreola, Denise
Subject: FW: Airport layout plan
Date: Monday, May 13, 2024 10:34:53 AM

Erin,
Another for Coffman.

Keith

Keith Freitas, A.A.E., C.A.E.
Director of Airports
Ventura County Department of Airports (Camarillo and Oxnard)
555 Airport Way, Suite B
Camarillo, CA 93010
805-388-4200

-----Original Message-----
From: North, Tiffany <Tiffany.North@ventura.org>
Sent: Monday, May 13, 2024 8:07 AM
To: Freitas, Keith <Keith.Freitas@ventura.org>
Subject: FW: Airport layout plan

FYI.

Tiffany N. North
County Counsel

Notice: This e-mail and its attachments, if any, are confidential attorney work product and are protected by the attorney-client privilege and the attorney work product privilege. If you are not the intended recipient, please inform the sender by reply e-mail and delete all copies of the original message. Thank you.

-----Original Message-----
From: Chris & Holly Jenkins [redacted]
Sent: Friday, May 10, 2024 7:48 PM
To: council@cityofcamarillo.org; ClerkoftheBoard <ClerkoftheBoard@ventura.org>
Subject: Airport layout plan

WARNING: If you believe this message may be malicious use the Phish Alert Button to report it or forward the message to Email.Security@ventura.org.

Committee members,
As a home owner in Camarillo since 1964 I have seen the growth and changes in our city. While supporting growth I have concerns regarding our airport.
With increased housing and businesses our noise and emission output are at a dangerous level to our land and air mass.

I request that we stick by our original plan.

Holly Jenkins
Sent from my iPad

Comments : Entry # 8

Name/Nombre

Randy Chapman

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport Layout Plan Comments

Your Comments/Sus comentarios

I'm writing my comment in full support of the Camarillo Airport. As a homeowner in Mission Oaks, I live under the Mugu flight path and hear constant loud aircraft. While I enjoy hearing the traffic overhead, I recognize that I bought a house in a location where I would experience air noise in perpetuity. If this noise changes, that's a risk I took buying where I did.

In a similar vein, those who bought homes in Old Town and elsewhere bought under the Camarillo Airport's flight path, which has been there for many decades. In a similar vein, the change in jet traffic and the increase in overall traffic is not a valid excuse for complaint any more than my corollary above. The airport is an economic powerhouse for the city and provides many jobs and much experience for pilots in training.

This community is fortunate to have the airport and should be supporting it fully.

Comments : Entry # 9

Name/Nombre

Tina Williams

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP

Your Comments/Sus comentarios

As a resident of Camarillo and due to the fact I live in the incoming flight path I will share with you that the increase in jets/prop or otherwise has caused myself anxiety and many many family disturbances from being able to have a normal conversation to waking us up many times a week. Lack of sleep along with the environmental impact and the increase in noise is detrimental to our mental and physical health along with our longevity and quality of life. Having a small craft airport was acceptable when we purchased our forever home but with the increase of jets with or without props it has become unacceptable.
The flight path needs to be changed so that it does not continue to cause the health effects I have mentioned.
An environmental study needs to be done. A time limit needs to be set up of when planes can fly in and out of Camarillo airport. The number of planes needs to be limited. Something changed a few years ago for all of this to be a problem now and it wasn't Covid and it wasn't just the need to fly jets into Camarillo. It was a business decision made by the airport authority sneaking cloud nine in when no one was going to meetings during Covid. The smoke and mirrors need to stop! This all needs to be reassessed and new plans made that work for the residents of Camarillo.

Comments : Entry # 10

Name/Nombre

Nancy Mauthe

Email/Correo electrónico

Organization/Organización

Monarch Butterfly Program

Address/Dirección

Subject/Asunto

NO! On the Airport

Your Comments/Sus comentarios

We moved here in 1991 and we were told we are in the Flight Plan for the Navy Bases. That was fine with us. But today we are hearing and seeing so many private jets, large planes circling around us that the noise is horrible. It is bad enough when the Navy does their training weekly with 8-10 jets flying over. We do not need this airport and we surely do not need any additional planes flying over homes, schools and business. The travel will increase and the migration of the Monarch Butterfly could be in harm. Also we have many migrating birds coming to our area. No we do not need this for our town we have a Costco coming over there and there is talk of an Auto dealership traffic will be horrible we already have traffic from the Factory Outlet Malls. We have small planes that use our air space circling around and sometimes coming very low over our homes without any marking off the Flight App. Late at night we hear and see jets coming over our home circling around. Many people in town cannot even sleep and many have to get up early to drive to their jobs. Please consider this information. Thank You

Comments : Entry # 11

Name/Nombre

Melissa Padworski Melissa

Email/Correo electrónico

Address/Dirección

Subject/Asunto

No big jets

Your Comments/Sus comentarios

We do not need more air traffic in this small city if they are going to fly, please tell them to be considerate and fly over the fields. Has anybody done the research on the harm that the Jets are giving off the pollution? Even our Sheriff helicopters fly way too low in between the buildings of residence

Comments : Entry # 12

Name/Nombre

Micheline Collingwood

Email/Correo electrónico

Address/Dirección

Subject/Asunto

93010

Your Comments/Sus comentarios

I think this is too small of an airport to allow these jets to land at any time they want. The pollution and traffic will get worse than it is . Some days some of those jets turn on top of my house and I do not reside in the flight path. I know we have to have progress but I hope it does not turn in to John Wayne airport with all the pollution.

Comments : Entry # 13

Name/Nombre

Catherine McGroarty

Email/Correo electrónico

Address/Dirección

Subject/Asunto

airport expansion/more flights

Your Comments/Sus comentarios

I am very much against further expansion of the Camarillo Airport or allowing additional jet flights. There should also be some limits/curfew on when non-emergency landings can happen at night. People deserve reasonable quiet enjoyment of their homes. While I am not directly in the flight path I have lived near a similar municipal airport which- even with curfews-became unbearable as the private jet traffic increased. Please listen to the citizens of Camarillo who will have to live with these decisions every day.

Comments : Entry # 14

Name/Nombre

Debbie Romuld

Email/Correo electrónico

Organization/Organización

Resident/homeowner

Address/Dirección

Subject/Asunto

Airport

Your Comments/Sus comentarios

The airport noise and expansion are totally unacceptable. I moved here 6 years ago after escaping the Campfire in Paradise. I picked Camarillo because it was nice and quiet. I can barely tolerate the airshows. Last year was horrible. It triqured my PTSD and my poor dog was so afraid and would not go outside. We do not need more planes or any Amazon shipments into Camarillo. There are plenty of big planes around here already with the 3 bases and the helicopters over head.. please do not expand or allow anymore big planes into Camarillo. And please get rid of those F18 jets in the airshow. What a waste of tax payer money.

Comments : Entry # 15

Name/Nombre

Thoren Dennis

Email/Correo electrónico

Organization/Organización

Resident

Address/Dirección

Subject/Asunto

Airport layout comment

Your Comments/Sus comentarios

I am a resident under the Camarillo airport flight path. The county elected officials responsibility is to take care of local residents right to live in a healthy and safe environment. Additional business jet traffic increases volume of cancer causing jet engine emissions falling over my home and risks health of my family. Increased jet engine traffic and sound is unacceptable for my family who deserve to have a quiet and safe lifestyle here in Camarillo.

Please do your primary job as elected/appointed government employees and take care of your impacted residents as your first priority please.

Dennis Thoren

Comments : Entry # 16

Name/Nombre

Robert Turley

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Support for expansion

Your Comments/Sus comentarios

I support the airport expansion plan, I love seeing the different planes flying overhead and the energy it brings to our community!

Comments : Entry # 17

Name/Nombre

Debra Beckham

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport "Plan"

Your Comments/Sus comentarios

Thank you for creating a plan most will not read and making it cumbersome and obscure for those who do.
Small planes are OK. I and most others in Camarillo (who have no idea they can comment) do NOT want commercial jets and do not want Camarillo to be like Burbank.

Planes with 10 or less passengers should be the limit.
We also have military planes from Pt. Mugu we have to deal with. Making Camarillo a small LAX will be the fastest way to ruin this city.

Comments : Entry # 18

Name/Nombre

Kathleen McGrath

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport

Your Comments/Sus comentarios

My name is Kathy McGrath and I'm a newer resident of the Camarillo Heights neighborhood in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of the noise disruption and effects on quality of life.

My family has a unique perspective as we resided peacefully in XXXXX for nearly 25 years. When Van Nuys Regional Airport began growing without restraints, our hillside neighborhood lost all peace and quiet, and it became unbearable. Large private jets zoomed overhead at all hours, and historical flight paths over natural noise corridors like the freeway and public spaces all of a sudden permanently switched. Complaints increased exponentially, but the damage has been done.

I am asking for your help to protect this community. Don't alter flight paths to make it another neighborhood's problem; respect this space by putting the flight paths over the freeway, outlet mall, open fields, and public space. Do not alter the 1976 agreement nor allow officials to do so. Do not auction off the peace and beauty of this community to the highest bidder or the builders of plane hangers and private jet owners.

Kathy McGrath
Camarillo

Comments : Entry # 19

Name/Nombre

Timothy Peres

Email/Correo electrónico

Organization/Organización

U-Rent Inc Event Rentals

Address/Dirección

Subject/Asunto

Airport air traffic over our residence

Your Comments/Sus comentarios

I have been a resident for over 64 years and a homeowner in Old Town Camarillo for over 30 years.
I can no longer enjoy the quality of life that Camarillo once provided due to the Camarillo Aiport Jets flying directly over my home continuously through out the day and night. Seven days a week.
Several jets throughout the day line up with our home and begin their decent dangerously low to the landing strip and it is no longer possible to enjoy our yards or have company over to Bbq.
Phone calls are interrupted due to the noise these planes emit.
At night when the planes headlights are on they can illuminate our yard.
The planes are allowed or the pilots choose to fly so dangerously close to our homes that you can't help to think not if but when there is going to be a tragedy from a crash that could kill numerous people.
We can no longer keep our windows open if we don't want to be disturbed.
We have witnessed misty solutions coming from underneath the jets when they fly over our home leaving us to wonder if we are being contaminated.
Please do something more than talk and "kick the can down the road".
Allow us to have our peace and serenity back and be able to live our lives in a safe enviroment.
We shouldn't have to sell our home and move after all the years we have worked so hard to make this our home just because of the greed and indifference from our city and county leaders.

Tim and Stephanie Peres

Comments : Entry # 20

Name/Nombre

Valerie Walker

Email/Correo electrónico

Organization/Organización

Save Our Skies Camarillo

Address/Dirección

Subject/Asunto

Concerned Citizen Against Airport Expansion

Your Comments/Sus comentarios

I moved to Camarillo in November 2017. I have certainly noticed an increase of air activity over the last few years. Since I live in the Mission Oaks area, not only do I get the military jets from Point Mugu, but also the planes that are flying in and out of the Camarillo Airport. The planes start flying overhead very early in the morning (4:30 a.m.) and as late as midnight. It impacts my sleep, which has a direct effect on my health and quality of life.

On most days, there isn't a moment when I don't hear noise from at least one plane. Sometimes there are multiple planes in the air. It reminds me when I was in active childbirth. The contractions didn't stop before another one started.

I'm not only concerned about the noise pollution, but also the negative effects on the air quality from the jet fuel emissions. Surely, this has to be a concern for everyone who lives and works in Camarillo. Even you!

I've attended the last few community town halls. I'm not in favor of any expansion of the airport. If that's not possible, perhaps you can change the flight pattern of the planes over the agricultural fields. Is it possible for you to talk to your colleagues at Point Mugu and ask them to use the different runway? I've heard that by doing that, it would change the flight pattern and minimize the noise level in the homes in Mission Oaks.

Sincerely submitted,
Valerie Walker

Comments : Entry # 21

Name/Nombre

Daniel Githens III

Email/Correo electrónico

Organization/Organización

Daniel Githens

Address/Dirección

Subject/Asunto

Final Airport Layout Plan (ALP) Camarillo Airport

Your Comments/Sus comentarios

My name is Daniel Githens, I have been a resident since 1956.
I am concerned about the increase in aircraft traffic at Camarillo Airport because of its continuous disruptions to daily life in my personal residence, and yard(s).

The Camarillo Municipal Airport daily operation functions effectively to deprive me of the fair and peaceful use of my private property with landing and takeoff overflight noise drowning out normal conservation(s) inside and outside of the home, disrupting sleep and normal sleep patterns at all hours and adding significantly to air pollution.
The decibel (90dBA) standard's FAA's origination is not transparent and in direct violation of the City of Camarillo and the State of California's dBA(A) standard. It cannot be slept through; it cannot be talked over.

10.34.040 - Exterior noise standards. (Code of Ordinances
Supplement 24 City of Camarillo.
Online content updated on March 20, 2024)

From the code:

Noise zone Designated Noise Zone Land Use Time Interval Exterior
Noise
Level
(dBA)

II

Residential properties

7 a.m.—9 p.m.

55

Comments : Entry # 21

9 p.m.—7 a.m.

45

The takings clause of the Fifth Amendment does not grant Federal, state, county or local government a special exception for airports or federal agencies to degrade or make your property uninhabitable.

From Camarillo Airports inception, Ventura County and the FAA has politically steamrolled the citizens of Camarillo forcing this airport into this very poor location without concern or care for how it impacts and degrades the private properties surrounding this airport and negatively affecting resident's health.
Even prisoners have a right to a good night's sleep, with hundreds of overflights from the Camarillo Airport night and day over my property apparently to Ventura County, the FAA and the City of Camarillo I do not have that right.

Additionally there is a very real fear of a plane strike along the landing path to the airport, especially from high-speed jets. This induces a continuous state of unease and heightened apprehension that affects one's health and well-being.

Real Estate brokers are now insisting that your property's title have an airport easement inserted into it when title is transferred.

Are we now legally required to disclose to buyers that our property is under the flight path to the airport?

For homeowners that have fled and now rent out their properties; must we give notice to tenants that they are living under a flight path? Are we liable now if we don't give notice?

So, what am I asking from government;

1.) Funding for identifying affected homes and homeowners along the landing path.

2.) Funding for soundproofing of affected properties, and permanent noise monitoring equipment installed with citizen access to all records.

3.) More/stronger limits to overflights directing aircraft away from residential properties.

4.) Permanent Ventura County property tax exemptions for affected private properties for the life of Camarillo Municipal Airport.

Thank you,

Comments : Entry # 22

Name/Nombre

Michael Rittenberg

Email/Correo electrónico

Organization/Organización

Old Town Homeowner

Address/Dirección

Subject/Asunto

Airport ALP & Noise Concerns

Your Comments/Sus comentarios

Hi,
My wife Lisa and I are 34 year residents of Old Town Camarillo.
We knew the airport was here when we moved in.
And, we are not trying to get rid of the Airport.
Our concerns are the ever increasing number of flights coming into the airport (as expected to a certain degree), and the loudness and disruptiveness of the planes to our lifestyle.
We love Camarillo, and we love Old Town.
What we are frustrated with is the fact that the landing flight pathway is directly over our house, and it is getting to be more and more of a problem with the loudness of the planes, and the frequency (numbers) of planes coming into Camarillo...both with enticing more to use Camarillo Airport by the businesses at the airport, and the closing of Santa Monica Airport plays a roll I suspect too.
We do not want any larger planes like Amazon and FedEx...which we have been promised will not occur no matter what else happens.
We would like all attempts to be made to alter the landing flight path with the FAA to have the planes come in over the farm land instead of all our houses.
This is for noise reasons, pollution reasons, and safety (crash) reasons too!
I am sure that with all the ingenuity we Americans as a people possess, this can be accomplished.
I don't know a lot about flying...but, it seems our wind patterns would allow landings coming in from a curvature angle from the farm areas avoiding the Old Town homes.
Also, if we were younger, and had kids...the noise levels when kids are at home after school and playing and/or sleeping is extremely loud and frequent (evenings).
I am not sure how these flights don't wake them up, interrupt family time in the evenings (i.e. homework time, TV time, family fun, etc)
I stay up late into the evenings/morning as a routine too.
And, we hear planes coming in at 12-1 AM even
During the day and evenings, we have to stop phone conversations, TV shows, and even direct conversations with friends and neighbors because the planes are so loud and frequent!
Please help us get the best results of all this with respect to the more and more frequent plane flights and noise pollution le[illegible] to our wonderful Camarillo life experiences.

Comments : Entry # 22

Thanks!
Michael and Lisa Rittenberg

Comments : Entry # 23

Name/Nombre

Katharine Simmons

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP for Camarillo Airport

Your Comments/Sus comentarios

My name is Katharine Simmons. I am a long time resident of the city of Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of pollution and noise impacts on my community which have harmed my health. Since the rise in this traffic I have had increase in headaches and breathing problems. This developments are not welcome. I am asking for YOUR HELP TO PROTECT ME AND MY COMMUNITY! To accomplish this goal I implore your to conduct an ALTERNATIVE FLIGHT PATH STUDY and put PERMANENT NOISE MONITORING EQUIPMENT in place. These can go a long way to reduction of these activities which are destroying this community.

Comments : Entry # 24

Name/Nombre

Gabriel Cooper

Email/Correo electrónico

Organization/Organización

Psychotherapist

Address/Dirección

Subject/Asunto

Psychologist's Attestation to Noise Effects on Mental Health in Old Town

Your Comments/Sus comentarios

I am a psychotherapist working with patients in Old Town and lead wellbeing science research. I hold graduate degrees in Psychology from Northwestern and Cambridge University. I can personally and professionally attest to noise as one of the few factors that individuals can control to significantly reduce levels of stress, and cortisol; while increasing mood and wellbeing. Noise exposure has significant effects on physical health, mental health, and daily functioning. Louder, closer, and more frequent disruptions force a multitude of significant negative outcomes on individuals. I, myself, live in Old Town. The noise levels have acute effects above the minimum decibel for mental dysregualtion, including during hours of sleep, according to the noise study data. The levels are well above the threshold to chronically and cumulatively affect mental health. There are countless nights when I am awaken from jets and there are several times when I see patients who have significantly negative chronic outcomes to their health. Noise disturbance improvement in Old Town would be of great benefit to all of the residents and visitors - via flight paths diversions or reduction of large jets. It is essential to consider these individual and community health effects that are not accounted for in the official noise study and current consideration of the airport plan.

Respectfully,
Gabriel Cooper, LMFT, LPCC, MPhil, MS

Comments : Entry # 25

Name/Nombre

Rose-Lise Obetz

Email/Correo electrónico

Organization/Organización

Private Citizen

Address/Dirección

Subject/Asunto

Comments on the ALP

Your Comments/Sus comentarios

I fail to understand why the County and City of Camarillo are even interested in accepting money from the FAA for infrastructure upgrades to the Camarillo Airport! These improvements will inevitably lead to increased traffic at the airport that will undermine the quality of life in Camarillo!

It is not only jets and turboprop planes that will increase noise pollution and environmental degradation, but also the small, private planes that buzz over our rooftops like loud, pesky insects! Before expansion, I have had as many as 42 small planes buzz my house daily on a summer weekend! Try enjoying your garden or outdoor pool with that kind of traffic overhead! And now, I will have even more planes coming?

Why become a stop-over hub for the rich and famous when the financial return to the city and county is so minimal? Now that the City of Santa Monica has wised up and closed its airport, why are we going to be dumb enough to fill the void?

Like the overwhelming majority of citizens in Camarillo, I urge you NOT to make this bargain with the "Devil" (Oops—I meant the FAA)!

Comments : Entry # 26

Name/Nombre

Rose Elliott

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Oppose Increase in Private Jet traffic

Your Comments/Sus comentarios

I am opposed for the following reasons:
1. Noise Pollution: Private jets noise during takeoff and landing with increase in flights can significantly increase noise levels in my neighborhood.
2. Air quality: More flights mean more emissions that contribute to air pollution. Private jets emit pollutants like carbon dioxide, nitrogen oxides and particulate matter. This will definitely affect local air quality and impact our health.
3. Traffic congestion: Private jet operations require additional ground transportation for passengers and crews which lead to increased traffic congestion around airport and nearby roads.
4. Safety concerns: More air traffic can increase the risk of accidents or incidents
5. Property Values: The increase in noise and air pollution could potentially lower property values in the area.

Comments : Entry # 27

Name/Nombre

Kevin Redner

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP operaitons estimate

Your Comments/Sus comentarios

I find it interesting that even though the operations number has increased significantly in the past 4 years, particularly with local ops growing 50% (and nearly 11% CAGR), that the "official" estimate in this ALP for growth for the next 20yrs is just 0.73%. While it was noted that in 2022 we were at about 81% of capacity due to the single runway configuration of CMA, it was also noted that the current airport master plan (2011) calls for the addition of a second runway which would up that capacity by 54% (though it was fairly noted that there is currently no near- or intermediate-term plan to do so), leading to a large increase in activity in and around the airport. Many folks are concerned about the noise/quality of life impacts of such increased activity at CMA.

Comments : Entry # 28

Name/Nombre

kathy berks

Email/Correo electrónico

Address/Dirección

Subject/Asunto

airport

Your Comments/Sus comentarios

The last couple of years, the airplane noise over our house has greatly increased. It's very disturbing. Camarillo is expanding the airport as well as every where you look in the city, huge housing projects are going up. Traffic is getting more dense by the day and they build without taking this under consideration. Also, they complain how we have so little water but continue to expand. Our beautiful, fertile fields are also being gobbled up. It's as if government is always out of control (I realize some of this is State mandated) always sticking it to the regular folk. The property taxes are ridiculous. I miss the old Camarillo, everyone does.

Comments : Entry # 29

Name/Nombre

Maribel Rodriguez

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Noise

Your Comments/Sus comentarios

Hello,

My name is Maribel and I am a resident in the Camarillo Heights area. I've been a resident at this location for 6 years. Recently I've seen and heard an increase in jet traffic in my area. We are not on the flight path to the airport, yet I see and hear jets flying over my house. Some so low that it scares me. This increase in Jet traffic has cause significant noise increase that I ca. hear the noise while I work from home and when my young kids are taking a nap. The noise is not something we can manage and it can cause significant challenges while working. My work requires me to have a camera en speak phone on all the time and the people on the other end can hear the noise. My windows and doors all closed at all times due to this noise and it can still be heard. I'm also worried if the pollution this is cause to our neighborhood/community. I have young kids and I want them to grow up in safe air environment as well as myself and my whole community. I am requesting you limit the jets and monitor type of jets size based on noise as well as hours of operations. Our community is converting to this high paced environment that will only pollute our area, bring in stranger that will potentially increase thefts/traffic. Please keep our community safe and healthy for a comfortable living.

Comments : Entry # 30

Name/Nombre

James Richards

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport expansion

Your Comments/Sus comentarios

My family has lived in beautiful Camarillo for the last 3 years. We are concerned about the proposed airport increase of Jets and Turboprop planes. I live near the Airport and the extra noise from more landings and take offs will impact our house environment. We are content with the noise level as is, and don't approve of more, larger plane landings*
Sometimes we have to repeat our words in midsentence to be heard when a plane landing or taking off. This is very disrupted to our quality of life.
Please closely review our concerns and do your best to minimize the air traffic in Camarillo Airport. Sincerely James R

Comments : Entry # 31

Name/Nombre

Rod Ensminger

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport

Your Comments/Sus comentarios

If you don't like the Camarillo Airport, you should move.
It's been here since 1946.
Move to Fillmore, Thousand Oaks, Simi Valley, Ojai, Ventura , Port Hueneme etc.
If you bought a property before Oxnard Air Force base was built,
then we will help you with a go fund me page. So you can relocate.

Comments : Entry # 32

Name/Nombre

Siddharth Mehrotra

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Land Use beside Airport

Your Comments/Sus comentarios

In light of the recent proposal of a new car dealership on unused land near the Camarillo Airport: it seems to me there are already car dealerships enough in Camarillo, Oxnard, Thousand Oaks, and Ventura to suit the needs of all potential motorists, and almost as many cars as people. Far better, in my view, to use the land for something we do not have, or only ephemerally, such as a new fairgrounds, an outdoor convention center, or an expanded flying training school.

Comments : Entry # 33

Name/Nombre

Laura Sett

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Concern for pollution

Your Comments/Sus comentarios

Hello,

I am concerned about the projected air traffic numbers in the years coming. It is a concern for the environment and much agriculture. Please consider this when making your decisions.

Thank you!

Comments : Entry # 34

Name/Nombre

Linda DeMonte

Email/Correo electrónico

Address/Dirección

Subject/Asunto

CamarilloAirport ALP Update

Your Comments/Sus comentarios

My name is Linda DeMonte and I've lived in Camarillo since July 2014. I live in the Laurel Park neighborhood, which is not as directly impacted by increasing jet traffic as the Old Town Neighborhood, but impacted, nonetheless.

I am concerned about the notable increase in jet and turboprop plane traffic at the Camarillo Airport because of the increasing volume and frequency of the noise, the air pollution, and potential safety hazards. This will negatively impact our quality of life, and our property values.

When we moved to this home in 2015, we were asked to sign a waiver indicating there would be occasional airplane noise, mostly from the military base, and not overly frequent. That has been the case for many years, however it is impossible to ignore that the noise and frequency has greatly increased, and it seems to be from corporate jets and large aircraft – not military.

I recognize that Camarillo Airport is a great source of income for the city, and a favorite site for a couple of pilot friends who hangar their small planes there. I understand a certain amount of noise is inherent, and there is value in the airport.

However, it feels like a slap in the face to the residents and the property tax paying citizens that our skies are for sale, 24/7 with no oversight or concern by our leaders, other than making money. It seems that every time an issue is addressed by the City Council, the Airport Authority Board, or the County Board of Supervisors, they always point fingers and say something like "we're doing our part and following our rules. That falls under another agency's jurisdiction."

I am asking for your help to protect this beautiful community. Can we limit the hours that planes fly at least? I'm aware that planes fly loud and low every few minutes at certain times of year – even throughout the night. That is not right.

Please take this seriously and conduct an alternative flight path study, put permanent noise monitoring in place, and demand accountability from the pilots.

Thank you.

Comments : Entry # 35

Name/Nombre

Beth Sanchez

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP May 10,2024

Your Comments/Sus comentarios

My name is Beth Sanchez. I am a 34 year resident of Old Town in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport. The noise has greatly impacted the livability of my neighborhood. Because of the noise, I can no longer spend time in my backyard. It was so serene for the past 31 years. Now I am bombarded with turboprops and jets. I leave on the weekends to get some peace. I can't sleep through the night because of the arrivals of jets between 10:00pm and 6:00am. I am also very concerned about the increased pollution from the current and projected jet traffic. We need a noise study and an air quality study immediately.

I am asking for your help to protect me and my community. Please conduct an alternate flight path study, put permanent noise monitoring equipment in place, and conduct an air quality study to determine the impact of the turbo plane and jet traffic in my neighborhood and the City.

Please don't destroy my neighborhood, my health, and my peace.

Comments : Entry # 36

Name/Nombre

Reagan McCarthy

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport

Your Comments/Sus comentarios

When we bought, 29 year ago, we were told we were Pt Mugu airspace and the occasional space for Camarillo airport. Now these huge private jets fly over us multiple times daily. The noise is very disturbing. To the point if you are on the phone you can not hear. Not at all what we signed up for. Enough Camarillo. You've got your money with the outlets and now Costco….when will you have enough? Gone are the days of proper management by Bill Little and Art Goulet. You are making our town another suburb of Los Angeles.

Comments : Entry # 37

Name/Nombre

Francis Jansen

Email/Correo electrónico

Organization/Organización

Old town

Address/Dirección

Subject/Asunto

The Jet pollution and noise challenge of Camarillo Citizens.

Your Comments/Sus comentarios

Im Francis Jansen and have lived in Camarillo for 6 years after inheriting the home from my parents who lived here for 36 years. Since I had been coming to visit during those many years as well as living here for 6 years now, it is soo very apparent that the air traffic of larger jets has become a harassment to the senses and to our health through the expulsion of the jet fuel over our heads as they come in and prepare for landings.
Im a outside gardener and perhaps you can imagine what it feels like to hear and feel them coming in over my head, these large fuel polluting very noisy jets.
We in Camarillo need help from our elected officials to bring relief through perhaps alternative flight paths, not allowing landings or takeoffs after 10 pm, because that has become another challenge at night.
Im asking for your help, please.

Comments : Entry # 38

Name/Nombre

Marc Cooper

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport Expansion/Air Traffic increase

Your Comments/Sus comentarios

My name is Marc Cooper and I'm a 23-year resident of XXX in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of its overall impact on quality of life in our otherwise, quiet community. The air traffic has already gone in few short years from the tolerable, occasional small plane or Lear jet during the day to more frequent, larger jets, sometimes in the middle of the night. The majority of us in Camarillo, do not have air-conditioning, due to the moderate climate, so noise and aircraft fuel pollution problems are magnified. As we are also in the flight zone for Point Mugu aircraft, we hear the deafening jet after-burners as they make their final approach in series. I think we all accept military air traffic as a necessary sacrifice for national security; however, we should not have to add to that for private jet interests. As a homeowner, I am concerned that my property value could soon fall, as a result of the predicted increase in air traffic.

So as a 23-year resident of the Woodside Greens neighborhood and a 33-year resident of east Camarillo, I ask you to please:

- Limit airport business growth (no more new hangars).
- Conduct an alternative flight plan, perhaps from the ocean side.
- Conduct an emissions/quality study now and for projected growth.
- Conduct noise study now and for projected growth.

Thank you.

Comments : Entry # 39

Name/Nombre

Tessa Calahan

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Save our Camarillo Community

Your Comments/Sus comentarios

My name is Tessa Calahan, I live in XXXX neighborhood in Camarillo, and mother to 1 year old and expecting another member of our family to arrive at the end of this year. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of the impacts of healthy and safety on our community. The extreme pollution from both noise and the emissions of the jets is showing harm to our community. I am especially concerned about the jet path over our preschools and families with children under the flight path. The jets pollution is not in support of community members who use the jets but those in neighboring wealthy communities abusing our airport. I am strongly concerned about the development of the flight path and usage of the airport in the future and looking to you as our community leaders to stand up for our community for generations to come.

Comments : Entry # 40

Name/Nombre

Morgan Isaac

Email/Correo electrónico

Address/Dirección

Subject/Asunto

NO EXPANSION!

Your Comments/Sus comentarios

My name is Morgan isaac and I'm a 6 year resident of XXXX neighborhood (off Lewis and Merritt) in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of several things. The first is noise disruptions to my life. It's already bed!!! I'm beyond concerned about pollution the planes leave. It causes cancer!!!! That's a proven fact! It's already getting bad in camarillo from all the private jets! The Jets wake up my family from naps! It is SO disruptive to my kid in his school. It's under the Jet flight path! The noise makes me stay inside on the weekend and we don't like doing outdoor events! It also interrupts me when I'm on the phone or a zoom meeting! It makes my dogs bark and go crazy!

I am asking for your help to protect me and my community. Please conduct an alternative flight path study, put permanent noise monitoring equipment in place, and do everything you can to protect my family from noise and air pollution. We like our air UNleaded!

Thank you,
Morgan Isaac, Andrew Isaac, Adam Isaac and Melody stein

Comments : Entry # 41

Name/Nombre

Harumi Wendy Terada Nicolle

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP - Noise, Environment, Safety, Quality of Life

Your Comments/Sus comentarios

Dear Camarillo City and Ventura County Leaders,
My name is Wendy Nicolle, and I am a Camarillo resident. I was born in Oxnard and raised in Camarillo. I was fortunate to return home after living in Central California for school and the Bay Area and Los Angeles counties for work. Even though Camarillo and Ventura County have grown over the years, it is still the best place to live in the state. We have great weather, clean air, blue skies, open land, good schools, and a safe community.
I am concerned about Camarillo Airport's increased jet and turboprop plane traffic. There are real estate ads from CloudNine for hangers that can house "up to the largest corporate jets such as the Global 7500 and Gulfstream 700," with key selling points as "a prime location and opportunity for entertainment industry professionals, local executives, international firms." Edward Atsinger III of The Salem Media Group and Sun Air Jets, LLC, says, "Right now, you can be [in Camarillo] faster than you can be in Van Nuys if you live in Malibu. We've watched these airports located not necessarily immediately in the middle of the urban areas but adjacent, and we're very bullish about their future."
The City of Camarillo and Ventura Country must work together to prevent overdevelopment at the cost of the quality of life in Ventura County. I was surprised that CloudNine has a fifty-year lease, a waiting list for hangars, and a plan for more hangar construction. I look around and see empty buildings and non-local corporations buying shopping centers and raising the rent. Yet more construction occurs as rents increase and long-standing tenants close their doors.
In addition to noise, safety, pollution, environmental impact, and disruption, the airport layout plan raises more questions than answers. The answer seems simple. Do not take the grants. The FAA does not want to control the airport – it sets safety standards. We already have a commercial airport in Oxnard. There are better ways to improve the community by attracting businesses that will enhance the environment, create jobs, and improve the quality of life for area residents by keeping property values high and having unique offerings for families.
Camarillo Airport does not have a Noise Ordinance. The restriction is no takeoffs before 5:00 AM unless the airport director approves. As such, the city and county have few ways to control time, noise, or the number of flights. One must ask, is our community a parking spot where one can fly at one's convenience at the locals' expense? In contrast, the hobbyists in propeller planes do not fly at all hours, scream a jet over houses, and tout their tax dollars. The few who can afford corporate jets can utilize nearby airports, such as Los Angeles, Van Nuys, Santa Barbara, Burbank, Long Beach, Santa Ana, and, for now, Santa Monica.
If the city needs to generate additional income, let's find a better way to preserve what makes our city and county such a wonderful place to live and raise families. While living in Long Beach, in addition to being woken up in the middle of the night, smelling jet fuel, seeing a frightening situation when a jet failed to take off safely, and having to stop a conversation during work or a backyard gathering to let a plane fly by, I don't want to look up and see jets flying in and out of our city all day and all night, blocking the beautiful views that we luckily have.
I'm asking for your help to protect me and my community. Complete the noise study and the environmental impact study b[illegible] accepting the ALP. My family, who have lived here their entire lives, know little about the airport activities. Conduct more out[illegible]ach

Comments : Entry # 41

efforts. Conduct a financial analysis and find alternative ways to generate the desired results less harmful to the community than airport activities. Talk to people who have lived near a busy airport and see what they have to say. Talk to the hobbyists and gather their thoughts. Will corporate jet activities squeeze them out? It took handing out flyers on foot and a significant community effort to gain the attention of Long Beach city leaders. Jet Blue left, and Southwest filled the slots, ending the long-term consequences of an international terminal.

The expansion of private jets benefits few residents. Please act with long-term city planning, and do not sell out our community to the top 1%.

Sincerely,

Wendy Nicolle

Comments : Entry # 42

Name/Nombre

Marianne Slaughter

Email/Correo electrónico

Organization/Organización

Not Employed

Address/Dirección

Subject/Asunto

Airport plan

Your Comments/Sus comentarios

My name is Marianne Slaughter and I've been a resident of Camarillo for 50+ years. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of additional pollution and noise they would bring to our community.

Comments : Entry # 43

Name/Nombre

James Donlon

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Noise, Pollution, Community Disruption from Camarillo Airport Landing Path

Your Comments/Sus comentarios

I have been a resident of Camarillo Old Town neighborhood since 1950. Camarillo has always been a special place to live - excellent weather, small town atmosphere, and friendly people. Today as I relax inside my house on a Tuesday morning, an enormous dark shadow darkens my house in an instant, as a large low flying jet streaks over my house - 3 times in 10 minutes!

I am deeply disturbed by the destruction of the quality of life in my neighborhood due to the INCESSANT NOISE, AIR POLLUTION, and INTERFERENCE caused by airplanes flying DIRECTLY over my house at low altitudes ALL DAY! I worry about SAFTY for my family!

This is due to an INTRUSIVE flight landing track for CAMARILLO AIRPORT!

It is not possible to enjoy a heathy life in my residence due to these flight incursions.
For example, on SUNDAY morning, April 28, 2024 between 9am and 10:15am, 17 planes flew at low altitudes directly over my house on the landing path to Camarillo Airport. This is an average of a plane disrupting my Sunday morning every 4 minutes-30 seconds! The call marks on the fuselages are often visible. The plane shadows streak across my yard. This parade of noise and object pollution over my house continues throughout the day.

During the busiest times, the planes are landing on average every 90 seconds. This is about 18 or 20 planes every 30 minutes. The noise is disgustingly CONTINUOUS!

I cannot sit outside in our garden and have a decent conversation without interruption. My sleep is interrupted at 1am in the morning by large incoming jets. I feel my family lives under a “freeway” for airplanes.

I have respiratory and high blood pressure health issues which are not helped by this situation, if not a direct result of this situation.

I recently invested $175,000 on new construction on my property. The value of my property is degraded substantially by the presence of low altitude planes directly over my house!

I do not understand these very LOW overflights when touchdown is 3 miles away. Also, I have SEEN planes avoiding the neighborhood entirely by banking to land much closer to the runway and much farther Southwest over open fields. This is an area Southwest of the end of Carmen Drive. I KNOW IT’S POSSIBLE!

Comments : Entry # 43

It needs to be noted that our neighborhood is on a bluff some 150 to 200 feet above the level of the surrounding Oxnard plain. These planes are much closer to us in Altitude.

An ALTERNATIVE landing track should be implemented, including a size limit of the planes. The most obvious choice for the path is farther to the South over large open agricultural fields. A Noise Study should be done in the neighborhood, and I am happy to offer my property for a site.

The quality of my family's health, well-being, and value of my cherished home is suffering, including that of my neighbors. I am very, very upset by this!

Comments : Entry # 44

Name/Nombre

Adenna Bratz

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Jet Air Traffic

Your Comments/Sus comentarios

The current operation of the Camarillo Airport consistently disrupts our peace during the day and sleep at all hours of the night, with the level of noise generated by jets constantly landing. Allowing these aircraft's to use a flight path that goes over private residential areas deprives every single member of our community of their right to enjoy the peace and beauty of our neighborhoods. We are asking you to protect Camarillo by not sacrificing the comfort of the majority for the convenience of a few (most of who are not even members of our community). As we all know noise and air pollution are not positive attributes to be had in any city, and Camarillo is a community that deserves the absolute best. Please protect Camarillo by continuing to enforce the 1976 agreement, along with mitigating impacts by pushing for the prioritization of flights-paths that go over commercial and public spaces.

Comments : Entry # 45

Name/Nombre

Janet Sheppard

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP update

Your Comments/Sus comentarios

My name is Janet and I'm a 5 year resident of Old Town Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo airport because of the increase in noise in my community. I am already woken up in the middle of the night with large Lear jets flying over my home. I really enjoy my deck and backyard, I love to entertain. But I fear I won't be able to enjoy my outdoor space will these large planes flying overhead. When I moved into my dream home 5 years ago, I felt so grateful to live in this community. I love my neighbors and was looking forward to retirement here in Old Town. But with the thought of increased jet traffic over my house, I am no longer considering this as my forever home.
Please, I am asking for your help to protect me and my community. Help protect our quality of life.
Please conduct an alternate flight path study and put permanent monitoring equipment in place.

Thank you for considering my requests,

Janet Sheppard

Comments : Entry # 46

Name/Nombre

Marcia Risher

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport ALP Update

Your Comments/Sus comentarios

My name is Marcia Risher. I have been a homeowner in Camarillo for 7 years. I retired here to enjoy a quieter life after living in LA County for 33 years. I have grandchildren ages 2- and 7- years living in Old Town Camarillo, directly under the airport flight path. I babysit them at their home several days a week and have noticed a disturbing increase in airplane noise in the past 7 years. The noise is loud enough to wake the baby from her nap and to make it impossible to talk outside. I am concerned for my grandchildren's health. Noise pollution is a serious health hazard as is pollution from jet fuel. I understand that the airport is not under the jurisdiction of the City of Camarillo. However, it is the residents of Camarillo, particularly Old Town, who are impacted by it. I am particularly concerned that noise measurements taken in other areas of the city do not accurately reflect the everyday experiences of those living in Old Town and are being used to downplay and dismiss the concerns of those living there. Many Camarillo residents (including myself) expressed valid concerns at the April 10th Camarillo City Council meeting regarding the already increasing noise and pollution from private jets. Please take these concerns into consideration when making decisions about the airport.

Comments : Entry # 47

Name/Nombre

Vanessa Elliott

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Concerns regarding increased jet air traffic at Camarillo Airport

Your Comments/Sus comentarios

My name is Vanessa Elliott and I'm a 35 year resident of XXXX in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise pollution and health concerns.

Jet noise interrupts my ability to work from home and I'm concerned about increased pollution and the related health risks.

I am asking for your help to protect me and my community. Please conduct an alternative flight path study and put permanent noise monitoring equipment in place.

Thank you,
Vanessa

Comments : Entry # 48

Name/Nombre

Paula-Jeanne Feinberg

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport noise

Your Comments/Sus comentarios

My name is Paula-Jeanne Feinberg and I'm a fourteen year long resident of Old Town in Camarillo. I have lived in Camarillo more than 37 years. I am concerned about the increase in jet traffic at the Camarillo Airport because of the loud jet noise disruptions to my life after 10:00 PM.

In the middle of the night the jet noise interrupts my ability to sleep undisturbed. When these loud jets are flying in to the airport at all hours in the early morning, and they are so low in the sky that they wake me up out of a nice, deep sleep because it is so quiet outside.

I am asking for your help to protect me and my community. I am hoping you can help defend my rights as my elected officials. Are you able to conduct an alternative flight path study? The original flight path was over the fields. Why can't we go back to that protocol?

Or, vehemently discourage late fights landing after 10PM? Just asking these pilots to be 'gentlemanly' is not working. Each month more and more planes are landing after 10PM.

I request that permanent noise monitoring equipment be placed in Old Town and monitored closely for late night violators.

Please, please help me get my quality of life back.

Comments : Entry # 49

Name/Nombre

Kyle Johnson

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo has had enough

Your Comments/Sus comentarios

Camarillo airport is changing into an airport that does not serve our community. The projected growth and forecast shows 4x more turbine aircraft over the next 20 years that are used exclusively by the rich and famous. The argument for business is also moot. If you are flying on a private jets, be it for business or leisure, you are exceedingly wealthy. I am tired of the ultra wealthy doing whatever they please at the expense of everyone else. There really is little need for these lavish toys. Business can largely be conducted via video chat.

The founder of Sun Air jets said he founded it because he needed to be in 4 different meetings in 3 days. Now a days, that is completely unnecessary.

The FAA, county, and airport should wise up to what is actually serving the public. We are sick and tired of the jets. We don't want to shut down the airport, but if that's the only way to stop the incessant jets, might be our only option.

Comments : Entry # 50

Name/Nombre

Eileen Valles

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Jet Plane Noise/Trafffic

Your Comments/Sus comentarios

My name is Eileen McGrath Valles and I'm a lifelong resident living near the Community Center here in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of the loud noise disruptions starting in the morning every day and also pollution impacts to the health of myself and family as well as the safety concerns for our community.

I no longer sleep with my windows open as the sound of these jets is so loud and constant!!!

I am asking for your help to protect me and my community. Please have them conduct an alternative flight path study, put permanent noise monitoring equipment in place and have regard for the people who have created a nice life here and expect that our safety and quality of life not be sold out to the highest bidder in jet planes from other communities.

Eileen McGrath Valles

Comments : Entry # 51

Name/Nombre

Brent Baker

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Increasing jet traffic over Camarillo neighborhoods

Your Comments/Sus comentarios

After reviewing the ALP, I want to make sure that all the decision makers behind this plan understand the current impact the airport has on many residents of Camarillo. I live in Old Town Camarillo, and every day Jets and Turbo Prop planes fly over my home. Every single time one of these aircraft flys over my home, it disrupts the life of me and my family, the decibels measured don't change the fact that these planes are extremely disruptive to the lives of the people under the flight path. I hear an engine ramping up and I brace for the noise that is about to come. The current traffic pattern has these engines flying over my home at all hours, often early in the morning and late at night and they make enough noise to wake me and my family up from a sound sleep. This loud plane traffic has increased noticably in the past two years, and the forecasts in this ALP expect it to increase steadily into the future. I support the airport as a recreational and learning facility for local pilots, and the ALP does appear to benefit that use case, and while the smaller planes make noise it is in no way as disruptive as the jets and turboprop engines. I see no benefits outlined in this ALP to the city of Camarillo and the people who live here to the increase in Jet traffic. I urge everyone involved in this ALP to look for ways to divert the traffic from flying over our homes and to minimize the increase in traffic in the future to planes belonging to local small plane traffic, not jets and turbo prop planes transporting non Ventura County residents or pilots who are merely storing their planes at Camarillo airport before they fly out again.

Comments : Entry # 52

Name/Nombre

Julia Hallisey

Email/Correo electrónico

Organization/Organización

JULIA TERADA-HALLISEY, CPA

Address/Dirección

Subject/Asunto

Camarillo Airport Layout Plan

Your Comments/Sus comentarios

Dear Camarillo City and Ventura County Leaders,

My name is Julia Terada Hallisey I am a 68 years long resident in Ventura County and a 44 years long resident of Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport. The increase of air traffic at the projected levels would penalize local Camarillo residents by inflicting increased noise, air pollution, safety risks, added traffic, and disruption to the peace and tranquility of Camarillo mainly for the benefit of real estate developers and their private jet owner clients. The exploitation of the community open space and beautiful landscape with minimal benefit to the local community is unreasonable and unwarranted.

As a Camarillo resident for over four decades, the price to benefit real estate developers and non-Camarillo residents at the expense of the upheaval of the quality of life and tranquility for local Camarillo residents is far too great. Camarillo is one of the few remaining gems in California. To sacrifice this gift to enrich a few is short sighted.

I am asking for your help to protect me and preserve my community. An informed decision to accept the ALP should not be made without completion of the noise study and environmental impact study. An overall assessment of the ALP (Airport Layout Plan) including recommendations prepared by an independent third party should be presented to the City Counsel and Airport Authority Board PRIOR to acceptance of the ALP.

The Camarillo quality of life for current residents and our future generations rests with the preservation and conservation of our precious resources. It is my hope that wisdom and appreciation for what Camarillo currently enjoys prevails.

Sincerely,

Julia Terada Hallisey

Comments : Entry # 53

Name/Nombre

Kristin Orosco

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport/FAA Grant

Your Comments/Sus comentarios

My husband and I bought our home in 1995, when we bought in old town airplanes flew over the fields below not directly over the homes and the planes that frequented the community airport were part of the community. In just the last few years the planes now fly directly over the houses and are coming in much more frequent. There are weekends were if we are out entertaining in the yard conversation will have to stop to let the noise pass. And this is not just during the day, flights are now coming in at night and well into the early morning disturbing sleep and they are not airplanes owned by the community of Camarillo. We have frequented the noise study meeting and hope that the airport/FAA will listen to the community and work on implementing some changes to flight patterns and hours of operation. The amount of growth to the airport and air traffic is concerning to us as old town residence and should be to everyone in Camarillo. We are losing our rural community charm and are becoming a parking lot for LA based residents unfortunate at the cost of our own community residents. We ask that the airport/FAA please listen to community with continued noise studies and changes to flight patterns, become what is advertised as “fly friendly” neighbors.

Comments : Entry # 54

Name/Nombre

Kristen Kessler

Email/Correo electrónico

Organization/Organización

Kristen Kessler

Address/Dirección

Subject/Asunto

Airport Layout Plan

Your Comments/Sus comentarios

May 7, 2024

Comments re: Camarillo Airport Layout Plan

I would like to comment about how the ALP could potentially affect birds.

According to the Biological Resources Assessment by Coffman and Associates, Burrowing Owls and Northern Harriers have been observed on the grasslands in and around the airport As you may know, both species are listed as species of concern, and are protected under the Migratory Bird Treaty Act. Burrowing Owl populations have been declining since the early 1990's (DeSante, Institute For Bird Populations), and Northern Harriers have declined by 34% since 1966 (North American Breeding Bird Survey).

.At present, the Airport Layout Plan will not have a major impact on birds, since the grasslands at the airport will not be affected. However, it should be noted that Burrowing Owls and Northern Harriers have been observed in the area. Any future changes to the airport that include the development of the grassland area should be studied for potential impacts on these two species. Other raptors– red-winged hawks and red-shouldered hawks – use the grassland as foraging ground. Last but not least, ground-nesting birds, such as red-winged blackbirds and western meadowlarks, inhabit the grasslands during breeding season.

I am concerned about the continued survival of these species, and hope that you will take local wildlife into account when considering future development of the airport area.

Thank you for your time and consideration.

Sincerely,

Kristen Kessler

Comments : Entry # 55

Name/Nombre

Rachel Resnik-miles

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport study

Your Comments/Sus comentarios

I have been a resident of Camarillo my entire life and a 10 year resident of Old Town in Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because the noise disrupts my life, pollution impacts our community's health, and it negatively impacts our lifestyle.

The jet noise makes it difficult and almost impossible some days to have a conversation in our backyard on Grandview when we have gatherings. We also hear planes at night. When we babysit, the jet noise wakes the little ones from a nap. It is very disturbing.

I am also concerned that most planes aren't even from our area.

I am asking for your help to protect me and my community by conducting an alternative flight path study, putting permanent noise monitoring equipment in place, and decreasing the allowable noise level for jet noise. We must have more concern for the people who live here and want to enjoy daily life here than is currently being given.

Thank you
Rachel

Comments : Entry # 56

Name/Nombre

Erin Haven

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP Update commentary

Your Comments/Sus comentarios

My name is Erin Haven and I'm a 5-year resident of Old Town in Camarillo. We love raising our children in Old Town, because it is safe, is an easy walking distance to local restaurants, and, until recently, was relatively quiet. We enjoy watching the propellor planes flying overhead and host an annual backyard BBQ with friends to watch the air show. However, with the increasing jet, turboprop, and helicopter air traffic, I do not envision us living in this area for too much longer. These loud aircraft have become increasingly disruptive to our quality of life. They descend directly over our house, rattling our windows while I work from home and disrupting our sleep, especially my toddler's naps. I do not enjoy spending time in our backyard as much now because these large aircraft are passing over us so frequently. At times, I have felt trapped in my house because extremely loud aircraft are circling directly over the house, and I cannot escape the sounds whether I'm inside or outside. When I have tried to submit noise complaints online, the website repeatedly has given me errors messages. Consequently, I have struggled to express my concerns through the appropriate channels.

I believe it is short-sighted to allow for continued increases in jet, turboprop, and helicopter traffic as predicted in the ALP. While we allow private corporations and individuals to use our airport as a landing point for their business and leisure activities, we will drive out our own citizens. Old Town and other nearby neighborhoods will become undesirable areas to live, and patrons will not want to frequent local restaurants and other businesses due to the noise.

I respectfully request the following: conduct an alternative flight path study, install permanent noise monitoring equipment, and very carefully consider citizen concerns as you evaluate each new proposal under the 2024 ALP (e.g., future building projects). I also request that the approved repaving and center line project be used as an opportunity to re-evaluate the location of the center line and potentially move it south as part of noise abatement efforts. I believe having these large aircraft descend over the fields would reduce the impact of their noise significantly, thus improving the quality of life for your community members.

Comments : Entry # 58

Name/Nombre

Virginia Lee

Email/Correo electrónico

Organization/Organización

Save Our Skies Camarillo

Address/Dirección

Subject/Asunto

Airport noise

Your Comments/Sus comentarios

I have lived in Camarillo for 12 years. I currently live at the corner of Adolfo and Santa Rosa Road. The noise from the planes flying into the airport and from the jets flying maneuvers from the base have become more and more intrusive every year. At times the noise makes me feel like I am living in the the film Apocalypse Now. The increase in jet traffic has added to the already untenable conditions. At times, the fighter jets are flying so low I'm afraid they're going to crash into my apartment. Even with my doors and windows closed I have to turn up the volume on the TV when they fly by. There are planes flying at 10pm. Then add the helicopters and it makes living here hell. Additionally, jet fuel pollution is almost ever present and is hazardous to the health of all of us who live here. Surely, you can do something to limit the number of flights per day into the airport and require some planes to land at another airport. How about putting noise monitoring equipment in place and then fining those who violate the rules regarding what is and isn't acceptable levels? I also suggest you study the long term effects of living with jet fuel pollution and begin to really address this health hazard. I worked for Lockheed Martin at Vandenberg AFB and when the aerospace engineers had a problem that was an easier fix than people wanted to admit, they'd say, "This isn't rocket science." Well, if we can put men on a space station, then I'm thinking you should be able to come up with solutions to these problems.
Virginia Lee

Comments : Entry # 59

Name/Nombre

maurice rossini

Email/Correo electrónico

Organization/Organización

resident old town camrillo

Address/Dirección

Subject/Asunto

environmental effects living under flight paths

Your Comments/Sus comentarios

All of the environmental issues are solvable if not capable of mitigation. An enforceable curfew, contemporary technology applied to class and condition of aircraft, responsive political representation, simple civic consideration for neighbors, are all reasonable and practical. A single example of negative environmental influence is the dispersal of aviation fuel on homes under the flight paths that are too often more of a suggestion than a reality.

Comments : Entry # 60

Name/Nombre

John Greenwood

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP Comments

Your Comments/Sus comentarios

To the FAA -
The City of Camarillo is quickly becoming the cesspool for Ventura County's Airport, (aka: Camarillo Airport, CMA) that is located within the Camarillo City Limits. Constantly increasing noise and pollution from private jets and turboprop aircraft is destroying the quality of life for Camarillo Residents, denying them quiet enjoyment of their property and their neighborhoods, and causing all the health and stress issues that excessive noise and pollution from turbine engines are known to cause. The Ventura County Dept. of Airports (VCDoA) has contracted to have this Layout Plan (ALP) assembled and intends to ask the FAA for millions of dollars to fund projects at CMA. The Dept. of Airports has also contracted to have a Part 150 Noise Study done by the same company that is authoring the ALP. This Noise Study will be completed several months after the ALP is completed. As a resident of Camarillo I strongly urge the FAA to deny any funding for any maintenance or improvements until the Noise Study is complete and all possible avenues to mitigate the noise and pollution that is harming our residents and our communities be explored and effective remedies have been applied. This is only fair to the most vulnerable citizens in our city as the well being of the public should be the primary concern of both the VCDoA and the FAA.
Thank You for your consideration and for understanding the plight of our city.
Sincerely,
John Greenwood

Comments : Entry # 62

Name/Nombre

Norman Clarke

Email/Correo electrónico

Address/Dirección

Subject/Asunto

CMA ALP

Your Comments/Sus comentarios

I have lived in Camarillo for 40 years and have driven by the Airport daily for most of these years. I have seen it evolve from a recreational aircraft oriented airport to clearly being focussed more on executive aircraft. This latest plan plots a course for even greater catering to the rich and famous who want to avoid commercial air travel. By and large these people are not local residents and I see no obligation for the local community to suffer quality of life degradation so a few can avoid the "inconvenience" of commercial air travel. Further, for the county to encourage greater use of executive aircraft vice easily available commercial airlines is essentially promoting the most environmentally unfriendly transportation available. Hardly consistent with encouraging local residents to conserve resources through riding bicycles, using public transportation, ride sharing, recycling etc.

The "We Love Airports" contractor Coffman Associates plan my attempt to find justification to accept the increased noise and other negative impacts of encouraging more executive aircraft traffic, but I don't think the local residents accept it. Studies and analysis aside, there is a big difference between private aircraft buzzing around and large jets and turbo-props landing and taking off with the same pattern one after another. I encourage rejecting any airport changes that enables expanding executive aircraft services.

Comments : Entry # 63

Name/Nombre

Jeff Springgate

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Save our skies

Your Comments/Sus comentarios

My name is Jeff Springgate and I'm a 13 year resident of Old Town Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise disruptions and pollution impacts to my kids health.

I am asking for your help to protect me and my community. Please conduct an alternative flight path study and put permanent noise monitoring equipment in place.

Comments : Entry # 64

Name/Nombre

Dave Epelone

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP for CMA

Your Comments/Sus comentarios

An expansion on the use of CMA by larger aircraft as detailed in this plan would put an end to the small-town ambience that is one of the most endearing qualities of Camarillo. In this case, the larger, regional business interests which have focused their attention on our airport as a new 'hub of commerce' for Ventura County must in all cases take a back seat to the quality of life we all cherish. Camarillo airport is already busy enough, and the people who have been charged over the years with its' stature and footprint never envisioned that it would fill such a major commercial role, as described in this plan.

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Considering its' small-city size, Camarillo has an outsized amount of air traffic already. In addition to CMA, the town is along the arc of final approach for Navy and other service aircraft heading for the Naval Air Station at Pt. Mugu. There are large C-130 'Hercules' transports and all manner of fighter jets moving through our airspace on a daily basis; The jets are very loud but all aircraft contribute to the detriment of the air quality. The east end of town (Mission Oaks) is also in line with the approach pattern for larger passenger aircraft (mostly 737s) coming from up north which are descending and heading to Burbank and LAX airports. Similar large, passenger jets also criss-cross our airspace at higher, cruising altitudes on a daily basis.

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As you can see, here in Camarillo our airspace is plenty busy. If allowed, the business interests of this county and beyond will continue to push for more and more access to CMA while displaying no regard for the quality of life we all cherish in this beautiful town. Their only concern is profits and commerce, and now is the time for all of us to make clear where we stand in that regard. Thank You for your kind attention to these very important matters.

Comments : Entry # 65

Name/Nombre

Gary Ryba

Email/Correo electrónico

Organization/Organización

Retired Citizen

Address/Dirección

Subject/Asunto

Noise levels of the new California Metroplex Flight Paths

Your Comments/Sus comentarios

Dear Dave Nafie: I am concerned about the flight path over my house in XXXXX, CA. The FAA and in conjunction with the Flight Controllers, came up with a plan to make the sky's safer. I believe the plan was the California Metroplex, maybe I am mistaken about the name.? I have noticed a 200% increase in air traffic right over my house and my neighbors due too the change. Seems like they have the Commercial Planes at 3000 ft, and the private planes at a much lower altitude, then all the Helicopters flying at 300 Ft, all flying right over my house. Then depending on the Flight Controller, they change the approach to LAX and it is quiet again. It is not only planes coming out of Camarillo Airport. All air traffic is in the Flight path right over my house on the approach to LAX. My fear is Camarillo Airport becoming totally commercial, and I can just watch the value of my home go down. My neighbor hood is three streets from Potrero Rd. The State Park and the County park, with Old Bonney Mountain right there. I want to keep the Sky's "safe", But if the controllers can change the flight plan from day to day, why can't the FAA regroup the Commercial Planes, Helicopters, Gulfstreams, and private planes, and go about "three miles south/ west" and fly over the Santa Monica State Park, instead of one of the areas most quiet neighbor hoods. It would be safer because Planes would not be flying right over tract homes, including Dos Vientos. I am afraid your (Area OF Responsibility)doesn't include the FAA and there master plan, but if you could direct me to someone who could help me I would be very grateful. The Private planes are the nosiest. Thank You. Let me know who could help me.

Comments : Entry # 66

Name/Nombre

Jeff Biggs

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Airport plan

Your Comments/Sus comentarios

My name is Jeffrey Biggs and I'm a 24 year resident near the XXXX area in
Camarillo. I am concerned about the increase in jet and turboprop plane traffic
at the Camarillo Airport because of the noise and pollution. We are also obviously in a crash zone.
The jet noise is disruptive, especially early in the morning or in the evening. An increase in the jet noise would lead to a decrease in quality of life for us. Some jets was fine. An increase is not.
I am asking for your help to protect me, my family, and my mother who lives in Leisure Village. Please act for our community rather than for some developers and businessmen.
Let's make progress in Camarillo smart and beneficial for all who live in Camarillo. This would only make some people more rich and do nothing for most of us who actually live here.

Please put permanent noise monitoring in place, have noise standards, air pollution standards.

Comments : Entry # 68

Name/Nombre

Stephanie Peres

Email/Correo electrónico

Address/Dirección

Subject/Asunto

NO BIG JETS

Your Comments/Sus comentarios

I live in Old Town and often have my peace and serenity disturbed by very loud juers flying very low over our house. The sound sometimes hurts my dogs ears, phone calls are disconnected and I can't have a conversation with my husband due to the noise. Please help us maintain our quality of life in Camarillo Old Town. We have lived here for over 30 years. We have an awesome community in Old Town and neighbors that care about each other.
Thank you for listening to our humble request for your support.

Comments : Entry # 71

Name/Nombre

Jackie Ruelas

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Concerns RE: Jet & Turboprop Plane Traffic

Your Comments/Sus comentarios

My name is Jackie Ruelas and I am a 7 year resident of Old Town Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of the negative effect on our quality of life.

When I first moved in, there were small aircraft using the Camarillo Airport and they mostly flew over the fields on their approach to landing. Since then, and after having retired, I have noticed an increase in jet and turboprop plane traffic that fly towards the airport from different directions, including over my home. It is annoying and disruptive! I can no longer enjoy peace and quiet in or outside my home or in my neighborhood. It is infuriating whether I am reading, watching tv, having a conversation on the phone or in person, sleeping, gardening, tending to my three chickens, doing a puzzle, sewing, cooking, baking or walking, to be interrupted by a deafening noise that I can't hear myself think. Many times these planes fly in back to back to back and at anytime 24/7. It is especially a problem on those days when I am experiencing a migraine. I didn't purchase my home here to be frustrated by this intense noise, not to mention the air pollution that our community is and will be exposed to. What are the long term effects of the air and noise pollution on our community, especially on the children?

I'd like to enjoy my home and backyard again. I'd like to have company over and have barbecues and movie nights, but cannot. And will not be able to considering the forecast of the increase in jet and turboprop plane traffic. I didn't vote for this and am deeply disappointed in those that did. I am not against the airport or those that want to make a living. I am against the arrogant disregard by the persons, companies and/or pilots who have no consideration for the residents of Camarillo.

I am asking for your help to protect me and my community. Please ask the Camarillo Airport to be a good and respectful neighbor. Can there be a permanent and adhered to flight path? Can the planes not fly in so low and loud? Can noise levels be enforced? Can there be fines imposed? Can there be curfews?? A jet is flying in right now as I am trying to write this letter, ugh!! Please, please, please find a solution so that we can coexist peacefully.

Comments : Entry # 72

Name/Nombre

Joe Mitchell

Email/Correo electrónico

Organization/Organización

Resident

Address/Dirección

Subject/Asunto

Camarillo Airport

Your Comments/Sus comentarios

Hi,

My name is Joe Mitchell and I have been a resident of Old Town for 29 years. We live directly under the normal landing approach for the Camarillo Airport, the airport has never really been a problem for me until a few years ago when the jet and turbo prop traffic really started to increase rather rapidly. Now traffic has increased to the point that we have a loud plane flying over every few minutes during peak times. When they fly over we have to halt conversations to let the plane pass before we can resume, this is inside or outside of the house. When I was working from home it was virtually impossible to have zoom calls without me muting myself, unfortunately for me I had a lot of them. This is only one aspect of the impact the increased traffic is having on us, the traffic is constant day in and day out this really wears on you. We can't enjoy our patio like we used to, when we watch tv we have to pause or increase the volume to even hear the dialog. Because planes come in at all hours of the night and early morning our sleep patterns are also frequently disrupted and as a consequence this it negatively effects how you function the next day. With increased air traffic comes increased air pollution and of course noise pollution. In addition and certainly not insignificant, the increased chance of air disaster in the neighborhood. Our quality of life and our health have certainly been negatively effected by the increased air traffic and will continue to compound as time goes on given the current level.

Now, having said all of the above we are told that it is projected that the air traffic will possibly double for jet and turboprop in 10 years and possibly doubling again in another 10 years. I can't even imagine that based on the issues we have now with the current traffic level.

It seems that the City and County continue to support the growth in volume of the jet and turboprop traffic. Look at some of the projects that have been approved such as the construction of Luxury hangers. Like the old saying goes "build it and they will come". Some of the FBO's are open 24/7 to support international traffic which encourages more traffic at odd hours having a greater negative impact (sleep disruption) for those of us that are under the flight path. All of the FBO's are advertising trying to increase their business. I get it, they are business and that is what businesses do try to generate revenue. Given the type of traffic increase we are seeing it is for those who are fortunate enough to be able to own their own aircraft or afford to travel in luxury. Good for them, but for those of us that are disproportionately affected by the negative consequences, not so good.

Our City and County officials need to consider the negative effects of trying to increase revenue via the airport. In addition, what about mitigation of the current traffic level for those who are affected? Such as: air traffic study to change the approach pattern,

Comments : Entry # 72

noise monitoring, pollution monitoring, regular meetings between the community and airport officials and FBO's and County and City Officials to help facilitate mitigation solutions.

We are all citizens and deserve representation and protection from our elected officials. Please do your job.....

Comments : Entry # 73

Name/Nombre

Haley Ehlers

Email/Correo electrónico

Organization/Organización

Climate First: Replacing Oil & Gas (CFROG)

Address/Dirección

Subject/Asunto

Draft of Final Airport Layout Plan (ALP)

Your Comments/Sus comentarios

Climate First: Replacing Oil & Gas (CFROG) is a grassroots environmental nonprofit dedicated to combating the climate crisis by working to shape the transition away from fossil fuels to a carbon-free economy in Ventura County. We advocate for transparent and public environmental decision-making processes that appropriately consider public health and the climate crisis. CFROG, and our members in the Camarillo area, are concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport due to the significant pollution increase and negative impacts on health, safety, and our climate.

As a city located right in the middle of the fastest-warming county in the lower United States, it is essential for Camarillo to prioritize reducing emissions and seriously consider the impacts of this pollution on community member health and safety. Emissions from aviation are a significant contributor to climate change and these emissions are growing faster than any other mode of transport. Air pollution from aircrafts can also have direct negative impacts on respiratory and cardiovascular health in nearby communities. The Plan's forecasted doubling in jet and turboprop operations within the next 10 years, and then another doubling in the 10 years after that, introduces an unacceptable level of harmful pollution into the air community members breathe and our climate.

CFROG urges the Ventura County Department of Airports, FAA, Camarillo City Council, Ventura County Board of Supervisors, and the Airport Authority Board to protect the Camarillo community by:
- Conducting an alternative flight path study
- Establish permanent noise monitoring equipment in place
- Complete an emissions and air quality analysis
- Limit airport business expansion (no new large hangars or Fixed Based Operators that service turbine engine aircraft.

Comments : Entry # 74

Name/Nombre

Merrill Berge

Email/Correo electrónico

Organization/Organización

Camarillo Sustainable Growth

Address/Dirección

Subject/Asunto

Airport Layout Plan Update - Public Comment

Your Comments/Sus comentarios

On page 2-28 of the Aviation Demand Forecast document of the Camarillo Airport Layout Plan Update, Table 2N "Fleet Mix Operations Forecast" calls for a doubling of jet and turboprop operations to 27,000 operations per year within the next 10 years... and then nearly doubling again to 49,000 jet and turboprop operations/year in the following 10 years. This does not include the increase in piston plane and helicopter operations, as well.

All of these aircraft will be burning either AV jet fuel or leaded piston plane fuel over the Camarillo community. The onshore ocean winds blow these emissions southeastward over Camarillo, along the hillsides, over the Mission Oaks area and then up the Santa Rosa Valley. Jet fuel nanoparticles that lodge deep in the lungs and most adversely impact the young and the elderly, and lead used in piston plane fuels, drift down on children and families using playgrounds, community parks, and home backyards.

Within 1 mile of the airport are two preschools (Mt. Cross Lutheran Church preschool, Pleasant Valley Bible preschool), two elementary schools (Las Posas elementary school, CAPE charter school), one middle school (Monte Vista middle school), and three high-school/alternative schools (Gateway Community school, Phoenix school and Frontier HS)...a total of 6 schools closest to the airport and airplane operations emissions. Also within 1 mi, directly under the inbound flight path, is the Camarillo Estates Mobile Home park occupied by 55+ residents and a Healthcare rehabilitation center for those weak and recovering from a hospital stay or too infirmed to be home.

Our community (especially the newer Springville neighborhood of 1300 homes, and the older mid-town corridor along the freeway) is already impacted by the use of pesticides on the Oxnard Plain agricultural fields, the car and truck pollution from the frequent traffic jams on the 101, and the current 187,000 airplane operations, large and small, at the Camarillo Airport. The forecasted increase in larger jet and turboprop air traffic will add to the cumulative air pollution burden in Camarillo...and in Ventura County.

With Ventura County identified as being the fastest warming county in the contiguous United States, an emissions study to evaluate both the climate and health impacts of this forecasted 400% increase in jet and turboprop operations is imperative data needed to inform policy and decision-making. The Camarillo Airport's prior California Environmental Quality Act (CEQA) documents are from 14 to 20 years old, and none included an emissions analysis.

The Airport Layout Plan Aviation Forecast's significant projected increase in airport traffic, due in large part to private jet an turboprop operations, must be responsibly addressed by our government agencies and our elected representatives. It is your role

Comments : Entry # 74

and duty to prioritize the health and safety of residents. An emissions/air quality study would collect the data needed to most effectively respond to this situation, and citizen's concerns.

In addition, the Adopted Airport Comprehensive Land Use Plan for Camarillo Airport (Introduction and Inventory document, page 1-33, Exhibit 1K) is outdated.The Springville neighborhood of 1300 homes approx. 1/2 mile from the Airport is denoted in light green as "agriculture". This change in the land use in such close proximity to the airport should be noted as rezoned and developed since this map was adopted by the Ventura County Transportation Commission (VCTC) in July, 2000...24 years ago.

Comments : Entry # 75

Name/Nombre

Katherine Randall

Email/Correo electrónico

Organization/Organización

Private Citizen

Address/Dirección

Subject/Asunto

Objection to Airport Expansion, Noise, & Health

Your Comments/Sus comentarios

My husband and I retired to Camarillo in 2017. Since that time, we have seen the Camarillo Airport and flight operations increase exponentially.

1. Also, Aircraft have increased in size to what appears to be 737 size. And there are various noisy corporate type jets. Now we are not in the flight path, however I hear early in the morning the gunning of jet engines getting ready for takeoff. It sounds like LAX. As I go through my day, I am constantly reminded I have a large commercial airport right in my backyard. We did not retire to Camarillo or would we have if we knew the Camarillo Airport had big plans for expansion.

2. I'd be curious if the large jet engines exceed a agreed upon decibels requirement. From my research, Jet Engine noise is at the top of the scale with 135dBs from as close as 100 yards. Anything over 70dBs are harmful. Think about the farm workers, school children, shoppers, etc., that are right in the flight path or near the airport. The source for this information is from the Hearing Health Foundation, hearinghealthfoundation.org

3. Next the gigantic Amazon hub warehouse was put conveniently next to the airport, for what appears to be for a future supply chain strategy. How easy it would be to have Amazon serviced aircraft, land in Camarillo, and truck the goods next door to the Amazon warehouse.

4. Another in your face expansion is the erecting of two gigantic hangars that have been built for celebrity jets and ride sharing. Tell me this doesn't sound commercial! My daughter who works in Calabasas, has been told by her celebrity clients, if you want an easy way to fly, go out of Camarillo! Celebrities use Camarillo as their convenient, no hassle jump off point to destinations from U.S. to overseas. Think about it, Camarillo is close to Calabasas, Malibu, Montecito, Hidden Hills, etc.

5. Worst but last, the citizens of Camarillo (Men, Women, and Children) are being exposed to harmful chemicals from jet engine emissions. One only has to look at our cars that are constantly being covered with a dark fine powder.

We do support our military airbases because they are doing our country's work and protecting its citizens. And frankly, the [illegible] is much more considerate of the Camarillo citizens. We are informed when a necessary uptick in aircraft will occur due to [illegible] exercise.

Comments : Entry # 75

We respectfully request our leaders, FAA, and empowered government to please halt the expansion of Camarillo Airport. Additionally, ideally disallow jet engine aircraft. Minimally, reduce size of aircraft. No more 737 size or large corporate jets. Reduce decibel output. Perform a study at different distances of what the output is. Also, study the environment. Measure the emissions and pollution we are being exposed to. Not to mention the wildlife that are affected. The nearby Red Hawk breeding zone which covers Spanish Hills to the Airport readily comes to mind.

Respectfully Submitted,
Katherine D. Randall

Comments : Entry # 76

Name/Nombre

Nicole Collazo

Email/Correo electrónico

Organization/Organización

Ventura County Air Pollution Control District

Address/Dirección

Subject/Asunto

Camarillo Airport ALP

Your Comments/Sus comentarios

APCD has reviewed the ALP and has the following comments.
1) Pg. 1-35 of the ALP states Ventura County is in non-attainment for the federal 8-hr 2008 ozone standard. That standard has been attained. See the 2022 AQMP. Please correct. Ventura County is in non-attainment of the 2015 federal and state 8-hr ozone standard, along with the state PM10 standard.
2) The pending NEPA/CEQA environmental assessments should include cumulative air quality impacts of all proposed increase in airport emissions (aircraft, on-road vehicles, etc.) as compared to the last environmental assessment from the 2010 Master Plan, Exhibit 2F Forecast Summary.

Comments : Entry # 77

Name/Nombre

Mary F Heck

Email/Correo electrónico

Address/Dirección

Subject/Asunto

No to Airport Expansion

Your Comments/Sus comentarios

5-9-2024

To Whom It May Concern:

I am writing this inform you that the impact of airport expansion and more airplanes they want to come to Camarillo Airport and I say No to this idea.

My name is Mary Heck and I'm a 62 year resident of the XXXX neigborhood in Camarillo (which puts us in the county but airplains that fly over us also fly over the two neighborhoods next to us that are in the city - Suburbia and Cerra Vista neighborhoods). I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise and air pollution is impacting my health, and safety concerns and it is annoying change to cummunity feel of Camarillo..
A few times a year a plane will crash near the fields of the airport, however it will be a more of a safety concern since they are building near/on Springville development. Where will they go for an emergency / crash landings?
Most of the population of Camarillo moved here for the cleaner air and no noise from an airport. We do not use airports very much, but when we need one, the trip to Burbank or LAX is part of the adventure.
If someone uses an airport a lot then they should move to be near one and not live in Ventura County.
Now Camarillo is paying the price for the convenience of wealthy individuals and the profits of private jet businesses at the Airport.
How the County is benefitting while our community's health and safety is being put at risk.
How does this violate the 1975 contract with the City of Camarillo and the County of Ventura? It seems that it does just by the fact of expanding the airport and more larger airplanes coming here every 10 years.
Private jets emit at least 10 times more pollutants than commercial planes per passenger.
All this development at the Camarillo Airport will affect most of Camarillo and especially the Old Town area and the events of Camarillo Cruise Nights; Camarillo Heritage Days; Farmer's Market; 4th of July fireworks at the Outlets;

Comments : Entry # 77

anything new events at the St. Mary Magdaline Church and
Dizdar Park.

Here is the forecast of what they want to come here--
Inline image

Private jet and turboprop forecast from Airport Layout Plan:
Already, currently jet and turboprop operations are 12,000/year
Within 10 years, doubling to 27,000/year
And nearly doubling again in the next 10 years to over 49,000/year...4,000/month
NOW is an "official" opportunity to let the FAA and the Ventura County Board of Supervisors know how this increase in larger aircraft will impact you, your family and our community.
Sincerely,
Mary Heck

also sent to Camarillo City council and County Board of Supervisors and Airport Authority and Steve Benett
and Jacqui Irwin and Julia Brownley

Comments : Entry # 78

Name/Nombre

Lauren De La Torre

Email/Correo electrónico

Organization/Organización

Resident of Old Town Camarillo

Address/Dirección

Subject/Asunto

Concern about increased jet and turbo planes coming and going from Camarillo Airport

Your Comments/Sus comentarios

My name is Lauren De La Torre and have lived on XXXXX Camarillo for 36 years. Up until 3 to 4 years ago life on XXX had been lovely. This all changed when private corporate, chartered, and wealthy individuals' jets started to come to Camarillo to land and take off. They fly right over Old Town and my home all day and all night. I live below the landing portion of the flight path. There is no curfew for these mostly out of town jets to land at Camarillo Airport.

I am very concerned about the possible increase in jets and turbos planes in the next 20 years. These planes create noise pollution (audio), exhaust and emissions (chemical pollution), and visual pollution. It causes an increase of stress when I can hear the jet coming. I can first hear them through my kitchen range hood. I am aware while in my kitchen that a jet is on its way over my home. Often there is a huge shadow when it flies over blocking the sun.

The quality of life has gone down considerably these last few years. I am sure the people who fly over my and my neighbor's homes don't really think about the consequence of their actions. Or do they? Why do they get to ruin a local community so they can go from point A to Point B by flying? They often fly because it is quicker than driving but the flight creates so much negative results.

Camarillo Airport continues to have Fixed Base Operator businesses (FBOs) who promote using the airport for the convenience, to be discrete, and a lower cost to businesses and individuals. These parties have the means and funds to fly into to Camarillo to often get dropped off and then driven to their homes which are not in Camarillo. There are jets that don't even have their customer on board when they land having dropped them off at another airport beforehand. They are using Camarillo Airport as a parking lot for their jet. There are already enough FBOs at Camarillo Airport to create the problem of too much jet activity over the city of Camarillo.

What choice do the residents of Camarillo have? Doesn't seem like much from what is being suggested for the airport and their businesses. We don't want to close down the airport but want to save the quality of life that made people move to Camarillo in the first place.

I am asking you to help protect my community. It is very important that an alternative flight path study be done and that permanent noise monitoring equipment be put in place along with a study of emissions discharged from jet and turbo planes flying over the community. No more FBO hangers should be built. Please keep the airport from becoming a regional airport.

Thank you,

Lauren De La Torre

Comments : Entry # 79

Name/Nombre

Angie N.

Email/Correo electrónico

Organization/Organización

N/A

Address/Dirección

Subject/Asunto

Airplane Noise

Your Comments/Sus comentarios

To whom it may concern:

Can you return tranquility and restore sense of calm to the community, please?

Hello, my name is Angie. I'm a Ventura County resident of over 50-years and have been a resident of Camarillo's XXXX neighborhood, for over 20 years.

I relocated my family to the City of Camarillo on the appeal of moving to a city with less! Yes, lesser noise, lesser congestion and lesser crime. It's quite disheartening to now see that calm and tranquility, that us taxpayers are entitled to, diminishing. A peaceful evening with the family is now interrupted by the residual jet noise flying late at night. The practice to fly over homes & neighborhoods particularly, at all hours of the night, is completely unacceptable. Maintaining a healthy quality of life should be of high priority not be disregarded nor compromised. To do so is inconsiderate, bad business and not neighborly.

Comments : Entry # 80

Name/Nombre

Michael McCracken

Email/Correo electrónico

Organization/Organización

none

Address/Dirección

Subject/Asunto

Camarillo Airport Expansion

Your Comments/Sus comentarios

To Responsible Parties,
I am writing about the work you have done and the expansion which has already occurred to the Camarillo Airport. Our comments are required to be submitted by 5/10/24, on on going work and finished work which you are proceeding with.
First your noise study was a shame, I'm in your flight path and I never saw anyone or any equipment monitoring noise, we have a code ordnance in Camarillo that you cannot exceed 75 decibels and from experience and living in your flight zone you are more than exceeding this.
What and where is the benefit for the community and these neighborhoods? Who are you serving with these services? No one in the community or neighborhoods effected by this. Our quality of life is diminished and the value of our houses is depreciated. Beyond the obvious creating more air and noise pollution and you serving people outside the community. This expansion should have been a ballot measure where the community has a say on their quality of life. You had other options to expand an airport for corporations and entitled individuals such as Oxnard and Santa Paula or you could have went back to LA which is who you are serving.
It seems to me you have already made your decision and this is a bureaucratic way of forcing us to accept it. But I think a civil suit will be the only way to bring you and your sponsors liable for your actions.
Submitted By,
Michael McCracken

Comments : Entry # 81

Name/Nombre

Susan McDonald

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP

Your Comments/Sus comentarios

My name is Susan McDonald and I have resided in Old Town Camarillo for 36.5 years. I am extremely concerned about the jet and turboprop plane traffic at the Camarillo Airport. In addition, I am also concerned about the projection of a massive increase in plane activity and little to no plans to manage the effect this will have on the residents in Camarillo.

When I moved here in 1987, plans flew in over the open space/fields south of the city of Camarillo. Over the past 4-5 years, planes have gotten much bigger and louder and over time, their landing pattern has shifted. They now fly low and loud directly over homes. The noise level is extremely disruptive, to the point of having to pause television due to excessive noise, pausing conversation/music when trying to enjoy time outside and disrupting sleep at night. I am also concerned about the effect of the pollution that these private jets produce, the health and safety of Camarillo residents, as well as property values.

I have read the portion of the ALP final draft regarding the fly friendly program. If I am reading the visual correctly, planes are encouraged to not fly directly over the homes, and instead, to fly over the open fields to the south and along the 101 freeway. My home is on the edge of the fields and I have not seen one single plane flying over the fields. EVERY single plane flies over my home, low and loud. I would like to know how pilots are encouraged/reminded to fly friendly. What data is taken and how are pilots who are not flying friendly reminded? What incentives are there to fly friendly? At the public meetings I have attended, the fly friendly program is the standard answer to residents' concerns regarding noise. Since this seems to be the only plan, I am asking for your help- show us data regarding the numbers of pilots participating and share plans regarding how to increase pilot participation in this program. It is becoming unbearable to live in the flight path and we need a solution.

In addition, I am also asking for an alternative flight path study to be conducted and to put permanent noise monitoring equipment in place; it is important to have continuous, accurate data regarding noise. The noise from the private jets and turboprops is not sustainable to the residents of Camarillo. We need your help now.

Comments : Entry # 82

Name/Nombre

Tina Williams

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Large Jets and Turboprop planes

Your Comments/Sus comentarios

My name is Tina Williams and I have lived in Old Town Camarillo 13 years and in the flight path for the last 20 total years.I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport due to the fact that the noise is a disruption to our daily lives. It causes us as a family to have to pause our conversations and resume when the planes are far enough we can continue to have a conversation. This applies to watching a tv show or even listening to music. Then these jets are flying in late at night and waking up my family. Even during the day the jets wake up my grandson during his nap. We used to live in a quiet neighborhood where we valued and cherished our peace and quiet. This continual noise causes stress and anxiety. We are not allowed to have our relaxation time with the noise from these jets and turboprops flying over. Having distrubted sleep for periods of time can and will cause major health problems. I have been woken up my these loud low flying big jets and immediatly had anxiety from being woken up in that manner.

We are also very concerened about the pollution we are breathing in as the jets and turboprops fly over. No one can say that this is a safe enviorment for us as nanoparticles are dropping onto our homes and in our backyards where our children and grandchildren are playing. Where we are trying to grow flowers and gardens and have peaceful family bbqs. We dont want to be held prisoner in our own homes due to the amount of noise these jets make and the pollution they are causing. This is adding to the air pollution in Ventura County let alone Camarillo.

We are very concerned about our overall health mentally and physically. These jets have caused increased anxiety, sleep interuptions, social distraction and overall disruption to our family.

I am asking for your help to protect myself, my family and my community from such an obvious distrubance to our daily lives and mental and physical health.
Please have an alternative flight path, increase the amount of noise monitoring equipment in place.Please I will volunteer for a monitor in my back yard. Take into consideration all the reidence this effects on a dally basis and not just in revenue it will or does bring in.
I believe that if anyone involved in the approval of the jets flying into Camarillo lived in the flight path as I do, none of this would have been approved.

Comments : Entry # 83

Name/Nombre

Jay Clancy

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Public commen3kts

Your Comments/Sus comentarios

The projected increase from 12,000 to 50,000 jet and turboprop operations at the Camarillo Airport over the next twenty years is very disturbing and certainly will change the fabric of this wonderful city my family and I have lived in for the last 24 years. The air we breathe, the quiet skies, property values, the quality of life and the health of all community residents will no doubt all suffer and only worsen as time goes on. An alternative flight path over the farm fields should be considered a viable option to be studied as to lessen the negative impact on all residents especially those who inhabit the midtown corridor including Old Town.

Thank you for taking this measure into consideration.

Comments : Entry # 84

Name/Nombre

carlos reyes

Email/Correo electrónico

Organization/Organización

camarillo resident

Address/Dirección

Subject/Asunto

excessive noise

Your Comments/Sus comentarios

I Do not feel good about about this proposed increase in air traffic. our small town is already over grown, car traffic and air traffic is already way to much you see and hear everything going on above us, I do not feel safe with the current number of airplanes landing and flying around us. Residents walking with pets say their pets react with the sounds of the planes in the sky. Adding more and more air traffic is going to hurt the community in many different ways , with toxins released from exhaust fumes and temperatures will increase and will affect our farming community, please consider taking these plans to the dessert where there is more room.

Comments : Entry # 85

Name/Nombre

Mike Bredbenner Mike

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Air Traffic and noise Regulation

Your Comments/Sus comentarios

Hello,
My name is Mike Bredbenner and I was born and raised in Camarillo, resident of over 30 years. I grew up in the XXXX area, but am planning on moving to Old Town Camarillo. I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise disruptions, safety, home and property values.

Since moving away from Camarillo and now back to the area I've seen and absolutely heard the difference in noise levels. Even while staying for a short time this past Month in April I was awoken in Mission Oaks to jet noise that was not just loud, but very startling at the late hours of the night– such jet noise interrupted my sleep and I'm sure many others. With the change of life in work from home situations this will be a determent to acceptable levels. As I said I was born and raised in Camarillo, and have noticed the changes over the years, but can absolutely say without a doubt that it's massively changed from 2011 to now when I moved back. Camarillo has always been home and cared for its community with being cautious of city planning. Historically I know Camarillo as a community has come together for the best long term goals of the community and planning and hope this is no different. I'm literally afraid to purchase a home here due to the increased activity and if it were to rise I'd have to look to other cities to the north versus being a Camarillo home owner and resident for my large family.

I am asking for your help to protect me and my community. Please understand the community's concerns in safety, strong home values, and long term economic stability of the why people choose Camarillo as home; a safe, quiet, agricultural community. My ask as a proud Camarillo community member is to please conduct an alternative flight path study, put permanent noise monitoring equipment in place, and even perhaps an alternative airport option for high noise aircraft away from the community to simply leave two into the other larger airports, which are already accommodating this type of traffic, where it was planned for vs taking a small community airport and changing the towns dynamic and value for the worse.

Sincerest regards,
Mike Bredbenner

Comments : Entry # 86

Name/Nombre

Daniel Greenwood

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP for CMA public comment

Your Comments/Sus comentarios

I live in XXXX under the flight path for Camarillo Airport. Constantly increasing noise and pollution from private jets and turboprop aircraft is continually interfering with my ability to have peaceful enjoyment my home. This is having a very harmful effect on my health and quality of life. Many of my neighbors are suffering the same fate.

The Ventura County Dept. of Airports (VCDoA) has contracted to have this Layout Plan (ALP) created and intends to ask the FAA for millions of dollars to fund projects at CMA. The Dept. of Airports has also contracted to have a Part 150 Noise Study done by the same company that is authoring the ALP. This Noise Study will be completed several months after the ALP is completed. As a resident of Camarillo I strongly urge the FAA to deny any funding for any maintenance or improvements until the Noise Study is complete and all possible avenues to mitigate the noise and pollution that is harming our residents and our communities be explored and effective remedies have been applied. This is only fair to the most vulnerable citizens in our city as the well being of the public should be the primary concern of both the VCDoA and the FAA.

Comments : Entry # 87

Name/Nombre

Ralph and Susie Mier

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport Noise and Traffic

Your Comments/Sus comentarios

Ralph and I have been residents of Camarillo for 50+ years and have lived in Camarillo's Old Town for almost 40.
We are very concerned about the increase in air traffic at the Camarillo Airport. The traffic and noise levels have consistently increased over the years with more and bigger jets flying into the airport daily. When talking outside with neighbors or entertaining guests, we often have to stop our conversations to let planes pass over. When our grandchildren visit, the noise will wake them day and night. The increase in air traffic and air quality has definitely impacted the quality of life in Old Town. We feel that you are in the position to protect our community. Please consider doing an alternate flight plan study. It seems that in the past, the flight path was over the farm land rather than directly over our homes, limit airport expansion, and complete an emissions and air quality analysis. Although growing, Camarillo has always had a wonderful small town feel. Please take into consideration the policies you make that can keep it feeling that way.

Ralph and Susie Mier

Comments : Entry # 88

Name/Nombre

Bradley Thomson

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Concerns

Your Comments/Sus comentarios

My name is Bradley and I'm a 26 year resident of Camarillo. Expanding the airport will negatively effect what Camarillo is supposed to be, a small town. The noise and pollution will effect the lives of the citizens of Camarillo and traffic in the area will caused by expansion will make Camarillo feel like LA. We are not LA

Comments : Entry # 89

Name/Nombre

Michael Schumacher

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo airport expansion

Your Comments/Sus comentarios

My home is in close proximity to and directly under the flight path of the Camarillo airport. I've lived in this home for 24 years. Initially the air traffic was reasonable and I decided that the minimal air traffic noise was a trade off I was willing to make to be able to enjoy the open beauty of the surrounding mountains and farm fields that my homes location provides. As the years have passed and especially within the last one to two years the sharp increase in the air traffic has brought a near constant stream helicopters and ever larger planes. This is not only an increase in kind and volume of aircraft but also an increase in the hours of the traffic that starts early in the morning and continues late into the night. The increased volume and frequency of noise makes it impossible to experience any level of peace both outside and inside the house that was a big motivation for me to buy this property in the first place. I need to wear ear protection when I spend time outside and often have to suspend conversations and pause or drastically increase the volume of television shows until the planes or helicopters pass. Entertaining is challenging. I fear that the value of my home will decrease as the air traffic noise and pollution increases and that if the time does ever come that I would want or need to sell that it would prove impossible due to the airport noise. I've spoken with many people who have the same fears and concerns.

Camarillo has been a relatively small, peaceful and stress free city to live in but the increased airport traffic has changed all that. Camarillo is not the right kind of city to support and sustain a high traffic airport and I urge you to stop the expansion of the airport and its ever increasing air traffic. The airport needs to decrease rather than increase its volume.

Thank you.

Comments : Entry # 90

Name/Nombre

Chantel Sanchez

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo Airport

Your Comments/Sus comentarios

Hello,

I've been a citizen of Camarillo for nearly 20 years and I love it here.

My family is in the immediate flight path of the airport and the current traffic for the airport is manageable both in noise and pollution, however, the addition of commercial airlines is something that would deeply disrupt our way of life. I would no longer feel comfortable going outside for long periods of time due to the air pollution, our sleep and day to day activities would be completely different with the amount of noise we would be subjected to and overall it would worsen our quality of life. I love where I live and I want to see it stay the same, if it doesn't we do not see ourselves living here anymore.

I sincerely hope the council puts an end to this plan so as to preserve the quality of life for this city's residents.

Thank you,
Chantel Sanchez

Comments : Entry # 91

Name/Nombre

Michael Schumacher

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Camarillo airport expansion

Your Comments/Sus comentarios

I've lived directly under the Camarillo airport flight path for 24 years and the increased size, volume, frequency and type of aircraft coming into the airport has greatly decreased our quality of life. Peace has been shattered outside and inside the home and being outside requires ear protection and frequent disruptions in conversations. Frustratingly, these disruptions due to intolerably high levels of aircraft noise occur inside the home as well.

The airport should decrease not increase its volume and variety of air traffic. Failing that a good solution would be to completely reroute all air traffic so that the flight path is well outside of hearing of residents in existing homes.

Thank you.

Comments : Entry # 92

Name/Nombre

Walt De La Torre

Email/Correo electrónico

Organization/Organización

Resident of Old Time Camarillo

Address/Dirección

Subject/Asunto

Public Comments to the ALP for FAA from Camarillo Airport

Your Comments/Sus comentarios

Hello, my name is Walt De La Torre and I have been a resident of Old Town Camarillo for over 35 years.
I moved to Camarillo to begin my career and I am still here in retirement. When moving here my wife and I specifically looked in the Old Town neighborhood because it was small and quiet, with quaint shopping and walkable, traffic-free streets. We felt very fortunate to be able to rent and then own a house in this ideal neighborhood. We have raised our family here and remodeled to have this house continue to be what we desire.

Old Town has grown and prospered, our neighborhood and property value have gone up over the years. There has only been one negative, and only one thing that has lowered the value of our home:
Large jets landing in Camarillo with their noise pollution, visual pollution, and air pollution.

This was not a problem when we moved here nor for most of these years and has become dramatically worse in recent years. Public officials and airport officials seem to be welcoming this increase in noise and pollution but I have not heard any support from any residents affected by the flightpath. These are residents in several neighborhoods of
Camarillo who agree this jet problem has gotten too big, and intends to get worse.
Camarillo has always been a quiet, peaceful community and when compared to other places in the county or other urban areas nearby it is remarkable idyllic while providing conveniences and opportunities for all its residents. None of that is enhanced by the private jets of others flying overhead. The jets make life worse here. We all spend time outdoors and many of us do not have air conditioning and enjoy open windows and doors, but the jets make it impossible to enjoy. Our neighborhood does not really have through streets so we do not even have much car traffic. We often get more jets overhead than cars passing on our street during a day. The jets are not like the small propeller planes we used to have alone, or like cars on the street. They are like a freight train going through our community.

These freight-train level interruptions from the jets come throughout the day, basically every day. Think of the times you would most like to have quiet relaxation. Afternoon after a hard day? A most popular time. Sundays with your family on a day off? That day is the worst! If those aren't your relaxing times, how about the middle of the night? Large jets fly in during the wee hours of the night with no landing curfew. I don't think anyone involved in this would want that for their neighborhood and family. None of us want this for ours.

Please investigate noise monitoring, alternative flight paths and landing, and a complete night curfew. These will be a good start

Comments : Entry # 92

and any plans to increase and develop this blight would be harmful and disagreeable.

Thank you.
Walt De La Torre

Comments : Entry # 93

Name/Nombre

John Groot

Email/Correo electrónico

Organization/Organización

None

Address/Dirección

Subject/Asunto

Camarilloan concerned about CMA Expansion Impacts

Your Comments/Sus comentarios

I am John Groot and I live in the XXXX neighborhood of Camarillo for over 12 years. I came to Camarillo mainly because of the healthy, tranquil environment and because it seemed like the local government was responsive to citizens' needs and input. Local government needs to weigh citizens' concerns about the projected increase in jet and turboprop plane traffic at the Camarillo Airport. Like many, I am deeply concerned that this huge traffic increase will add a lot of noise and air pollution. The corporate interests that are pressing for expansion are only focused on serving wealthy clients and making money. The financial benefits that accrue to the city and county are meager, especially when comparted to impacts our health, safety and quality of life. Allowing expanded operations at CMA is a significant step towards it becoming another regional airport, something my fellow residents and I are very fearful of. Please don't allow this to happen! Please help protect our community by monitoring noise and air quality, limiting business expansion and conducting studies of alternative flight paths. Thank you for hearing our concerns!

Comments : Entry # 94

Name/Nombre

Alec Castelan Alec

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Your Comments/Sus comentarios

Supporting Continued Growth of Camarillo Airport for a Brighter Future

Dear Camarillo City Council,

I am writing to express my strong support for the continued development and growth of the Camarillo Airport. I believe the airport plays a vital role in fostering a vibrant and prosperous future for our city.

The airport serves as a valuable resource for our young students, sparking their interest in Science, Technology, Engineering, and Mathematics (STEM) fields. Educational programs and tours can ignite a passion for aviation, inspiring future generations of pilots, engineers, and aerospace professionals.

Furthermore, the airport acts as a catalyst for local businesses. Businesses across various sectors, from hospitality and tourism to aviation maintenance and logistics, benefit from the increased traffic and economic activity it generates. This growth translates to more jobs, a stronger economy, and a brighter future for Camarillo's business landscape.

Finally, the Camarillo Airport serves as a gateway to cultural exchange and exploration. It connects us to new destinations, fostering a richer understanding of diverse cultures and perspectives. This not only broadens our horizons but also strengthens Camarillo's position as a welcoming and connected community.

I urge you to prioritize initiatives that promote the responsible growth of the Camarillo Airport. By doing so, we can cultivate a future filled with opportunity, innovation, and cultural richness for all residents of Camarillo.

Thank you for your time and consideration.

Sincerely,

Alec Castelan

Comments : Entry # 95

Name/Nombre

Kathy Long

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP Update/Noise Study

Your Comments/Sus comentarios

Having followed the process, documents, and public engagement, I submit the following concerns and request. The public, particularly in the Old Town area have raised valid issues, that require more study and action specific to increased air traffic and noise. I agree with suggestions to request the FAA to conduct "alternative flight path study". With advanced technology of aircraft the possibility to alter the pattern seems logical. Additionally, a commitment to place permanent Noise Monitoring equipment at the airport and in the community would be essential to getting real time information. Air quality is always of concern and placing permanent air monitoring equipment at the airport and in the impacted community, to assess with current federal guidelines, would be of benefit to the community. The Good Neighbor policy only works if all concerns are heard and addressed using the best technology and measurements, and acted upon. I live just east of the airport and get increasingly more traffic even over my property, with low planes flying outside of the pattern. Community concerns for noise, air quality and safety require acting with more than just the minimum guidelines and measures. Ask the FAA to do the studies to address these legitimate concerns.

Comments : Entry # 96

Name/Nombre

Suzanne Springer

Email/Correo electrónico

Address/Dirección

Subject/Asunto

airplane noise and pollution

Your Comments/Sus comentarios

Dear Council,

As a twelve-year resident of Old Town in Camarillo, I am concerned about the jets and planes that fly right over my house. This is a concern both for safety and for noise pollution. My quality of living in this wonderful town goes down with every large jet or plane that passes by. I am concerned that the ALP plan will not address the issues most of us residents are concerned about.
Thank you for considering, I hope, a better solution.
Sincerely, Suzanne Springer

Comments : Entry # 97

Name/Nombre

Patty Chinery

Email/Correo electrónico

Address/Dirección

Subject/Asunto

ALP

Your Comments/Sus comentarios

As a resident of Old Town Camarillo for almost 30 years I am very concerned about the potential for increased airport traffic coming through the airport and the increased noise resulting from this. It's not just the area of Old Town that will be affected, it's the Camarillo Springs, Woodside Greens, and Village at the Park will also be affected. Keep the airport small.

Comments : Entry # 98

Name/Nombre

Beata Musielak

Email/Correo electrónico

Address/Dirección

Subject/Asunto

Concerns about jet traffic in Camarillo

Your Comments/Sus comentarios

My name is Beata Musielak and I'm a 15 years long resident of XXXX in Camarillo.

I am concerned about the increase in jet and turboprop plane traffic at the Camarillo Airport because of noise disruptions to life of my dear neighbors in Camarillo Old Town, fuel pollution impact on my and their health, and safety concerns.

Jet noise is especially disruptive for me when I visit Old Town shopping or dinning. It is a very upsetting experience to walk the once quiet streets hearing the noise from above.

I think City of Camarillo should not only complete the 150 Noise Study but also contact EPA to conduct an independent noise study.

Comments : Entry # 99

Name/Nombre

Laine McTague

Email/Correo electrónico

Address/Dirección

Subject/Asunto

airport growth

Your Comments/Sus comentarios

I DO NOT WANT an increase in jet and turboprop plane traffic at the Camarillo Airport. I started flying at CMA with my father in 1978. I have fond memories, and now I more or less resent the fact that there is an airport here. Traffic used to be directed - well, it used to mostly direct itself, but even for a long time after the tower was installed - out over the ag areas to the south. Now most traffic seems to come over the city. Perhaps most of the pilots that obey the FAA regs are high enough over town not to disturb things much, but up here in the foothills, either a lot of pilots ignore those regulations, or the minimum altitude on downwind is just too low - or both. We often have to stop conversations while planes pass by. Even small single engine planes. The jets are a real annoyance. Its a real distraction while trying to focus on work, as well.

The days are regularly interrupted with noise and increasingly, air pollution. We still enjoy the airshow - which happens once a year. Every day is not enjoyable, and not why we moved to this area. I've noticed that people who moved here recently from L.A. think it's pretty quiet here. I suppose once all those of us who knew and loved Camarillo (& CMA) once upon a time move away in disgust, then there will be no problem turning the airport into Bob Hope. What a pity.

If convenience for the very rich and money for the County are what matters, carry on. If the wonderful atmosphere that Camarillo is losing is worth saving to you, then, stop accommodating more and more bigger and bigger louder and more toxic and noisy aviation. No more FBOs please, no more big hangars. Monitoring air quality as affected by traffic would be a good idea as well. And it is already time to lift the low altitude limit over the city's foothills - and enforce it. I'd love to be proud of our airport again. It's been a long time since.

CITY NEWS

April 15, 2024

City Council Confirms Commitment to Preserving Camarillo's Quality of Life During Update on Camarillo Airport

Council Advises Airport Authority to Vigorously Advocate to Uphold 1976 Agreement

Camarillo, CA – During the Camarillo City Council meeting on Wednesday, April 10, 2024, City staff shared an update on two long-range planning processes currently underway for the Camarillo Airport—the Airport Layout Plan (ALP) Update and Part 150 Study. Councilmembers listened to residents and businesses who spoke during an extensive public comment period, then engaged in a question-and-answer session with Ventura County Airport Director Keith Freitas and special counsel Dan Reimer, an airport legal specialist retained by the City.

While the City does not have any decision-making authority on these specific processes or airport matters in general, the Council affirmed that it will continue to strongly advocate for the interests of the Camarillo community through its long-standing 1976 Joint Powers Agreement with Ventura County on the operation of the Camarillo Airport.

The 1976 agreement includes certain limitations on airport operations (e.g., size of aircraft, hours of operation, etc.) and ensures that the airport will remain a general aviation airport and not become a commercial airport. The 1976 agreement also establishes the City's role in the Camarillo Airport Authority, an advisory body that makes recommendations to the Ventura County Board of Supervisors, which has final decision-making authority on all airport matters.

During public comment, concerns were voiced by numerous residents—especially those living under the flight path in Old Town—about the impacts of flight traffic (e.g., noise and emissions) on their quality of life. Other commenters, including some with airport-related jobs, spoke to the benefits the airport brings to Camarillo, especially economically.

"We've heard the concerns about airport noise and other impacts loud and clear, and we want to stress that preserving our quality of life in Camarillo is paramount," stated Mayor Tony Trembley. "The Council will continue to work hard to advocate these priorities to the Airport Authority and County officials, and we encourage the community to keep engaging in the participation opportunities for the airport layout plan and noise study."

City staff and special counsel Dan Reimer outlined the planning processes and addressed questions and concerns previously voiced about the airport, clarifying issues that may not have been well understood or represented accurately in the community. It was made clear that the County lacks authority to regulate air traffic—the Federal Aviation Administration (FAA) has exclusive jurisdiction over airspace, aircraft, and pilots. The County cannot close the airport—in fact, the County is obligated by contracts with the FAA that require the County to keep the airport open.

Because Ventura County owns and operates the Camarillo Airport (not the City), the County's Department of Airports is solely responsible for the two ongoing planning processes. The ALP does not include any airport expansion—it focuses on infrastructure, parking, ramps, and maintenance. The Part 150 Study, meanwhile, updates the airport's noise exposure maps

and addresses its noise compatibility program. There is no formal relationship between the ALP Update and the Part 150 Study.

In the detailed question-and-answer session with Director Freitas and Special Counsel Reimer, both expressed the difficulties of making significant operational changes within the restrictive framework of federal governance of general aviation airports. Despite the known hurdles, Director Freitas spoke of the airport's commitment to consider all realistic options to reduce impacts to the community, including educating pilots and flight-based operations on the County's voluntary Fly Friendly noise abatement practices as well as exploring the possibility of flight path modifications.

The City has no legal authority over the airport, only traditional land use and zoning. The City's power comes through the 1976 Agreement. To that end, the City Council has been assertive in defending the 1976 Agreement, hiring special legal counsel, forming a Camarillo Airport Ad Hoc Committee, engaging a third-party consulting firm to prepare and implement a scientifically-based survey of Camarillo residents, and prioritizing transparent communication and engagement with residents on airport-related matters.

"Our 1976 Agreement calls for the County and City to engage in mutual cooperation in the operation of the airport," shared Councilmember Susan Santangelo. "With Director Freitas' commitment to listening to our community's concerns, I trust we can find some common ground and realistic solutions as these processes move forward. To the extent we can use our voices on the Airport Authority to help mitigate impacts, we absolutely will."

The ALP is now in final draft form, and the public comment period is open through May 10, 2024. The next community meeting for the Part 150 Noise Study is scheduled for June 3, 2024. Information on both County processes can be found at: ***vcairports.org***.

For more information on the April 10, 2024 Council meeting, including the presentation slide deck and a list of commonly asked questions, please visit

the City's trending topics webpage on the "Camarillo Airport" at ***cityofcamarillo.org/trending***.

# # #

Frequently Asked Questions About Camarillo Airport

The City is committed to keeping our community informed!

Sign up to receive ***e-mail notifications*** from the City or follow us on these social media channels:

www.cityofcamarillo.org

Camarillo Airport

ALP Update and Narrative Report

Appendix E

Airport Layout Plan

Appendix E
AIRPORT LAYOUT PLAN

As part of this study, the Federal Aviation Administration (FAA) requires the development of several technical drawings detailing the airport and its environs. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the airport. These drawings are submitted to the FAA for their review and inspection. The FAA will critique the drawings from a technical perspective to be sure all applicable federal regulations are met. The FAA will use the CAD drawings as the basis and justification for funding decisions.

It should be noted that the FAA requires that any planned changes to the airfield (i.e., runway and taxiway system, etc.) that may be federally funded, be represented on the drawings. The landside configuration developed during this study is also depicted on the drawings, but the FAA recognized that landside development is much more fluid and dependent upon developer needs. Thus, an updated drawing set is not typically necessary for minor landside alterations from what is depicted on the ALP set.

The following is a description of the CAD drawings included with this study. The set of technical drawings has been developed following guidance from FAA *Standard Operating Procedures 2.0 – Standard Procedures for FAA Review and Approval of Airport Layout Plans (ALPs) and Standard Operating Procedures 3.0 – FAA Review of Exhibit 'A' Airport Property Inventory Maps.*

AIRPORT LAYOUT PLAN

The ALP is a scaled, graphical presentation of the existing and future airport facilities, their location on the airport campus, and pertinent clearance and dimensional information. The ALP is a major product of the airport layout plan update, which contains information used by the FAA to program future funding assistance and to monitor the airport's compliance with design standards and grant assurances. It also allows the FAA to anticipate budgetary and procedural needs, and to protect the airspace required for facility or aircraft approach procedure improvements. An up-to-date FAA-approved ALP that ensures the safety, utility, and efficiency of the airport is required for the airport to receive financial assistance.

An ALP, which is a public document that serves as a record of present and future aeronautical requirements, is a blueprint for airport development by which the airport sponsor, Ventura County, can ensure that development remains consistent with airport design standards and safety requirements, as well as airport and community land use plans.

AIRPORT AIRSPACE DRAWING

Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, was established by FAA for use by local authorities to define recommended airspace protection surfaces near airports. The airport airspace drawing included in this ALP update is a graphic depiction of these protection surfaces. The airport airspace drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The airport airspace drawing can be a critical tool for the airport sponsor's use in reviewing proposed development in the vicinity of the airport.

The airport sponsor should do all in his/her power to ensure development stays below the FAR Part 77 surfaces to protect the role of the airport. The following discussion will describe those surfaces that make up the recommended FAR Part 77 surfaces at Camarillo Airport (CMA).

The airport airspace drawing assigns three-dimensional imaginary surfaces associated with the airport. These imaginary surfaces emanate from the runway centerline(s) and are dimensioned according to the visibility minimums associated with the instrument approach to the runway end and size of aircraft to operate on the runway. The FAR Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Each surface is described as follows. The imaginary surfaces are established based on the planned future runway design code (i.e., A-I(s)-5000).

Primary Surface: The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Under FAR Part 77 regulations, the current and future width of the primary surface is 1,000 feet as centered on the runway.

Approach Surface: The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface. The dimensions of the approach surface leading to each runway end is based upon the type of approach (instrument or visual) planned and the type of runway (utility or other-than-utility). Utility runways generally have a pavement strength of 12,500 pounds or less and primarily serve smaller aircraft. Runway 8-26 at CMA is an other-than-utility runway.

The future visibility minimum to Runway 8 is planned at ¾-mile. The approach surface for Runway 8 begins at the end of the primary surface (200 feet from the runway end) and is 1,000 feet wide. The approach surface extends to a width of 4,000 feet at a distance of 10,000 feet at a slope of 34:1.

The future visibility minimum to Runway 26 is planned at ½-mile for Runway 26. The approach surface for Runway 26 begins at the end of the primary surface (200 feet from the runway end) and is 1,000 feet wide. The approach surface extends to a width of 4,000 feet. The approach surface for runway 26 extends for a distance of 50,000 feet. The first 10,000 feet rises at a slope ratio of 50:1. The remaining approach surface rises at a slope ratio of 40:1.

Transitional Surface: The transitional surface begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces. The transitional surface rises at a slope of 7:1, up to a height 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface: The horizontal surface is a plane 150 feet above the established airport elevation. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface 10,000 feet from the end of the primary surface.

Conical Surface: The conical surface begins at the outer edge of the horizontal surface, rising at a 20:1 slope for a horizontal distance of 4,000 feet. At 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the airport elevation.

APPROACH SURFACE PROFILE DRAWINGS

The runway profile drawing presents the entirety of the FAR Part 77 approach surface to the runway ends. It also depicts the runway centerline profile with elevations. This drawing provides profile detail that the airport airspace drawing does not. The profile drawings also depict the existing and future threshold siting surface (obstacle clearance surface).

INNER APPROACH SURFACE DRAWINGS

The inner portion of the approach surface drawing contains the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface penetrations. The drawing also contains the threshold siting surface (obstacle clearance surface). Detailed obstruction and facility data are provided to identify planned improvements and the disposition of obstructions. A drawing of each runway end is provided.

DEPARTURE SURFACE DRAWING

For runways supporting (or planned to support) instrument departure operations, a separate drawing depicting the departure surface is required. The departure surface is comprised of Section 1 and Section 2. Section 1 begins at the departure end of the runway where it is the width of the runway (100’). Section 1 extends outward and upward at a 40:1 slope for a length of 12,152 feet and a width of 7,512 feet. Section 2, (commonly referred to as the ‘wings’), starts at an equal elevation to the adjoining Section 1. Section 2 continues until reaching 304 feet (18-degree slope) and then levels off until reaching the line where Section 1 and Section 2 reach 304 feet above the runway end elevation, then that part of Section 2 that levels off continues at a 40:1 slope.

Penetrations to the departure surface may result in:

1. A non-standard climb gradient, and/or.
2. An increase in the standard takeoff minimums, departure minimums, and/or.
3. A reduction in takeoff length.

TERMINAL AREA DRAWING

The terminal area drawing is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities. It is prepared in accordance with FAA AC 150/5300-13B, *Airport Design*.

AIRPORT LAND USE DRAWING

The objective of the airport land use drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning: 1) To secure those areas essential to the safe and efficient operation of the airport; and 2) To determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

In the development of an airport land use plan for CMA, the airport property was broken into several large general tracts. Each tract was analyzed for specific site characteristics, such as tract size and shape, land characteristics, and existing land uses. The availability of utilities and the accessibility to various transportation modes were also considered. Limitations and constraints to development, such as height and noise restrictions, runway visibility zones, and contiguous land uses were analyzed next. Finally, the compatibility of various land uses in each tract was analyzed.

The depiction of on-airport land uses on this drawing is a recommendation based on the analysis of the highest and best use of airport property. Any airport land considered for non-aviation purposes will require FAA review and approval prior to implementation.

EXHIBIT A - AIRPORT PROPERTY MAP

The Exhibit A - Airport Property Map provides information on property under airport control and is, therefore, subject to FAA grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds. This drawing was developed following FAA *Standard Operating Procedures 3.0 – Standard Procedures for FAA Review of Exhibit 'A' Airport Property Inventory Maps*.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

May 8, 2025

Keith Freitas
Director of Airports
County of Ventura Department of Airports
800 S. Victoria Ave
Ventura, CA 93009-1940

Dear Mr. Freitas,

RE: Federal Aviation Administration (FAA) Conditional Approval for Camarillo Airport (CMA) Airport Layout Plan (ALP) Drawing Set; Airspace Case Studies No. 2024-AWP-7066-NRA and 2024-AWP-8480-NRA

The Los Angeles Airports District Office (LAX-ADO) completed the final review of the Camarillo Airport updated Airport Layout Plan (ALP) drawing set. Accordingly, a Conditional Approval is issued for the subject ALP, dated May 5, 2025. A signed copy of the approved ALP is enclosed.

Two aeronautical studies, Airspace Case Study No. 2024-AWP-7066-NRA and 2024-AWP-8480-NRA were conducted on the proposed development depicted on the ALP. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

The most notable changes made to this ALP submittal can be found in the letter dated September 25, 2024, as part of the ALP submittal.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires a normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical, and operational issues can be addressed in a timely manner.

The FAA Reauthorization Act of 2024 limited the FAA's review and approval authority for Airport Layout Plans (ALP). The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). The FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

Please attach this letter to the FAA-conditionally approved Airport Layout Plan and retain it for your records.

Should you have any questions or comments regarding this letter, please do not hesitate to contact Justin Guan of my staff at (424) 405-7276 or via email at Justin.Guan@faa.gov.

Sincerely,

CATHRYN G CASON

Digitally signed by CATHRYN G CASON
Date: 2025.05.08 15:17:19 -07'00'

Cathryn Cason
Manager
Los Angeles Airports District Office

Enclosure: FAA Conditionally Approved ALP

Federal Aviation Administration
777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Cathryn G Cason, Manager

November 12, 2024

TO:
County of Ventura
Attn: Department of Airports
555 Airport Way
Suite B
Ventura, CA 93010
erin.powers@ventura.org

CC:
COUNTY OF VENTURA
555 AIRPORT WAY
CAMARILLO, CA 93010-8544
dave.nafie@ventura.org

CC:
Keith Freitas
555 Airport Way
Suite B
Ventura, CA 93010
Keith.Freitas@ventura.org

RE: *(See attached Table 1 for referenced case(s))*
ALP 7460 No Objection Letter
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2024-AWP-7066-NRA		CAMARILLO,CA	34-12-49.53N	119-05-39.67W	0	77

Description: The following is a list of the major updates to the ALP Drawing Set for Camarillo Airport: • The RDC for Runway 8-26 is currently D-III-4000. Planning in the narrative report considers a potential transition to D-III-2400. • Narrow the runway to 100 feet (150 feet currently) at the time of the next major rehabilitation, based on the current and future critical aircraft determination. • Several connecting taxiways are planned to be reconstructed to meet FAA design recommendations for 90-degree intersections or for acute-angled exit at 30-degrees (Taxiway B). • Due to continued hangar construction at the northeast corner of the airport, a new parallel taxilane west of Twy G1 is planned to increase ground movement efficiency and to reduce the possibility of aircraft head-to-head conflict. • The plan includes a priority timeline for the rehabilitation of nearly all public paved surfaces at the airport.

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2024-09-18 19:11:47.0 has been reviewed under the authority of Part 77 and under the requirements of the Terms and Conditions of Accepting Airport Improvement Program Grants dated September 1, 1999. This review has considered the safety and utility of aircraft operations and planned navigational aids as related to this proposal.

The proposal does not exceed any federal obstruction standard and has no effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, we have no objection to this proposal.

Your proposal impacts the following National Airspace System (NAS) equipment:

This Airport Layout Plan (ALP)'s proposes to decrease the width of RW-08/26 from 150' to 100' at Camarillo Airport (KCMA), which will require the re-siting and flight inspection of the Visual Navigational Aids (VISAIDs) associated with this runway. This includes the following non-FED facilities: RW-08 PAPI, RW-26 PAPI. To arrange for FAA Flight Inspection services, contact Kadi Barrett, FAA Flight Inspection; Planning

& Acquisition Team at 405-954-7568 to generate a cost estimate and a funding mechanism as a prerequisite to flight inspection of the new PAPI systems.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled Airport Sponsor Strategic Event Submission Form including all date, time and/or duration changes via email to 9-AJV-SEC- WSA@faa.gov .

It should be noted that this study did not consider the height of construction equipment. This information needs to be coordinated with this office via an "Airspace Study Checklist" before construction begins.

This study did not evaluate the plans for operational safety during construction. Those plans should be submitted to this office for coordination and review prior to construction.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained to prior to construction of this proposal.

This determination does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization. Furthermore, the design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

We look forward to working with you in the continued development of your airport. If you have any questions, please contact me at (424) 405-7276, Justin.Guan@faa.gov.

Justin Guan
ADO
Signature Control No: 633582369-638841044

Federal Aviation Administration
777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Cathryn G Cason, Manager

February 03, 2025

TO:
County of Ventura, Department of Ai
Attn: Keith Freitas
555 Airport Way, Suite B
Ventura, CA 93010
Keith.Freitas@ventura.org

CC:
COUNTY OF VENTURA
555 AIRPORT WAY
CAMARILLO, CA 93010-8544
dave.nafie@ventura.org

CC:
Erin Powers
555 Airport Way, Suite B
Ventura, CA 93010
erin.powers@ventura.org

RE: *(See attached Table 1 for referenced case(s))*
ALP 7460 No Objection Letter
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2024-AWP-8480-NRA		CAMARILLO,CA	34-12-49.53N	119-05-39.67W	0	77

Description: Addition of 3 hangars (E, F, and G) and an aviation support building (H) with associated taxilanes on the eastern end of the Airport.

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2024-12-10 16:29:36.0 has been reviewed under the authority of Part 77 and under the requirements of the Terms and Conditions of Accepting Airport Improvement Program Grants dated September 1, 1999. This review has considered the safety and utility of aircraft operations and planned navigational aids as related to this proposal.

The proposal does not exceed any federal obstruction standard, however the following conditions need to be met for the Federal Aviation Administration (FAA) to have no objections to the proposed development.
No IFR effect with ALP. Once determination has been given on new hangars, the new submission will be required with the elevation of each hangar and GPS LAT/LONG Coordinates. At that time we will be able to determine if there will be any affect to associated procedures at the airport.

It should be noted that this study did not consider the height of construction equipment. This information needs to be coordinated with this office via an "Airspace Study Checklist" before construction begins.

This study did not evaluate the plans for operational safety during construction. Those plans should be submitted to this office for coordination and review prior to construction.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained to prior to construction of this proposal.

This determination does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with Part 155, or

any other law, ordinance, or regulation of federal, state, or local government body or organization. Furthermore, the design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

We look forward to working with you in the continued development of your airport. If you have any questions, please contact me at (424) 405-7276, Justin.Guan@faa.gov.

Justin Guan
ADO
Signature Control No: 641514454-646272844

AIRPORT LAYOUT PLAN

for the

CAMARILLO AIRPORT

CAMARILLO, CALIFORNIA

COUNTY of VENTURA
Department of Airports

LOCATION MAP

VICINITY MAP

DRAWING INDEX

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2. AIRPORT DATA SHEET
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6. AIRPORT AIRSPACE PROFILE RUNWAY 8-26
7. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 8
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9. RUNWAY 8-26 DEPARTURE SURFACE DRAWING
10. WEST TERMINAL AREA DRAWING
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12. EAST TERMINAL AREA DRAWING
13. LAND USE DRAWING
14. EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CAMARILLO AIRPORT (CMA)

TITLE SHEET

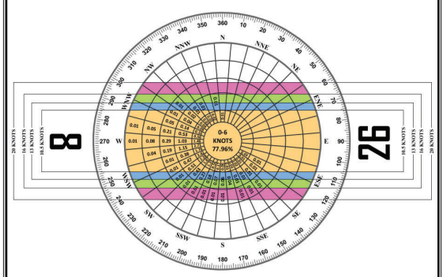
CAMARILLO, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	M. Beaver
APPROVED BY:	P. Taylor
July 2024	SHEET 1 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates C:\Users\maggie\Coffman Associates Inc\Coffman - sp_CADMPCMA_Camarillo_23\ALP\01 CMA COVER SHEET.dwg Printed Date: 12-03-24 03:18:18 PM maggie

ALL WEATHER WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 8-26	98.74%	99.51%	99.90%	99.98%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Camarillo Airport
Camarillo, California

OBSERVATIONS:
104,244 All Weather Observations
Jan. 1, 2013 - Dec, 31 2022

RUNWAY DATA TABLE

		RUNWAY 8/26				RUNWAY (Utility) 8R-26L	
		EXISTING		FUTURE		ULTIMATE	
Runway Identification		8	26	8	26	8R	26L
Runway Design Code (RDC)		D-III-4000		D-III-2400		B-II-VIS	
Approach Reference Code (APRC)		D/IV/4000		D/IV/2400		B/III/4000	
Departure Reference Code (DPRC)		D/V		D/IV and D/V		B/III and D/II	
Critical Aircraft		D-III-2B		D-III-3		B-II-2A	
Examble Aircraft		G650		Cessna Bravo/G650*		King Air 200	
Runway Surface Material		Asphalt/Concrete		Same		Asphalt/Concrete	
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)		S:50 /D:80/2D:125		S:60/D:100		12,500	
Runway Pavement Strength by PCN		N/A		Same		NA	
Runway Surface Treatment		Rubberized Friction Seal Coat		Same		NA	
Runway Effective Gradient		0.23%		Same		0.23%	
Runway Percent Wind Coverage	10.5 knots	98.74		Same		98.74	
	13 knots	99.51		Same		99.51	
	16 knots	99.9		Same		99.9	
	20 knots	99.98		Same		99.9	
Runway Dimensions (L x W)		6,013' x 150'		6,000'x100'		3,500' x75'	
Runway End Coordinates	Latitude	34° 12' 49.820" N	34° 12' 49.237" N	Same	34° 12' 49.238" N	34° 12' 42.831" N	34° 12' 42.492" N
	Longitude	119° 6' 15.470" W	119° 5' 3.879" W	Same	119° 5' 4.034" W	119°06' 08.457" W	119° 05' 26.785" W
Runway End Elevation		63.05' msl	76.76' msl	Same	76.88'	60.00' msl	66.00' msl
Runway Blast Pad Dimensions		140' x 200'	140' x 200'	Same	Same	95' x150'	95' x150'
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	Same	Same	NA	NA
	Longitude	N/A	N/A	Same	Same	NA	NA
Runway Displaced Threshold Distance		N/A	N/A	Same	Same	NA	NA
Runway Displaced Threshold Elevation		N/A	N/A	Same	Same	NA	NA
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		500' x 1,000'		Same		150' x 300'	
Runway Safety Area Dimensions (width x length beyond end) - Actual		500' x 1,000'		Same		150' x 300'	
Runway Lighting Type		MIRL		HIRL		MIRL	
Runway Protection Zone Dimensions		500' x 1,700' x 1,010'	1,000' x 1,700' x 1,510'	1,000'x1,700'x1,510'	1,000'x2,500'x1,750'	500'x700'x1,000'	500'x700'x1,000'
Runway Marking Type		Non-Precision		Same		Visual	
14 CFR Part 77 Approach Slope		34:1	34:1	Same	Same	20:1	20:1
14 CFR Part 77 Approach Type		NP-C	NP-D	NP-D	Same	Visual	Visual
Approach Visibility Minimums		1-Mile	3/4 Mile	3/4 Mile	1/2 Mile	Visual	Visual
Type of Aeronautical Survey Required for Approach		Non-Vertically Guided	Vertically Guided	Same	Same	Visual	Visual
Departure Surface (Yes or N/A)		Yes	Yes	Same	Same	Yes	Yes
Runway Object Free Area Dimensions (width x length beyond end)		800' x 1,000'		Same	Same	500' x 300'	500' x 300'
Runway Obstacle Free Zone Dimension (width x length beyond end)		400' x 200'		Same		400' x 200'	
13B Approach Surfaces*		4	5,6	Same	5,6	2	2
Runway Visual and Instrument Navaids		PAPI-4 REILs GPS VOR Rotating Beacon MIRL		Same Same Same Same Same HIRL MALSR		MIRL	
Touchdown Zone Elevation (TDZE)		67.81' msl	76.82' msl	Same	76.88' msl	64.00'	66.00'
Vertical Datum		NAVD86					
Horizontal Datum		NAD83					

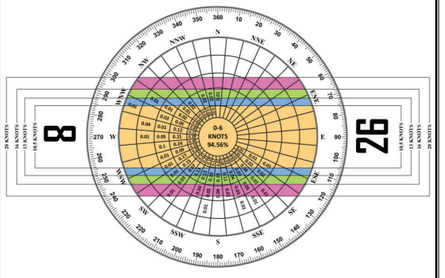
*Tables 3-2, 3-3, & 3-4 in AC 150/5300-13B *Cessna Bravo (TDG 3)/G-650(D-III)

AIRPORT DATA

City: Camarillo, CA		County: Ventura	Owner: Ventura County
Airport Name & ID: Camarillo Airport (CMA)		Existing	Future
Airport Reference Code (ARC)		D-III	Same
Mean Maximum Temperature of Hottest Month		79.6°F	
Airport Elevation (NAVD 88)		76.82' msl	76.88' msl
Airport Navigational Aids		PAPI-4, REILs, GPS, VOR, Rotating Beacon, MIRL	PAPI-4, REILs, GPS, VOR, Rotating Beacon, HIRL, MALSR
Airport Reference Point (ARP) Coordinates	Latitude	34° 12' 49.528" N	34° 12' 49.531" N
	Longitude	119° 05' 39.675" W	119° 05' 39.828" W
Miscellaneous Facilities		Lighted Wind Cone, ASOS	Same
Critical Aircraft		D-III-2B	D-III-3
Critical Aircraft Example		G650	Cessna Bravo (TDG III) / G650 (D-III)
Wingspan of Design Aircraft (Feet)		93.5'	51.7'/93.5'
Approach Speed of Design Aircraft (Knots)		145'	117'/145'
Undercarriage Width of Design Aircraft (Feet)		15.9'	27.2'/15.9'
Magnetic Declination (Degrees)		11° 44' E - Changing by 0° 5' W per year	
Declination Date		08/2023	
Declination Source		www.ngdc.noaa.gov	
NPIAS Code		National GA/Reliver	Same
State System Plan Role		Metro/Corprate	Same

RUNWAY DECLARED DISTANCE	EXISTING		FUTURE	
	8	26	8	26
Takeoff Run Available (TORA)	6,013	6,013	6,000'	6,000'
Takeoff Distance Available (TODA)	6,013	6,013	6,000'	6,000'
Accelerate-Stop Distance Available (ASDA)	6,013	6,013	6,000'	6,000'
Landing Distance Available (LDA)	6,013	6,013	6,000'	6,000'

IFR WIND COVERAGE				
Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 8-26	98.85%	99.30%	99.76%	99.94%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Camarillo Airport
Camarillo, California

OBSERVATIONS:
18,184 IFR Observations
Jan. 1, 2013 - Dec, 31 2022

Taxiway Data Table (Existing/Future[1])							
Existing/Future Taxiway/Taxilane Designation	Taxiway/Taxilane Design Group (TDG)	Width	Taxiway/Taxilane Safety Area Dimension	Taxiway/Taxilane Object Free Area Dimension	Taxiway/Taxilane Lighting	Taxiway/Taxiway or Taxilane/Taxilane Separation Dimension	Shoulder Width
Twy A/A	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy B/B	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy C/C	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy D/D	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy E/E	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy F/F	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy G/G	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy H/H	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy B/J	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy C/K	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy D/L	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
TL G1/G1	2B/3	50'/50'	118'/118'	158'/158'	MITL	138'/138'	15'/20'
Twy G2/G2	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy G3/G3	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
NA/Twy G4	2B/3	50'/50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
NA/TL G5	2B/3	50'/50'	118'/118'	158'/158'	MITL	138'/138'	15'/20'

[1]Future is potential within 20-years. Ultimate is beyond 20 years.

Taxiway Data Table (Ultimate[1])							
Existing/Future Taxiway/Taxilane Designation	Taxiway/Taxilane Design Group (TDG)	Width	Taxiway/Taxilane Safety Area Dimension	Taxiway/Taxilane Object Free Area Dimension	Taxiway/Taxilane Lighting	Taxiway/Taxiway or Taxilane/Taxilane Separation Dimension	Shoulder Width
Twy A	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy B	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy C	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy D	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy E	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy F	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy G	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy H	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy J	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
TL G1	3	50'	118'/118'	158'/158'	MITL	138'/138'	15'/20'
Twy G2	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy G3	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
Twy G4	3	50'	118'/118'	171'/171'	MITL	144.5'/144.5'	15'/20'
TL G5	3	50'	118'/118'	158'/158'	MITL	138'/138'	15'/20'

[1]Future is potential within 20-years. Ultimate is beyond 20 years. Reference sheet 4 Ultimate Airport Layout Drawing.

Airport Navaid Ownership	
Navaid	Owner
VOR	FAA
ASOS	Airport
PAPI-4	Airport
Lighted Wind Cone	Airport
Segmented Circle	Airport

EXISTING NON-STANDARDS CONDITIONS			
DESCRIPTION	ACTUAL DIMENSIONS	STANDARD DIMENSIONS	PROPOSED IMPROVEMENT
Taxiway F TOFA penetrates several existing hangars to a depth of 10.5 feet	75' from Taxiway Centerline	85.5' from Taxiway Centerline	1. Add note to the Facility Directory alerting operators of ADG III aircraft of closer than normal proximity of hangars along Twy. F 2. Only permit redevelopment of these hangars to standard seperation distance.

General Notes:

1. All structures within object clearing surfaces to be removed.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CAMARILLO AIRPORT (CMA)

AIRPORT DATA SHEET

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 | SHEET 2 OF 14

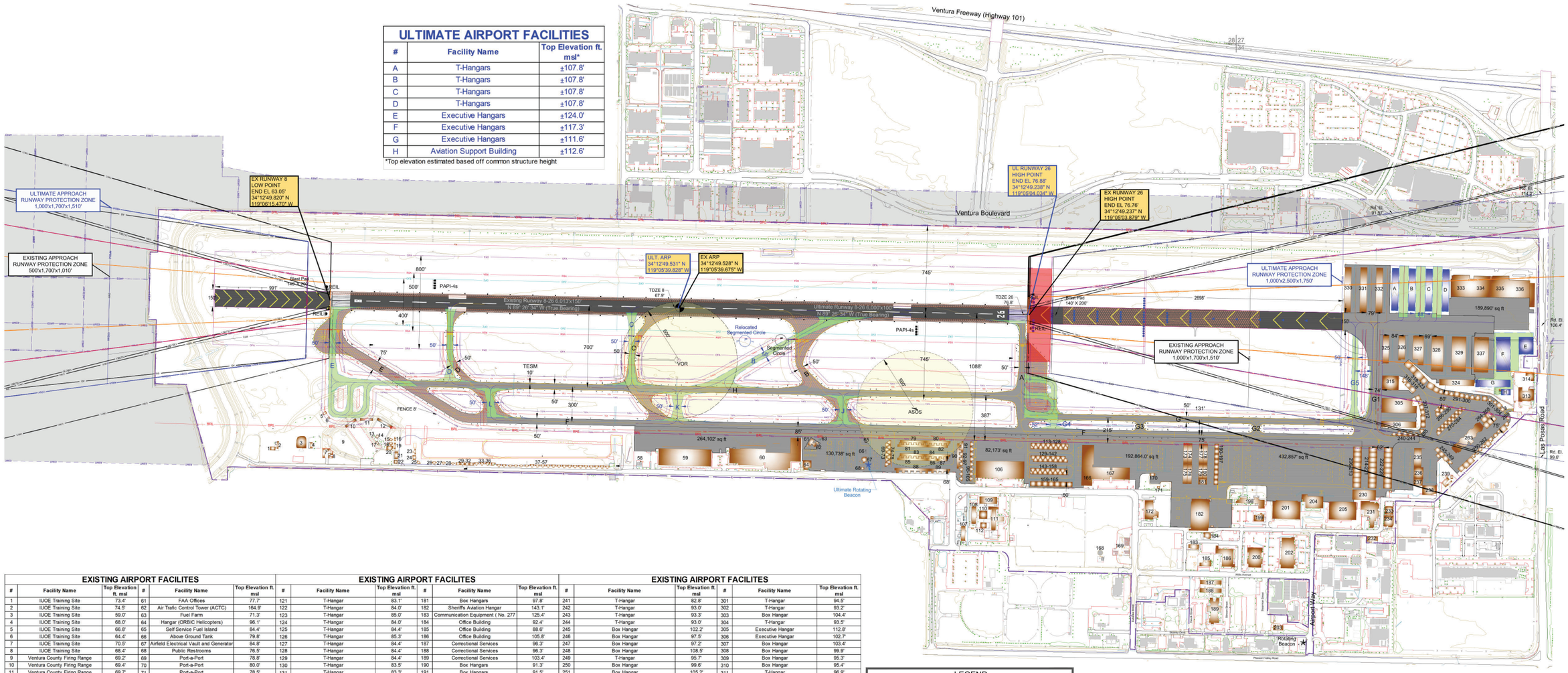
Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates C:\Users\maggie\Coffman Associates Inc\Coffman - sp_CAD\MP\CMA_Camarillo_23\ALP\02 CMA DATA.dwg Printed Date: 8-19-24 07:59:47 AM maggie

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
A	T-Hangars	±107.8'
B	T-Hangars	±107.8'
C	T-Hangars	±107.8'
D	T-Hangars	±107.8'
E	Executive Hangars	±124.0'
F	Executive Hangars	±117.3'
G	Executive Hangars	±111.6'
H	Aviation Support Building	±112.6'

*Top elevation estimated based off common structure height



EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
1	IUOE Training Site	73.4'	61	FAA Offices	77.7'
2	IUOE Training Site	74.5'	62	Air Traffic Control Tower (ACTC)	164.9'
3	IUOE Training Site	59.0'	63	Fuel Farm	71.3'
4	IUOE Training Site	68.0'	64	Hangar (ORBIC Helicopters)	96.1'
5	IUOE Training Site	66.8'	65	Self Service Fuel Island	84.4'
6	IUOE Training Site	64.4'	66	Above Ground Tank	79.8'
7	IUOE Training Site	70.5'	67	Airfield Electrical Vault and Generator	84.8'
8	IUOE Training Site	68.4'	68	Public Restrooms	76.5'
9	Ventura County Firing Range	69.2'	69	Port-a-Port	78.8'
10	Ventura County Firing Range	69.4'	70	Port-a-Port	80.0'
11	Ventura County Firing Range	69.7'	71	Port-a-Port	78.5'
12	Ventura County Firing Range	70.7'	72	Port-a-Port	78.3'
13	Ventura County Firing Range	64.7'	73	Port-a-Port	78.8'
14	Ventura County Firing Range	70.2'	74	Port-a-Port	79.6'
15	Ventura County Firing Range	69.8'	75	Port-a-Port	79.3'
16	Ventura County Firing Range	68.4'	76	Port-a-Port	80.7'
17	Ventura County Firing Range	67.3'	77	Port-a-Port	79.0'
18	Ventura County Firing Range	66.2'	78	Port-a-Port	80.3'
19	Ventura County Firing Range	68.8'	79	Port-a-Port	83.3'
20	Ventura County Firing Range	71.1'	80	Port-a-Port	83.8'
21	Ventura County Firing Range	70.6'	81	Port-a-Port	83.3'
22	Ventura County Firing Range	67.7'	82	Port-a-Port	83.7'
23	T-Hangar	69.3'	83	Port-a-Port	82.9'
24	Hangar	69.5'	84	Port-a-Port	83.5'
25	Port-a-Port	68.1'	85	Port-a-Port	82.8'
26	Port-a-Port	67.4'	86	Port-a-Port	83.5'
27	Port-a-Port	65.2'	87	Port-a-Port	85.5'
28	Port-a-Port	76.2'	88	Port-a-Port	85.8'
29	Hangar	69.6'	89	Port-a-Port	85.4'
30	Hangar	69.0'	90	Port-a-Port	83.1'
31	Hangar	68.9'	91	Port-a-Port	82.1'
32	Hangar	69.3'	92	Port-a-Port	82.5'
33	T-Hangar	70.8'	93	Port-a-Port	80.9'
34	T-Hangar	71.0'	94	Port-a-Port	80.6'
35	T-Hangar	72.6'	95	Port-a-Port	80.5'
36	T-Hangar	71.1'	96	Port-a-Port	82.0'
37	T-Hangar	72.7'	97	Port-a-Port	80.7'
38	T-Hangar	71.3'	98	Port-a-Port	84.2'
39	Port-a-Port	69.5'	99	Port-a-Port	82.3'
40	Port-a-Port	69.3'	100	Port-a-Port	82.3'
41	Port-a-Port	69.7'	101	Port-a-Port	82.0'
42	T-Hangar	70.2'	102	Port-a-Port	80.8'
43	T-Hangar	71.6'	103	Port-a-Port	80.5'
44	T-Hangar	71.4'	104	Port-a-Port	80.5'
45	T-Hangar	71.8'	105	Port-a-Port	82.6'
46	T-Hangar	72.6'	106	FBO (Air 7)	114.0'
47	T-Hangar	72.6'	107	Ventura County Animal Shelter	85.7'
48	T-Hangar	72.3'	108	Ventura County Animal Shelter	85.3'
49	T-Hangar	72.1'	109	Ventura County Animal Shelter	96.9'
50	T-Hangar	72.2'	110	Ventura County Animal Shelter	93.8'
51	T-Hangar	72.8'	111	Ventura County Animal Shelter	86.8'
52	T-Hangar	72.8'	112	Ventura County Animal Shelter	85.8'
53	T-Hangar	72.6'	113	T-Hangar/Office	81.1'
54	T-Hangar	72.7'	114	T-Hangar	84.2'
55	T-Hangar	73.0'	115	T-Hangar	85.5'
56	T-Hangar	73.2'	116	T-Hangar	84.5'
57	T-Hangar	74.6'	117	T-Hangar	85.7'
58	Fuel Farm (Sun Air)	76.7'	118	T-Hangar	84.3'
59	Executive Hangar (Sun Air)	107.6'	119	T-Hangar	84.3'
60	Executive Hangar (Sun Air)	106.8'	120	T-Hangar	85.9'

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
121	T-Hangar	83.1'	181	Box Hangars	97.8'
122	T-Hangar	84.0'	182	Sheriff's Aviation Hangar	143.1'
123	T-Hangar	85.0'	183	Communication Equipment (No. 277	125.4'
124	T-Hangar	84.0'	184	Office Building	92.4'
125	T-Hangar	84.4'	185	Office Building	88.6'
126	T-Hangar	85.3'	186	Office Building	105.8'
127	T-Hangar	84.4'	187	Correctional Services	96.3'
128	T-Hangar	84.4'	188	Correctional Services	96.3'
129	T-Hangar	84.4'	189	Correctional Services	103.4'
130	T-Hangar	83.5'	190	Box Hangars	91.3'
131	T-Hangar	83.3'	191	Box Hangars	91.5'
132	T-Hangar	84.8'	192	Box Hangars	91.5'
133	T-Hangar	84.1'	193	Box Hangars	91.4'
134	T-Hangar	83.9'	194	Box Hangars	91.1'
135	T-Hangar	85.3'	195	Box Hangars	91.1'
136	T-Hangar	83.2'	196	Box Hangars	90.8'
137	T-Hangar	84.5'	197	Box Hangars	90.8'
138	T-Hangar	83.3'	198	Bay Point Café/Channel Islands Aviatic	91.8'
139	T-Hangar	83.6'	199	CIA	93.2'
140	T-Hangar	85.1'	200	Office Building	110.1'
141	T-Hangar	84.0'	201	Channel Islands Aviation	122.6'
142	T-Hangar	85.4'	202	Airport Administration	110.2'
143	T-Hangar	83.8'	203	Office Space	95.5'
144	T-Hangar	82.6'	204	Channel Islands Aviation	106.4'
145	T-Hangar	82.9'	205	AVEX	124.7'
146	T-Hangar	84.3'	206	Box Hangar	93.5'
147	T-Hangar	83.5'	207	Box Hangar	94.1'
148	T-Hangar	83.6'	208	Box Hangar	94.6'
149	T-Hangar	84.9'	209	Box Hangar	94.2'
150	T-Hangar	81.0'	210	Box Hangar	93.8'
151	T-Hangar	79.7'	211	Box Hangar	93.6'
152	T-Hangar	82.5'	212	Box Hangar	93.0'
153	T-Hangar	83.9'	213	Box Hangar	92.3'
154	T-Hangar	83.0'	214	Box Hangar	94.7'
155	T-Hangar	83.1'	215	Box Hangar	93.7'
156	T-Hangar	84.3'	216	Box Hangar	93.8'
157	T-Hangar	83.4'	217	Box Hangar	97.5'
158	T-Hangar	83.5'	218	Box Hangar	95.7'
159	Box Hangar	88.0'	219	Box Hangar	94.2'
160	Box Hangar	88.2'	220	Box Hangar	93.9'
161	Box Hangar	88.4'	221	Box Hangar	92.5'
162	Box Hangar	88.5'	222	Box Hangar	94.5'
163	Box Hangar	88.7'	223	Box Hangar	94.9'
164	Box Hangar	88.8'	224	Box Hangar	94.9'
165	Box Hangar	89.0'	225	Box Hangar	96.6'
166	Experimental Aircraft Hangar	90.9'	226	Box Hangar	95.9'
167	Commemoratiive Air Force (CAF)	118.4'	227	Box Hangar	92.9'
168	Water Storage Tank (No. 1020)	115.7'	228	Box Hangar	92.6'
169	H Farm (Ventura County Dept. of Airpo	81.9'	229	Box Hangar	92.5'
170	Self-Maintenance Hangar	96.4'	230	Avex	108.4'
171	Public Restrooms	83.3'	231	Ventura County Fire Department	105.9'
172	Camarillo Flight Instruction	91.7'	232	Airport Maintenance Facility	94.7'
173	Box Hangars	91.0'	233	Ventura County Fire Department	114.9'
174	Box Hangars	92.6'	234	Ventura County Fire Department	119.7'
175	Box Hangars	93.9'	235	Executive/Maintenance Hangars	108.3'
176	Box Hangars	92.4'	236	Executive/Maintenance Hangars	104.5'
177	Box Hangars	91.2'	237	Executive/Maintenance Hangars	104.5'
178	Box Hangars	95.1'	238	Executive/Maintenance Hangars	118.6'
179	Box Hangars	91.2'	239	Civil Air Patrol	98.6'
180	Box Hangars	92.4'	240	Port-a-Port	89.1'

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
241	T-Hangar	82.8'	301	T-Hangar	94.5'
242	T-Hangar	93.0'	302	T-Hangar	93.2'
243	T-Hangar	93.3'	303	Box Hangar	104.4'
244	T-Hangar	93.0'	304	T-Hangar	93.5'
245	Box Hangar	102.2'	305	Executive Hangar	112.8'
246	Box Hangar	97.5'	306	Executive Hangar	102.7'
247	Box Hangar	97.2'	307	Box Hangar	103.4'
248	Box Hangar	108.5'	308	Box Hangar	99.9'
249	T-Hangar	95.7'	309	Box Hangar	95.3'
250	Box Hangar	99.6'	310	Box Hangar	95.4'
251	Box Hangar	105.2'	311	T-Hangar	96.9'
252	Box Hangar	107.8'	312	Box Hangar	98.6'
253	Port-a-Port	94.1'	313	Cloud Nine	119.8'
254	Port-a-Port	94.1'	314	Cloud Nine	104.5'
255	Port-a-Port	94.0'	315	Executive Hangar	113.1'
256	Port-a-Port	94.0'	316	T-Hangar	95.3'
257	Box Hangar	95.9'	317	Box Hangar	105.1'
258	T-Hangar	96.0'	318	Box Hangar	102.8'
259	Port-a-Port	101.0'	319	Box Hangar	105.4'
260	Port-a-Port	94.1'	320	Box Hangar	102.1'
261	Box Hangar	102.4'	321	Box Hangar	102.7'
262	T-Hangar	97.8'	322	Box Hangar	97.6'
263	Air Casamba	119.5'	323	Box Hangar	106.3'
264	Box Hangar	102.1'	324	Executive Hangars	110.7'
265	Box Hangar	100.3'	325	Executive Hangars	108.7'
266	Box Hangar	99.8'	326	Executive Hangars	10.49'
267	Box Hangar	100.8'	327	Executive Hangars	110.9'
268	Box Hangar	100.8'	328	Executive Hangars	122.7'
269	Port-a-Port	93.9'	329	Executive Hangars	122.3'
270	T-Hangar	94.3'	330	T-Hangars	112.6'
271	T-Hangar	92.8'	331	T-Hangars	107.2'
272	T-Hangar	93.1'	332	T-Hangars	107.6'
273	T-Hangar	93.4'	333	Executive Hangars	NA
274	T-Hangar	93.6'	334	Executive Hangars	NA
275	T-Hangar	93.9'	335	Executive Hangars	NA
276	T-Hangar	94.1'	336	Executive Hangars	NA
277	T-Hangar	94.3'	337	Executive Hangars	117.3'
278	T-Hangar	94.7'			
279	T-Hangar	94.8'			
280	T-Hangar	94.6'			
281	T-Hangar	94.4'			
282	T-Hangar	95.2'			
283	T-Hangar	94.0'			
284	T-Hangar	95.0'			
285	T-Hangar	92.0'			
286	T-Hangar	95.9'			
287	T-Hangar	95.8'			
288	T-Hangar	96.2'			
289	T-Hangar	96.2'			
290	T-Hangar	96.5'			
291	Box Hangar	101.8'			
292	T-Hangar	95.5'			
293	Box Hangar	99.0'			
294	T-Hangar	95.3'			
295	Box Hangar	103.5'			
296	Box Hangar	96.9'			
297	T-Hangar	95.9'			
298	T-Hangar	96.3'			
299	T-Hangar	98.7'			
300	Box Hangar	100.3'			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
	N/A	AVIGATION EASEMENT
BRL		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE PAVEMENT
	N/A	CRITICAL AREA
	N/A	RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
		SHOULDER PAVEMENT
	N/A	FENCE LINE
		HOLD MARKING
		RUNWAY MARKING
		TAXIWAY APRON MARKING
	N/A	ROADS AND PARKING PAVEMENT
N/A	RSA(U)	PRECISION OBSTACLE FREE AREA
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
		RUNWAY END IDENTIFIER LIGHTS (REIL)
	N/A	TIE-DOWNS
	N/A	PAPI-4
		THRESHOLD LIGHTS
	N/A	WINDSOCK
		VEGATATION
3660		TOPOGRAPHIC CONTOURS

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021.
2. Road elevations include adjustment height.
3. Buildings and Structures table on sheet 3.
4. All structures within object clearing surfaces to be removed

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Western Pacific Region

Approved - Subject to Conditions in the Letter of Conditional Approval Included in this Electronic ALP

CATHRYN G CASON

Digitally signed by CATHRYN G CASON
Date: 2025.05.05 09:47:46 -07'00'

Cathryn Cason Manager LA ADO

SPONSOR APPROVAL

Keith Freitas — Feb 7, 2025
boxSIGN 4L2W69LQ-13QX9YVV

Keith Freitas, Director of Airports

Magnetic Declination 11° 43' East
Annual Rate of Change 00° 21' West
(Source: NOAA, NCEI, November 2023)

NORTH (MAGNETIC NORTH)

0 400 800
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

EXISTING/FUTURE AIRPORT LAYOUT DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 SHEET 3 OF 14

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Airport Consultants
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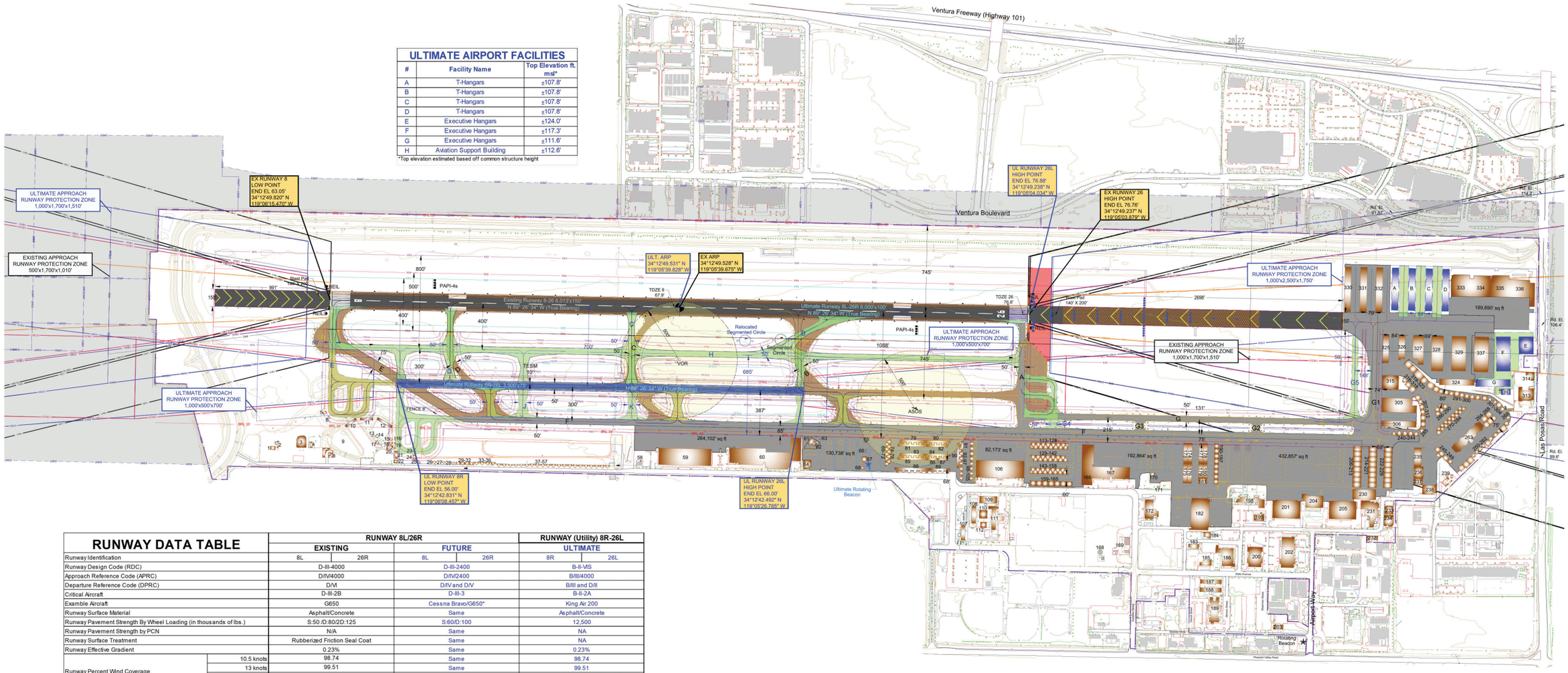
ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
A	T-Hangars	±107.8'
B	T-Hangars	±107.8'
C	T-Hangars	±107.8'
D	T-Hangars	±107.8'
E	Executive Hangars	±124.0'
F	Executive Hangars	±117.3'
G	Executive Hangars	±111.6'
H	Aviation Support Building	±112.6'

*Top elevation estimated based off common structure height



RUNWAY DATA TABLE

		RUNWAY 8L/26R				RUNWAY (Utility) 8R-26L	
		EXISTING		FUTURE		ULTIMATE	
		8L	26R	8L	26R	8R	26L
Runway Identification							
Runway Design Code (RDC)		D-III-4000		D-III-2400		B-II-VIS	
Approach Reference Code (APRC)		D/V/4000		D/IV/2400		B/II/4000	
Departure Reference Code (DPRC)		D/V		D/IV and D/V		B/II and D/II	
Critical Aircraft		D-III-2B		D-III-3		B-II-2A	
Examble Aircraft		G650		Cessna Bravo/G650*		King Air 200	
Runway Surface Material		Asphalt/Concrete		Same		Asphalt/Concrete	
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)		S:50 /D:80/2D:125		S:60/D:100		12,500	
Runway Pavement Strength by PCN		N/A		Same		NA	
Runway Surface Treatment		Rubberized Friction Seal Coat		Same		NA	
Runway Effective Gradient		0.23%		Same		0.23%	
Runway Percent Wind Coverage	10.5 knots	98.74		Same		98.74	
	13 knots	99.51		Same		99.51	
	16 knots	99.9		Same		99.9	
	20 knots	99.98		Same		99.9	
Runway Dimensions (L x W)		6,013' x 150'		6,000'x100'		3,500' x75'	
Runway End Coordinates	Latitude	34° 12' 49.820" N	34° 12' 49.237" N	Same	34° 12' 49.238" N	34° 12' 42.831" N	34° 12' 42.492" N
	Longitude	119° 6' 15.470" W	119° 5' 3.879" W	Same	119° 5' 4.034" W	119°06' 08.457" W	119° 05' 26.785" W
Runway End Elevation		63.05' msl	76.76' msl	Same	76.88'	60.00' msl	66.00' msl
Runway Blast Pad Dimensions		140' x 200'	140' x 200'	Same	Same	95' x150'	95' x150'
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	Same	Same	NA	NA
	Longitude	N/A	N/A	Same	Same	NA	NA
Runway Displaced Threshold Distance		N/A	N/A	Same	Same	NA	NA
Runway Displaced Threshold Elevation		N/A	N/A	Same	Same	NA	NA
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		500' x 1,000'		Same		150' x 300'	
Runway Safety Area Dimensions (width x length beyond end) - Actual		500' x 1,000'		Same		150' x 300'	
Runway Lighting Type		MIRL		HIRL		MIRL	
Runway Protection Zone Dimensions		500' x 1,700' x 1,010'	1,000' x 1,700' x 1,510'	1,000'x1,700'x1,510'	1,000'x2,500'x1,750'	500'x700'x1,000'	500'x700'x1,000'
Runway Marking Type		Non-Precision		Same		Visual	
14 CFR Part 77 Approach Slope		34:1	34:1	Same	Same	20:1	20:1
14 CFR Part 77 Approach Type		NP-C	NP-D	NP-D	Same	Visual	Visual
Approach Visibility Minimums		1-Mile	3/4 Mile	3/4 Mile	1/2 Mile	Visual	Visual
Type of Aeronautical Survey Required for Approach		Non-Vertically Guided	Vertically Guided	Same	Same	Visual	Visual
Departure Surface (Yes or N/A)		Yes	Yes	Same	Same	Yes	Yes
Runway Object Free Area Dimensions (width x length beyond end)		800' x 1,000'		Same		500' x 300'	
Runway Obstacle Free Zone Dimension (width x length beyond end)		400' x 200'		Same		400' x 200'	
13B Approach Surfaces*		4	5,6	Same	5,6	2	2
Runway Visual and Instrument Navaids		PAPI-4 REILs GPS VOR Rotating Beacon MIRL		Same Same Same Same Same HIRL MALSR		MIRL	
Touchdown Zone Elevation (TDZE)		67.81' msl	76.82' msl	Same	76.88' msl		
Vertical Datum		NAVD86					
Horizontal Datum		NAD83					

*Tables 3-2, 3-3, & 3-4 in AC 150/5300-13B *Cessna Bravo (TDG 3)/G-650(D-III)

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
	N/A	AVIGATION EASEMENT
BRL		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE PAVEMENT
	N/A	CRITICAL AREA
		RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
		SHOULDER PAVEMENT
	N/A	FENCE LINE
		HOLD MARKING
		RUNWAY MARKING
		TAXIWAY APRON MARKING
	N/A	ROADS AND PARKING PAVEMENT
N/A		PRECISION OBSTACLE FREE AREA
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
		RUNWAY END IDENTIFIER LIGHTS (REIL)
	N/A	TIE-DOWNS
	N/A	PAPI-4
		THRESHOLD LIGHTS
	N/A	WINDSOCK
		VEGATATION
2600		TOPOGRAPHIC CONTOURS

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021.
2. Road elevations include adjustment height.
3. Buildings and Structures table on sheet 3.
4. All structures within object clearing surfaces to be removed.
5. This ultimate ALP drawing is a long-term concept considered to be beyond the 20-year timeframe. A future master plan will further evaluate this concept.
6. Additional analysis of the ASOS location needed if the parallel runway is to be constructed.
7. Additional analysis of the approach and departure surfaces needed foe the parallel runway including clearance over taxiways.

SIGNATURES

FEDERAL AVIATION ADMINISTRATION
Western Pacific Region

Approved - Subject to Conditions in the Letter of Conditional Approval Included in this Electronic ALP

CATHRYN G CASON

Digitally signed by CATHRYN G CASON
Date: 2025.05.05 09:47:46 -07'00'

Cathryn Cason Manager LA ADO

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Keith Freitas — Feb 7, 2025

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Keith Freitas, Director of Airports

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11° 43' East
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00° 21' West
(Source: NOAA, NCEI, November 2023)

NORTH (MAGNETIC NORTH)

0 400 800
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

ULTIMATE AIRPORT LAYOUT DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 SHEET 4 OF 14

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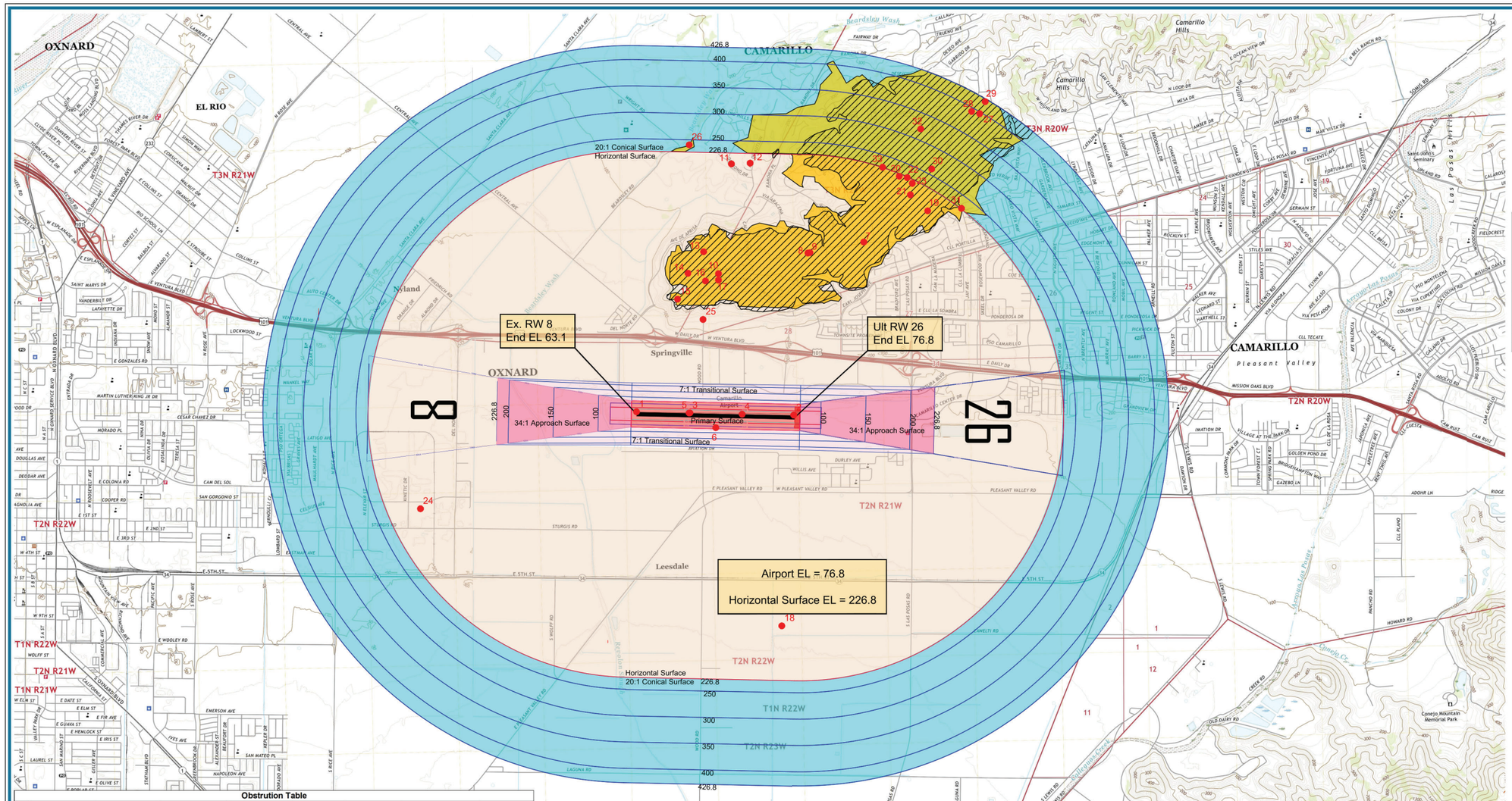
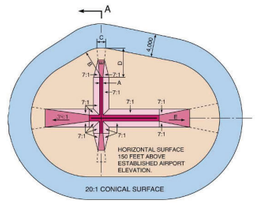
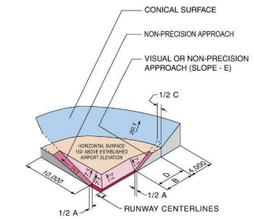




DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.

Obstruction Table

ID	Feature	Ground Elevation (ft.	Above Ground Level (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	FAA Study No.	Remediation
1	Terrain	64.11	N/A	64.11	Primary	1.01	N/A	Regrade
2	Terrain	76.84	N/A	76.84	Primary	0.08	N/A	Regrade
3	Terrain	66.21	N/A	66.21	Primary	0.55	N/A	Regrade
4	Terrain	70.69	N/A	70.69	Primary	0.31	N/A	Regrade
5	Terrain	66.00	N/A	66.00	Primary	0.42	N/A	Regrade
6	VOR	63.27	24.90	88.17	Primary	20.22	N/A	To Remain
7	Building	276.00	14.00	290.00	Horizontal	63.18	N/A	To Remain
8	Pole	279.00	31.00	310.00	Horizontal	83.18	2010-AWP-329-OE	To Remain
9	Road	No Data	No Data	291.00	Horizontal	64.18	N/A	To Remain
10	Pole	365.00	17.00	382.00	Horizontal	155.18	N/A	To Remain
11	Tree	280.00	0.00	280.00	Horizontal	53.18	N/A	To Remain
12	Tree	275.00	0.00	275.00	Horizontal	48.18	N/A	To Remain
13	Terrain	317.00	N/A	317.00	Horizontal	90.18	N/A	To Remain
14	Road	334.00	0.00	334.00	Horizontal	107.18	N/A	To Remain
15	Terrain	291.00	N/A	291.00	Horizontal	64.18	N/A	To Remain
16	Tower	392.00	50.00	442.00	Horizontal	215.18	N/A	To Remain
17	Building	355.00	25.00	380.00	Horizontal	153.18	N/A	To Remain
18	Tower	82.00	160.00	242.00	Horizontal	15.18	N/A	To Remain
19	Antenna	296.00	17.00	313.00	Horizontal	86.18	N/A	To Remain
20	Tree	422.00	88.00	510.00	Horizontal	283.18	N/A	To Remain
21	Terrain	374.00	N/A	374.00	Horizontal	147.18	N/A	To Remain
22	Pole	443.00	57.00	500.00	Horizontal	273.18	N/A	To Remain
23	Building	430.00	34.00	464.00	Horizontal	237.18	N/A	To Remain
24	Tree	57.12	311.60	368.72	Horizontal	141.90	N/A	To Remain
25	Tree	130.70	103.70	234.40	Horizontal	7.58	N/A	To Remain
26	Tree	147.00	132.00	279.00	Conical	38.34	N/A	To Remain
27	Building	571.00	16.00	587.00	Conical	190.28	N/A	To Remain
28	Tree	565.00	79.00	644.00	Conical	251.20	N/A	To Remain
29	Pole	575.00	64.00	639.00	Conical	217.10	N/A	To Remain
30	Pole	463.00	39.00	502.00	Conical	241.23	N/A	To Remain
31	Antenna	211.00	19.00	230.00	Conical	1.44	N/A	To Remain
32	Pole	477.00	52.00	529.00	Conical	208.39	2009-AWP-3155-OE	To Remain
33	Road	No Data	No Data	415.00	Conical	188.07	N/A	To Remain

LEGEND

OBSTRUCTION IDENTIFIER

OBSTRUCTION AREA GROUPING

TERRAIN OBSTRUCTION

General Note:

1. Survey from Martinez Geospatial - 1/26/2021.
2. Terrain Polygon derived from intersection of USGS 1/3 Arc Second DEM and Part 77 Surfaces.
3. Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.
4. Obstructions within groupings represent tallest manmade and/or natural and/or terrain feature. Additional representative obstructions shown in larger groupings.
5. Airport specific zoning height restrictions are established per the Ventura County Zoning Ordinance, Article 5, Section 8106-7.3, which states that "Height limits as set forth in Federal Aviation Administration (FAA) regulations shall be adhered to within the approach and turning areas of any Ventura County airport" (Ord. No. 3658, Adopted September 27, 1983)
6. Profile view features shown on sheet 5 of this set.

Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 2000 4000
SCALE IN FEET

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CAMARILLO AIRPORT (CMA)

AIRPORT AIRSPACE DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 | SHEET 5 OF 14

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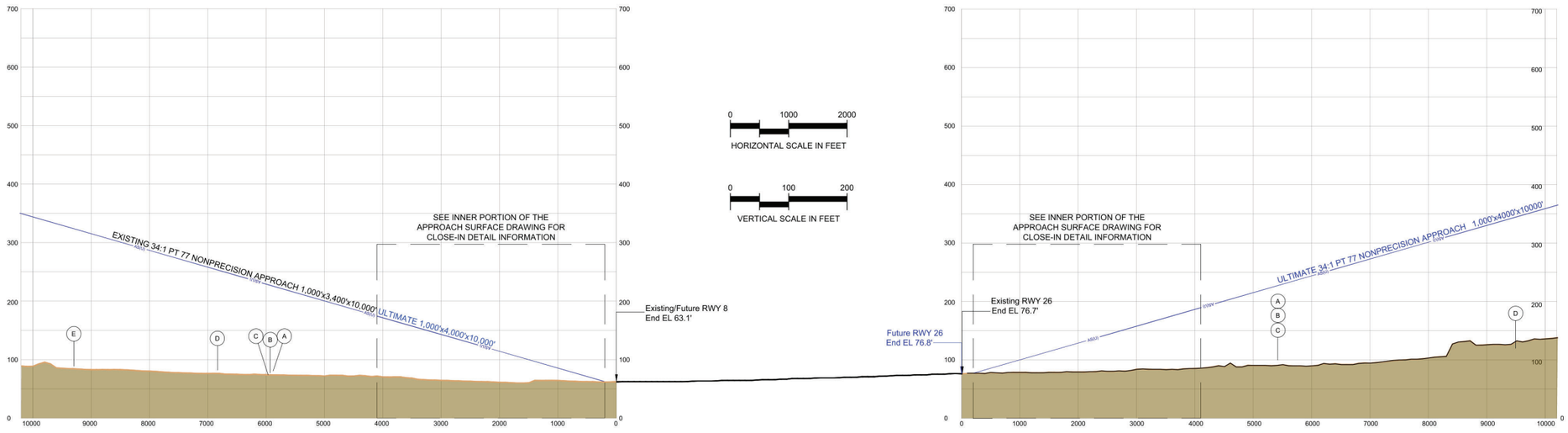
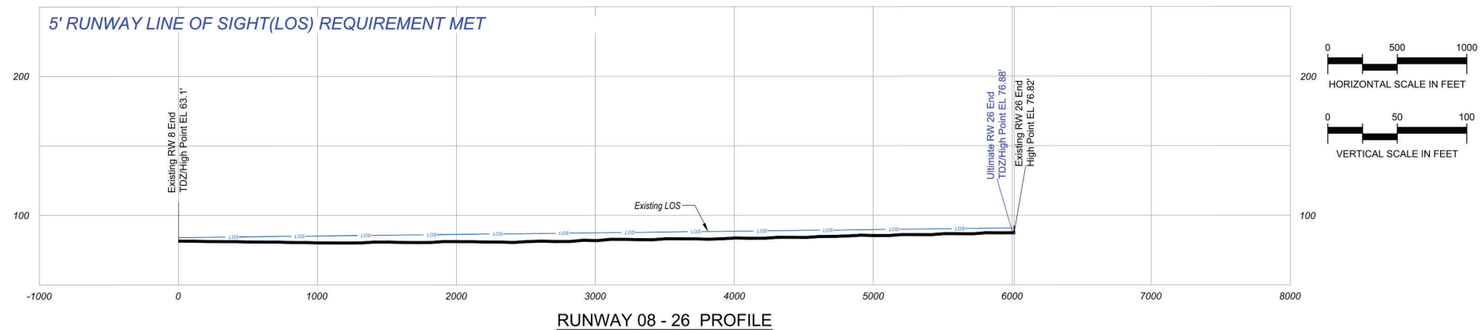


Runway 8 Outer-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	Del Norte Blvd	65.81	15.00	80.81	177.39
B	Del Norte Blvd	62.83	15.00	77.83	180.93
C	Del Norte Blvd	59.52	15.00	74.52	184.34
D	SP Railroad	59.03	23.00	82.03	202.36
E	SP Railroad	66.01	23.00	89.01	268.16

Runway 8 Outer-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

Runway 26 Outer-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	S Las Posas Rd	99.21	15.00	114.21	85.77
B	S Las Posas Rd	91.40	15.00	106.40	94.27
C	S Las Posas Rd	84.66	15.00	99.66	101.50
D	Hughes Dr	104.49	15.00	119.49	200.80

Runway 26 Outer-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



RUNWAY 08 - 26 PROFILE

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021.
2. Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.
3. See Inner-Approach sheets for close in features.

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

AIRPORT AIRSPACE APPROACH PROFILE RUNWAY 8-26

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 | SHEET 6 OF 14

Coffman Associates
Airport Consultants
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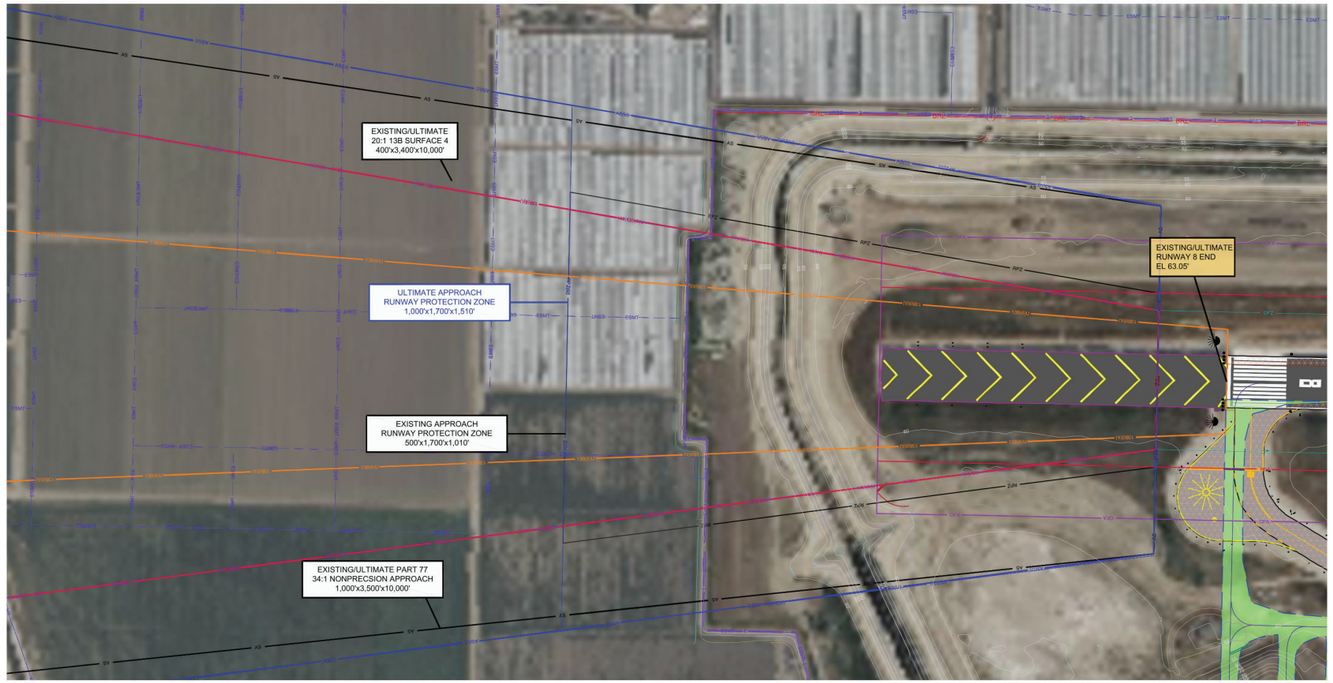

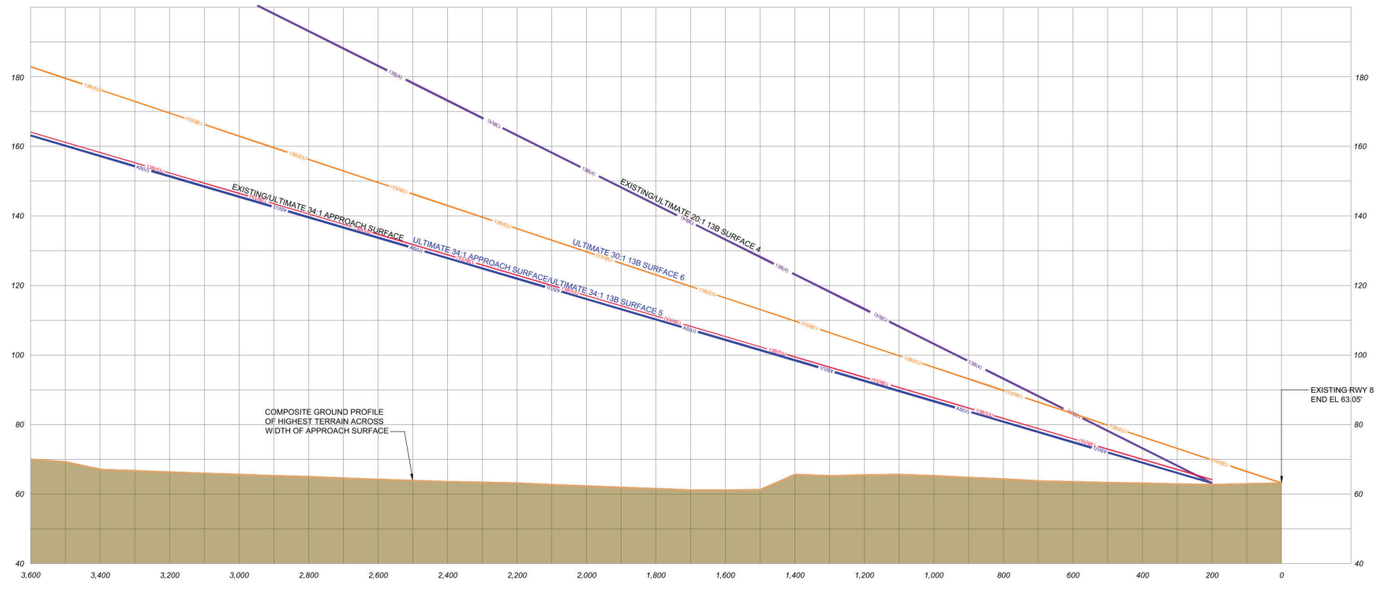

Runway 8 Inner-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
No Road Intersection Points					

Runway 8 Inner-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

Magnetic Declination
11° 43' East
Annual Rate of Change
00' 21' West
(Source: NOAA, NCEI, November 2023)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021

2. Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CAMARILLO AIRPORT (CMA)
INNER PORTION OF THE APPROACH SURFACE DRAWING
RUNWAY 8
CAMARILLO, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	M. Beaver
APPROVED BY:	P. Taylor
July 2024	SHEET 7 OF 14

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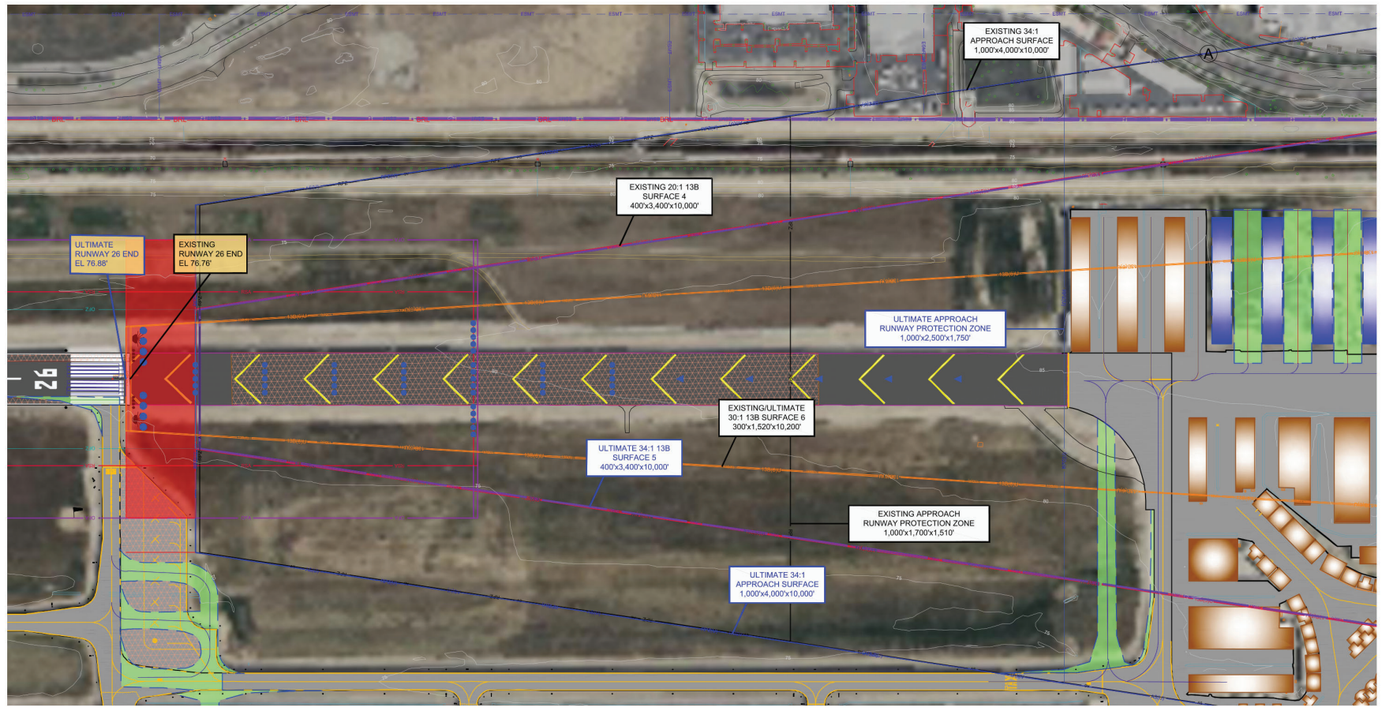
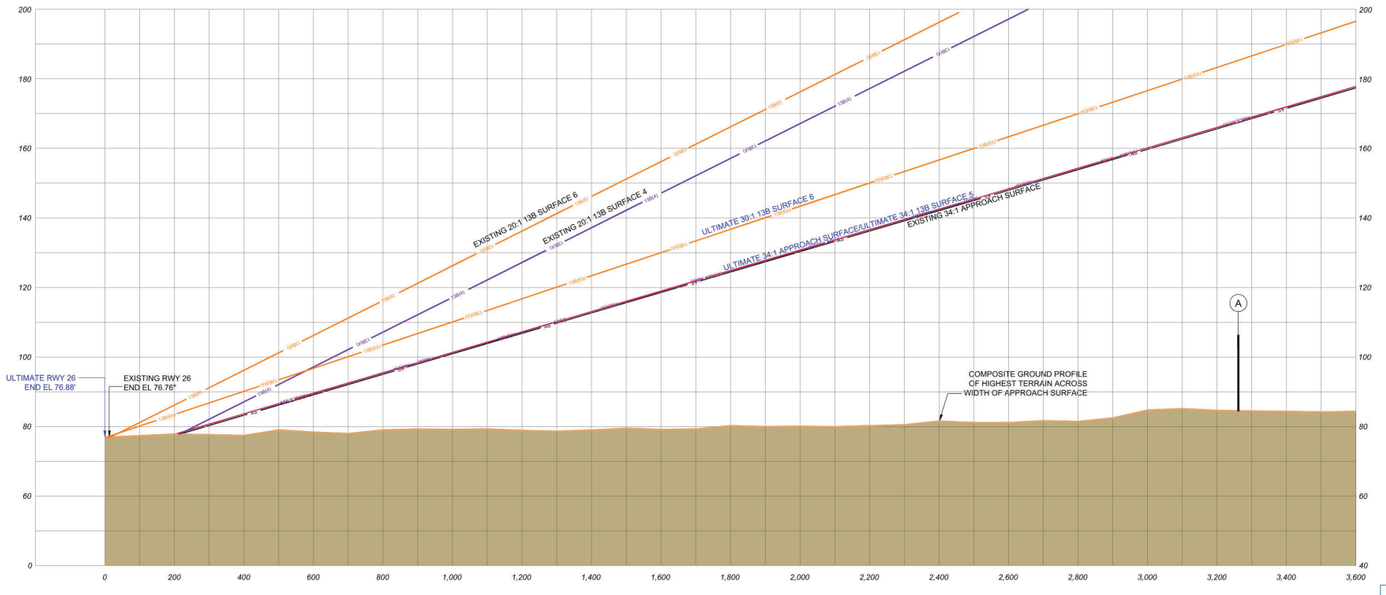


Runway 26 Inner-Approach Road Points					
ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	W Ventura Blvd	91.58	15.00	106.58	55.68

Runway 26 Inner-Approach Obstruction Table						
ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



LEGEND

(A) ROAD POINT

Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021
2. Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CAMARILLO AIRPORT (CMA)

INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 26

CAMARILLO, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	M. Beaver
APPROVED BY:	P. Taylor
July 2024	SHEET 8 OF 14

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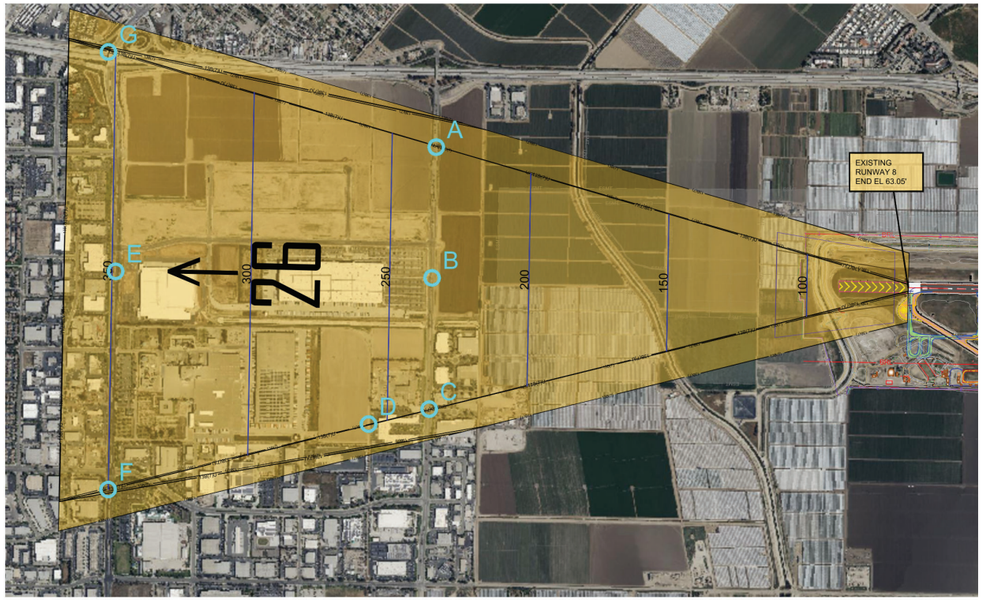
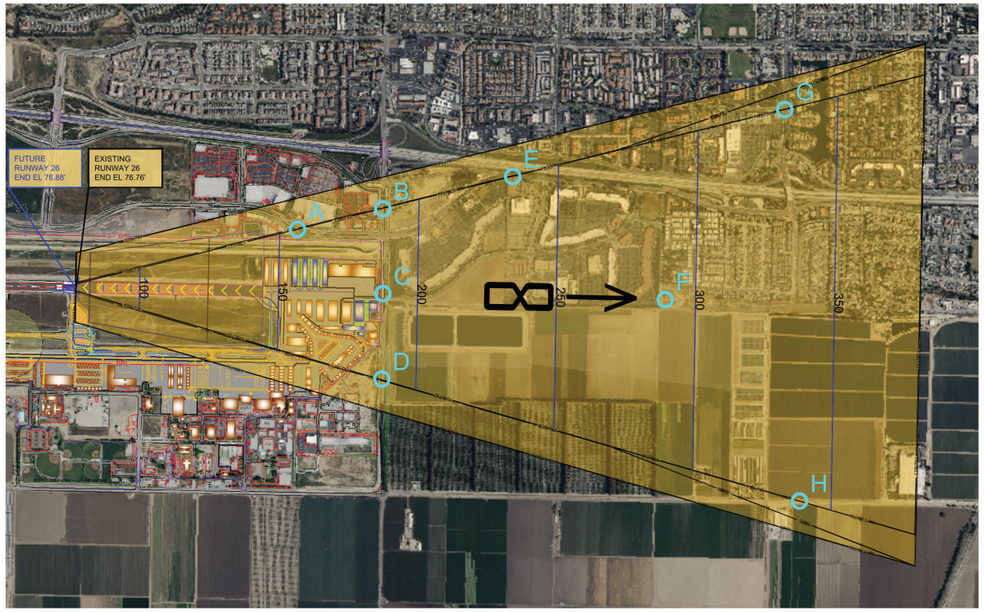




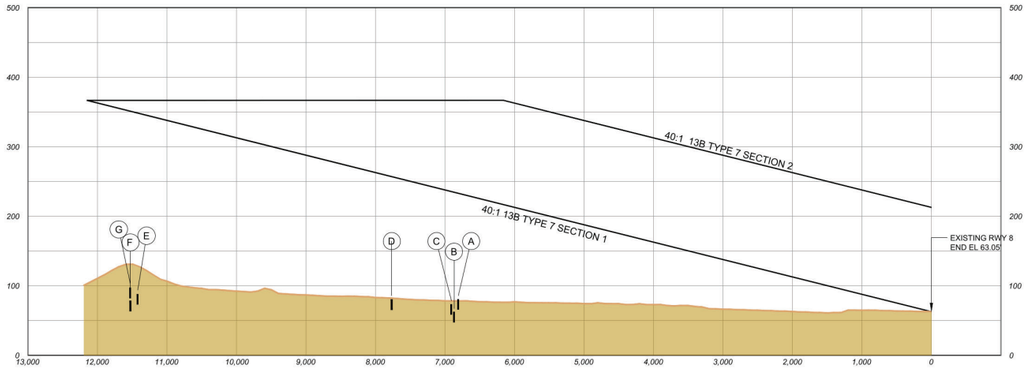
Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

Runway 8 End Departure Obstruction Table

ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						

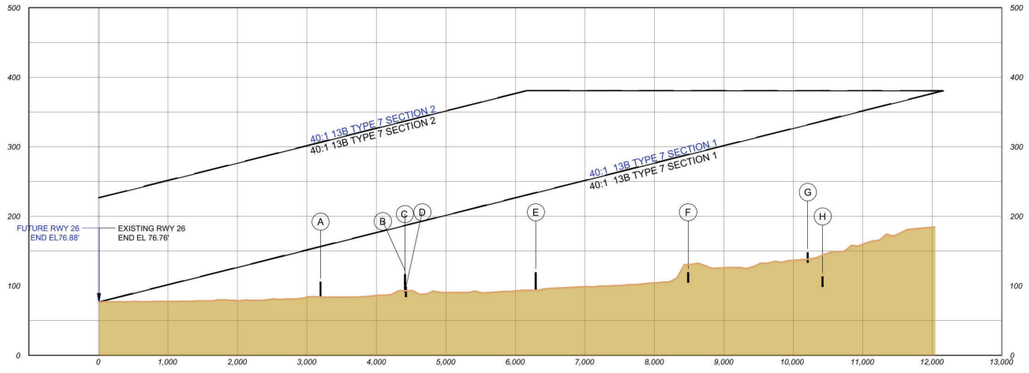
Runway 26 End Departure Obstruction Table

ID	Feature	Ground Elevation	AGL	Top Elevation	Penetration Value	Remediation
No Obstructions						



0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET



Runway 8 End Departure Road Points

ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	Del Norte Blvd	66.05	15.00	81.05	152.82
B	Del Norte Blvd	62.83	15.00	77.83	156.57
C	Del Norte Blvd	58.75	15.00	73.75	160.69
D	SP Railroad	57.44	23.00	80.44	175.71
E	N Rice Ave	73.35	15.00	88.35	259.91
F	N Rice Ave	63.72	15.00	78.72	269.65
G	Santa Clara Ave	82.46	15.00	97.46	255.01

Runway 26 End Departure Road Points

ID	Name	Ground Elevation (ft. msl.)	Adjustment (ft.)	Top Elevation (ft. msl.)	Clearance (ft.)
A	W Ventura Blvd	91.00	15.00	106.00	50.37
B	S Las Posas Rd	101.90	15.00	116.90	69.60
C	S Las Posas Rd	91.40	15.00	106.40	80.70
D	S Las Posas Rd	84.02	15.00	99.02	88.54
E	Ventura Blvd	104.66	15.00	119.66	113.39
F	Hughes Dr	104.49	15.00	119.49	169.29
G	Carmen Dr	133.32	15.00	148.32	182.05
H	Pleasant Valley Rd	98.65	15.00	113.65	224.96

LEGEND

- EXISTING 13B SURFACE 7
- FUTURE 13B SURFACE 7
- EXISTING PROPERTY BOUNDARY
- ROAD POINTS

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021
2. Obstruction survey utilized points from Martinez Survey as well as points from adip.faa.gov.
3. For clarity, only the ultimate condition Departure Surface (13B #7) is shown for the runway 8 Departure (26 end).

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

RUNWAY 8-26
DEPARTURE SURFACE DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024

Coffman Associates
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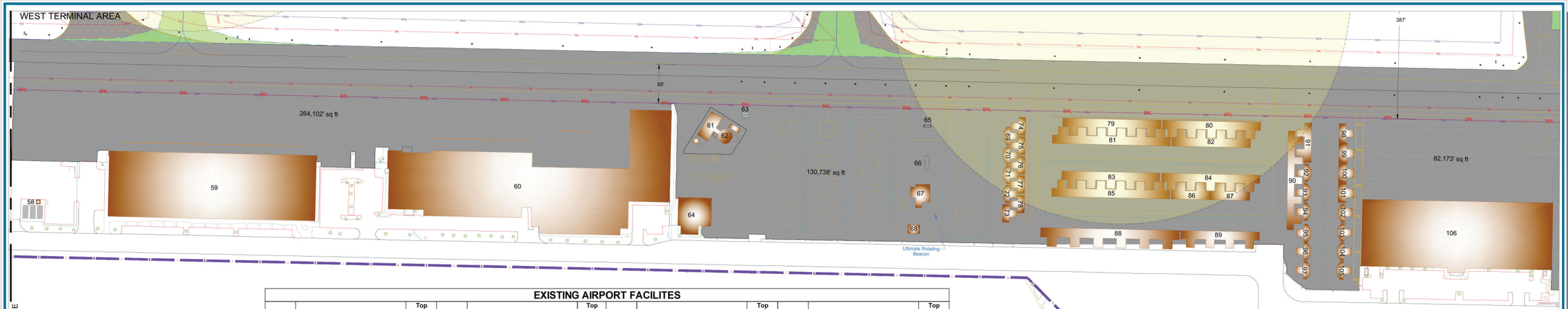
WEST TERMINAL AREA



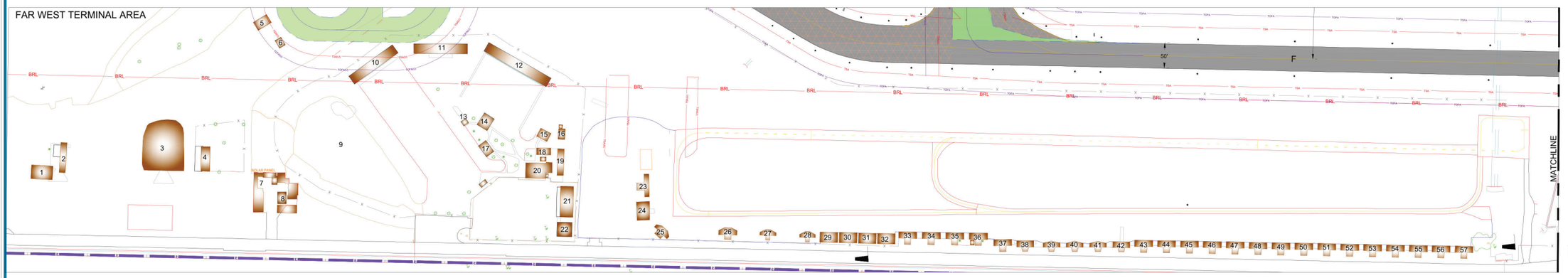
LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	NA	AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT ROTATING BEACON
BRL		BUILDING RESTRICTION LINE (35')
	NA	STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE PAVEMENT
		RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
		SHOULDER PAVEMENT
	NA	FENCE LINE
	NA	RUNWAY MARKING
		TAXIWAY APRON MARKING
	NA	ROADS AND PARKING PAVEMENT
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
	NA	TIE-DOWNS
	NA	WINDSOCK
		VEGATATION

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
1	IUOE Training Site	73.4'	31	Hangar	68.9'	61	FAA Offices	77.7'	91	Port-a-Port	82.1'
2	IUOE Training Site	74.5'	32	Hangar	69.3'	62	Air Trafic Control Tower (ACTC)	164.9'	92	Port-a-Port	82.5'
3	IUOE Training Site	59.0'	33	T-Hangar	70.8'	63	Fuel Farm	71.3'	93	Port-a-Port	80.9'
4	IUOE Training Site	68.0'	34	T-Hangar	71.0'	64	Hangar (ORBIC Helicopters)	96.1'	94	Port-a-Port	80.6'
5	IUOE Training Site	66.8'	35	T-Hangar	72.6'	65	Self Service Fuel Island	84.4'	95	Port-a-Port	80.5'
6	IUOE Training Site	64.4'	36	T-Hangar	71.1'	66	Above Ground Tank	79.8'	96	Port-a-Port	82.0'
7	IUOE Training Site	70.5'	37	T-Hangar	72.7'	67	Airfield Electrical Vault and Generator	84.8'	97	Port-a-Port	80.7'
8	IUOE Training Site	68.4'	38	T-Hangar	71.3'	68	Public Restrooms	76.5'	98	Port-a-Port	84.2'
9	Ventura County Firing Range	69.2'	39	Port-a-Port	69.5'	69	Port-a-Port	78.8'	99	Port-a-Port	82.3'
10	Ventura County Firing Range	69.4'	40	Port-a-Port	69.3'	70	Port-a-Port	80.0'	100	Port-a-Port	82.3'
11	Ventura County Firing Range	69.7'	41	Port-a-Port	69.7'	71	Port-a-Port	78.5'	101	Port-a-Port	82.0'
12	Ventura County Firing Range	70.7'	42	T-Hangar	70.2'	72	Port-a-Port	78.3'	102	Port-a-Port	80.8'
13	Ventura County Firing Range	64.7'	43	T-Hangar	71.6'	73	Port-a-Port	78.8'	103	Port-a-Port	80.5'
14	Ventura County Firing Range	70.2'	44	T-Hangar	71.4'	74	Port-a-Port	79.6'	104	Port-a-Port	80.5'
15	Ventura County Firing Range	69.8'	45	T-Hangar	71.8'	75	Port-a-Port	79.3'	105	Port-a-Port	82.6'
16	Ventura County Firing Range	68.4'	46	T-Hangar	72.6'	76	Port-a-Port	80.7'	106	FBO (Avantair)	114.0'
17	Ventura County Firing Range	67.3'	47	T-Hangar	72.6'	77	Port-a-Port	79.0'	107	Ventura County Animal Shelter	85.7'
18	Ventura County Firing Range	66.2'	48	T-Hangar	72.3'	78	Port-a-Port	80.3'	108	Ventura County Animal Shelter	85.3'
19	Ventura County Firing Range	68.8'	49	T-Hangar	72.1'	79	Port-a-Port	83.3'	109	Ventura County Animal Shelter	96.9'
20	Ventura County Firing Range	71.1'	50	T-Hangar	72.2'	80	Port-a-Port	83.8'	110	Ventura County Animal Shelter	93.8'
21	Ventura County Firing Range	70.6'	51	T-Hangar	72.8'	81	Port-a-Port	83.3'	111	Ventura County Animal Shelter	86.8'
22	Ventura County Firing Range	67.7'	52	T-Hangar	72.8'	82	Port-a-Port	83.7'	112	Ventura County Animal Shelter	85.8'
23	T-Hangar	69.3'	53	T-Hangar	72.6'	83	Port-a-Port	82.9'			
24	Hangar	69.5'	54	T-Hangar	72.7'	84	Port-a-Port	83.5'			
25	Port-a-Port	68.1'	55	T-Hangar	73.0'	85	Port-a-Port	82.8'			
26	Port-a-Port	67.4'	56	T-Hangar	73.2'	86	Port-a-Port	83.5'			
27	Port-a-Port	65.2'	57	T-Hangar	74.6'	87	Port-a-Port	85.5'			
28	Port-a-Port	76.2'	58	Fuel Farm (Sun Air)	76.7'	88	Port-a-Port	85.8'			
29	Hangar	69.6'	59	Executive Hangar (Sun Air)	107.6'	89	Port-a-Port	85.4'			
30	Hangar	69.0'	60	Executive Hangar (Sun Air)	106.8'	90	Port-a-Port	83.1'			

FAR WEST TERMINAL AREA



Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 100 200
SCALE IN FEET

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021

2. All Structures within Object Clearing Surfaces to be removed.

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

WEST TERMINAL AREA DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	M. Beaver
APPROVED BY:	P. Taylor
July 2024	SHEET 10 OF 14

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EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
113	T-Hangar/Office	81.1'	181	Box Hangars	97.8'
114	T-Hangar	84.2'	182	Hangar 3 (CamarilloAircraft Service)	143.1'
115	T-Hangar	85.5'	183	Communication Equipment (No. 277	125.4'
116	T-Hangar	84.5'	184	Office Building	92.4'
117	T-Hangar	85.7'	185	Office Building	88.6'
118	T-Hangar	84.3'	186	Office Building	105.8'
119	T-Hangar	84.3'	187	Correctional Services	96.3'
120	T-Hangar	85.9'	188	Correctional Services	96.3'
121	T-Hangar	83.1'	189	Correctional Services	103.4'
122	T-Hangar	84.0'	190	Box Hangars	91.3'
123	T-Hangar	85.0'	191	Box Hangars	91.5'
124	T-Hangar	84.0'	192	Box Hangars	91.5'
125	T-Hangar	84.4'	193	Box Hangars	91.4'
126	T-Hangar	85.3'	194	Box Hangars	91.1'
127	T-Hangar	84.4'	195	Box Hangars	91.1'
128	T-Hangar	84.4'	196	Box Hangars	90.8'
129	T-Hangar	84.4'	197	Box Hangars	90.8'
130	T-Hangar	83.5'	198	Way Point Café/Channel Islands Aviatior	91.8'
131	T-Hangar	83.3'	199	Camarillo Fire Instruction	93.2'
132	T-Hangar	84.8'	200	Ventura County Fire Department	110.1'
133	T-Hangar	84.1'	201	Channel Islands Aviation	122.6'
134	T-Hangar	83.9'	202	Airport Administration	110.2'
135	T-Hangar	85.3'	203	Office Space	95.5'
136	T-Hangar	83.2'	204	Channel Islands Aviation	106.4'
137	T-Hangar	84.5'	205	Channel Islands Aviation	124.7'
138	T-Hangar	83.3'	206	Box Hangar	93.5'
139	T-Hangar	83.6'	207	Box Hangar	94.1'
140	T-Hangar	85.1'	208	Box Hangar	94.6'
141	T-Hangar	84.0'	209	Box Hangar	94.2'
142	T-Hangar	85.4'	210	Box Hangar	93.8'
143	T-Hangar	83.8'	211	Box Hangar	93.6'
144	T-Hangar	82.8'	212	Box Hangar	93.0'
145	T-Hangar	82.9'	213	Box Hangar	92.3'
146	T-Hangar	84.3'	214	Box Hangar	94.7'
147	T-Hangar	83.5'	215	Box Hangar	93.7'
148	T-Hangar	83.6'	216	Box Hangar	93.8'
149	T-Hangar	84.9'	217	Box Hangar	97.5'
150	T-Hangar	81.0'	218	Box Hangar	95.7'
151	T-Hangar	79.7'	219	Box Hangar	94.2'
152	T-Hangar	82.5'	220	Box Hangar	93.9'
153	T-Hangar	83.9'	221	Box Hangar	92.5'
154	T-Hangar	83.0'	222	Box Hangar	94.5'
155	T-Hangar	83.1'	223	Box Hangar	94.9'
156	T-Hangar	84.3'	224	Box Hangar	94.9'
157	T-Hangar	83.4'	225	Box Hangar	96.6'
158	T-Hangar	83.5'	226	Box Hangar	95.9'
159	Box Hangar	88.0'	227	Box Hangar	92.9'
160	Box Hangar	88.2'	228	Box Hangar	92.6'
161	Box Hangar	88.4'	229	Box Hangar	92.5'
162	Box Hangar	88.5'	230	Avex	108.4'
163	Box Hangar	88.7'	231	Ventura County Fire Department	105.9'
164	Box Hangar	88.8'	232	Airport Maintenance Facility	94.7'
165	Box Hangar	89.0'	233	Ventura County Fire Department	114.9'
166	Experimental Aircraft Hangar	90.9'	234	Ventura County Fire Department	119.7'
167	Commemorative Air Force (CAF)	118.4'			
168	Water Storage Tank (No. 1020)	115.7'			
169	el Farm (Ventura County Dept. of Airpo	81.9'			
170	Self-Maintenance Hangar	96.4'			
171	Public Restrooms	83.3'			
172	Camarillo Flight Instruction	91.7'			
173	Box Hangars	91.0'			
174	Box Hangars	92.6'			
175	Box Hangars	93.9'			
176	Box Hangars	92.4'			
177	Box Hangars	91.2'			
178	Box Hangars	95.1'			
179	Box Hangars	91.2'			
180	Box Hangars	92.4'			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	NA	AIRPORT PROPERTY LINE
★	★	AIRPORT ROTATING BEACON
BRL	BRL	BUILDING RESTRICTION LINE (35')
	NA	STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
	NA	TAXIWAY APRON PAVEMENT
X	NA	FENCE LINE
	NA	TAXIWAY APRON MARKING
TOFA	NA	ROADS AND PARKING PAVEMENT
	NA	TAXIWAY OBJECT FREE AREA
TSA	NA	TAXIWAY SAFETY AREA
	NA	TIE-DOWNS
	NA	WINDSOCK
	NA	VEGATATION

Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 100 200
SCALE IN FEET

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021
2. All Structures within Object Clearing Surfaces to be removed.

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

MID FIELD TERMINAL AREA DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 SHEET 11 OF 14

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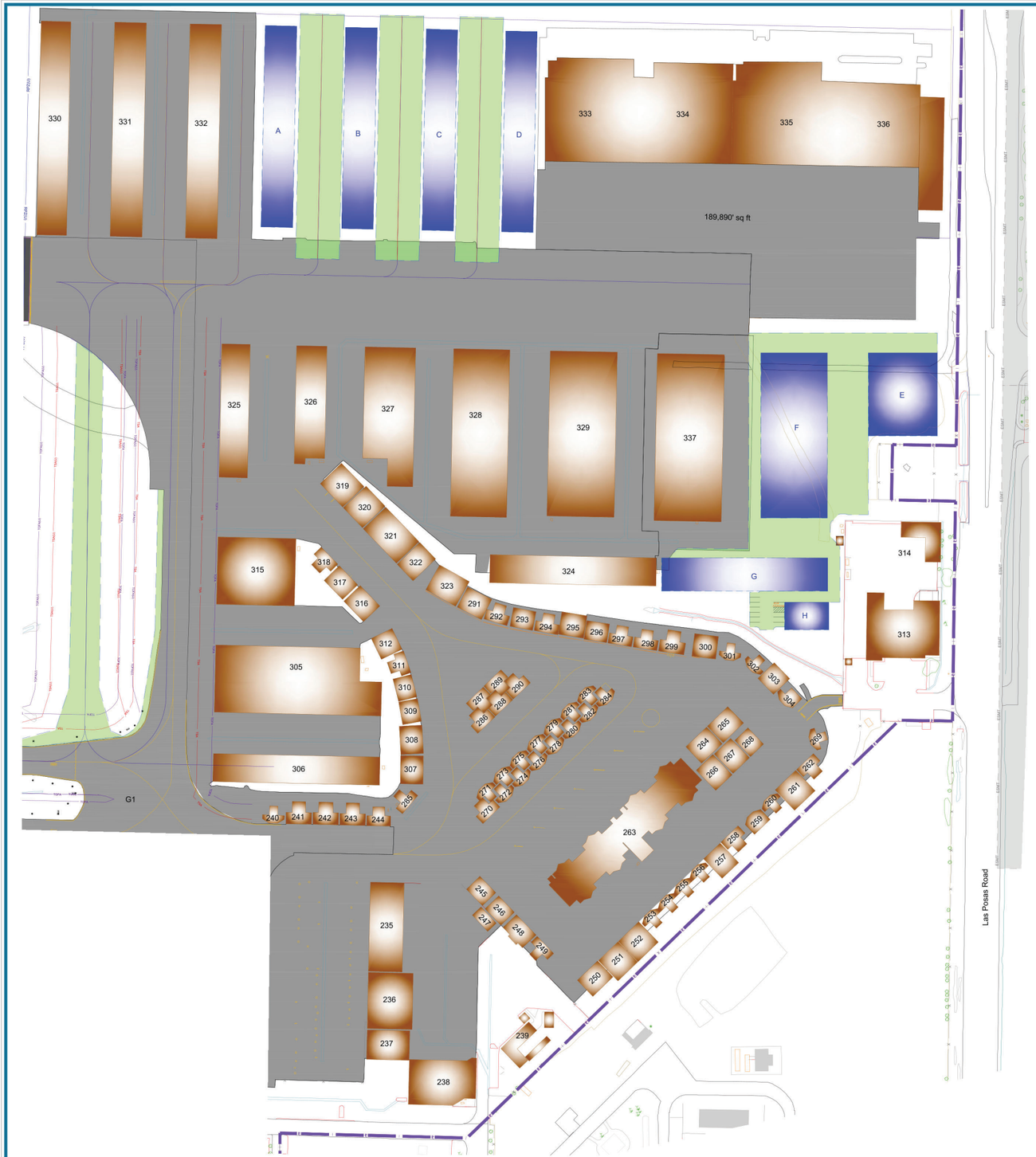

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl	#	Facility Name	Top Elevation ft. msl
235	Hangar (Sky Blue Air)	108.3'	291	Box Hangar	101.8'
236	Hangar (Sky Blue Air)	104.5'	292	T-Hangar	95.5'
237	Hangar (Sky Blue Air)	104.5'	293	Box Hangar	99.0'
238	Hangar (Sky Blue Air)	118.6'	294	T-Hangar	95.3'
239	Civil Air Patrol	98.6'	295	Box Hangar	103.5'
240	Port-a-Port	89.1'	296	Box Hangar	96.9'
241	T-Hangar	82.8'	297	T-Hangar	95.9'
242	T-Hangar	93.0'	298	T-Hangar	96.3'
243	T-Hangar	93.3'	299	T-Hangar	98.7'
244	T-Hangar	93.0'	300	Box Hangar	100.3'
245	Box Hangar	102.2'	301	T-Hangar	94.5'
246	Box Hangar	97.5'	302	T-Hangar	93.2'
247	Box Hangar	97.2'	303	Box Hangar	104.4'
248	Box Hangar	108.5'	304	T-Hangar	93.5'
249	T-Hangar	95.7'	305	Executive Hangar	112.8'
250	Box Hangar	99.6'	306	Executive Hangar	102.7'
251	Box Hangar	105.2'	307	Box Hangar	103.4'
252	Box Hangar	107.8'	308	Box Hangar	99.9'
253	Port-a-Port	94.1'	309	Box Hangar	95.3'
254	Port-a-Port	94.1'	310	Box Hangar	95.4'
255	Port-a-Port	94.0'	311	T-Hangar	96.9'
256	Port-a-Port	94.0'	312	Box Hangar	98.6'
257	Box Hangar	95.9'	313	Cloud Nine	119.8'
258	T-Hangar	96.0'	314	Cloud Nine	104.5'
259	Port-a-Port	101.0'	315	Executive Hangar	113.1'
260	Port-a-Port	94.1'	316	T-Hangar	95.3'
261	Box Hangar	102.4'	317	Box Hangar	105.1'
262	T-Hangar	97.8'	318	Box Hangar	102.8'
263	Camarillo Aircraft Services	119.5'	319	Box Hangar	105.4'
264	Box Hangar	102.1'	320	Box Hangar	102.1'
265	Box Hangar	100.3'	321	Box Hangar	102.7'
266	Box Hangar	99.8'	322	Box Hangar	97.6'
267	Box Hangar	100.8'	323	Box Hangar	106.3'
268	Box Hangar	100.8'	324	Executive Hangars	110.7'
269	Port-a-Port	93.9'	325	Executive Hangars	108.7'
270	T-Hangar	94.3'	326	Executive Hangars	10.49'
271	T-Hangar	92.8'	327	Executive Hangars	110.9'
272	T-Hangar	93.1'	328	Executive Hangars	122.7'
273	T-Hangar	93.4'	329	Executive Hangars	122.3'
274	T-Hangar	93.6'	330	T-Hangars	112.6'
275	T-Hangar	93.9'	331	T-Hangars	107.2'
276	T-Hangar	94.1'	332	T-Hangars	107.6'
277	T-Hangar	94.3'	333	Executive Hangars	
278	T-Hangar	94.7'	334	Executive Hangars	
279	T-Hangar	94.8'	335	Executive Hangars	
280	T-Hangar	94.6'	336	Executive Hangars	
281	T-Hangar	94.4'	337	Executive Hangars	117.3'
282	T-Hangar	95.2'			
283	T-Hangar	94.0'			
284	T-Hangar	95.0'			
285	T-Hangar	92.0'			
286	T-Hangar	95.9'			
287	T-Hangar	95.8'			
288	T-Hangar	96.2'			
289	T-Hangar	96.2'			
290	T-Hangar	96.5'			

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*
A	T-Hangars	±107.8'
B	T-Hangars	±107.8'
C	T-Hangars	±107.8'
D	T-Hangars	±107.8'
E	Executive Hangars	±117.3'
F	Executive Hangars	±124.0'
G	Executive Hangars	±111.6'
H	Aviation Support Building	±112.6'

*Top elevation estimated based off common structure height

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	NA	AIRPORT PROPERTY LINE
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
		TAXIWAY APRON PAVEMENT
BRL		BUILDING RESTRICTION LINE (35')
X	NA	FENCE LINE
		TAXIWAY APRON MARKING
	NA	ROADS AND PARKING PAVEMENT
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
	NA	TIE-DOWNS
	NA	WINDSOCK
		VEGATATION

Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 100 200
SCALE IN FEET

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021
2. All Structures within Object Clearing Surfaces to be removed.

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

EAST TERMINAL AREA DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 | SHEET 12 OF 14

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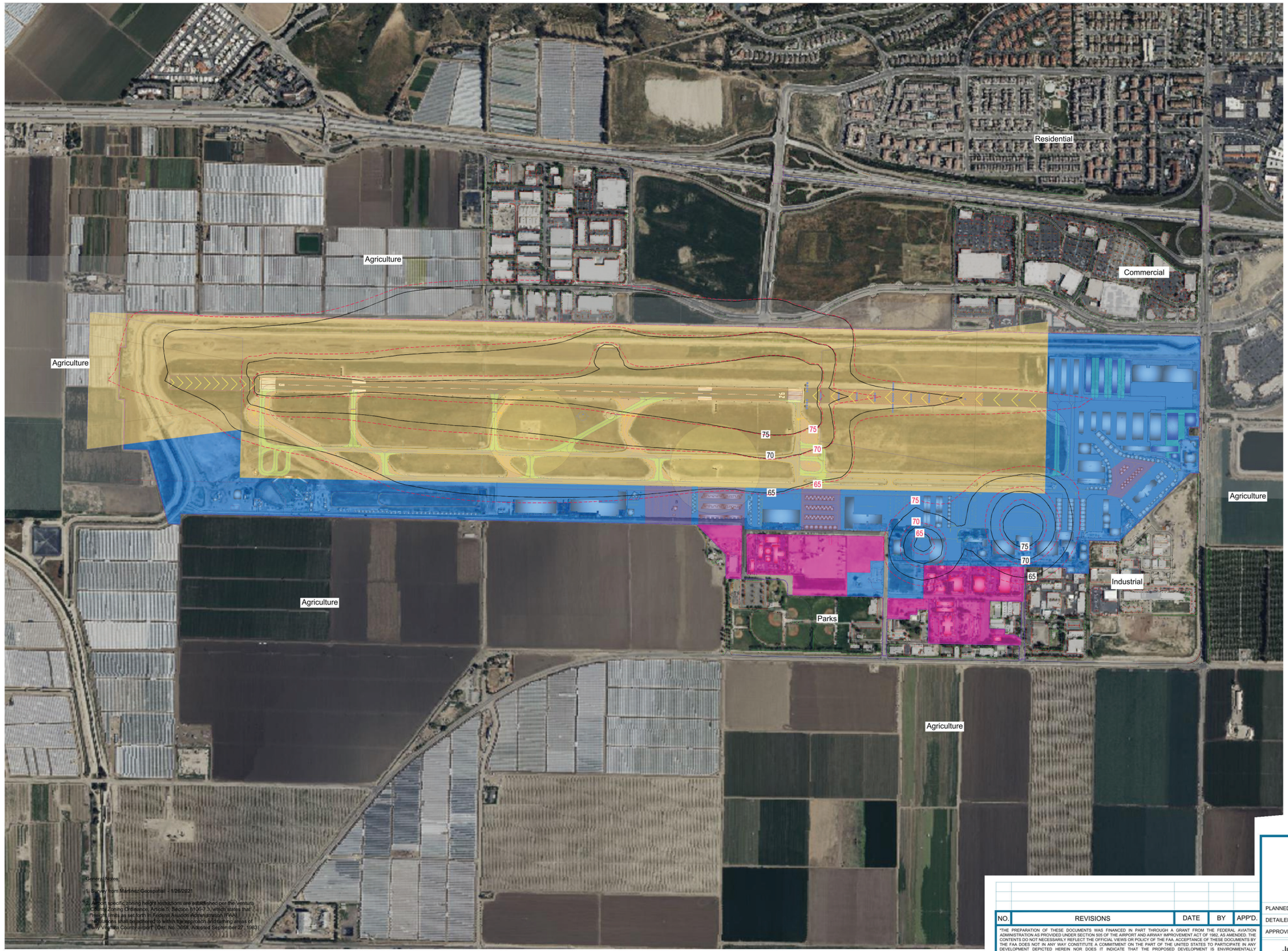

LEGEND

- Airfield Operations
- Aeronautical Reserve
- Aging Infrastructure/Possible Re-Development
- Non-Aviation Related
- Existing Airport Property Line
- 65 Existing 65 DNL Contour
- 65 Ultimate 65 DNL Contour

NORTH
MAGNETIC NORTH

Magnetic Declination
11° 43' East
Annual Rate of Change
00° 21' West
(Source: NOAA, NCEI, November 2023)

0 400 800
SCALE IN FEET

General Notes:

1. Survey from Martinez Geospatial - 1/26/2021
2. Airport specific zoning height restrictions are established per the Ventura County Zoning Ordinance, Article 5, Section 8106-7.3, which states that "Height limits as set forth in Federal Aviation Administration (FAA) regulations shall be adhered to within the approach and turning areas of Ventura County airport" (Ord. No. 3658, Adopted September 27, 1983)

NO.	REVISIONS	DATE	BY	APP'D.

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CAMARILLO AIRPORT (CMA)

LAND USE DRAWING

CAMARILLO, CALIFORNIA

PLANNED BY: P. Taylor
DETAILED BY: M. Beaver
APPROVED BY: P. Taylor

July 2024 SHEET 13 OF 14

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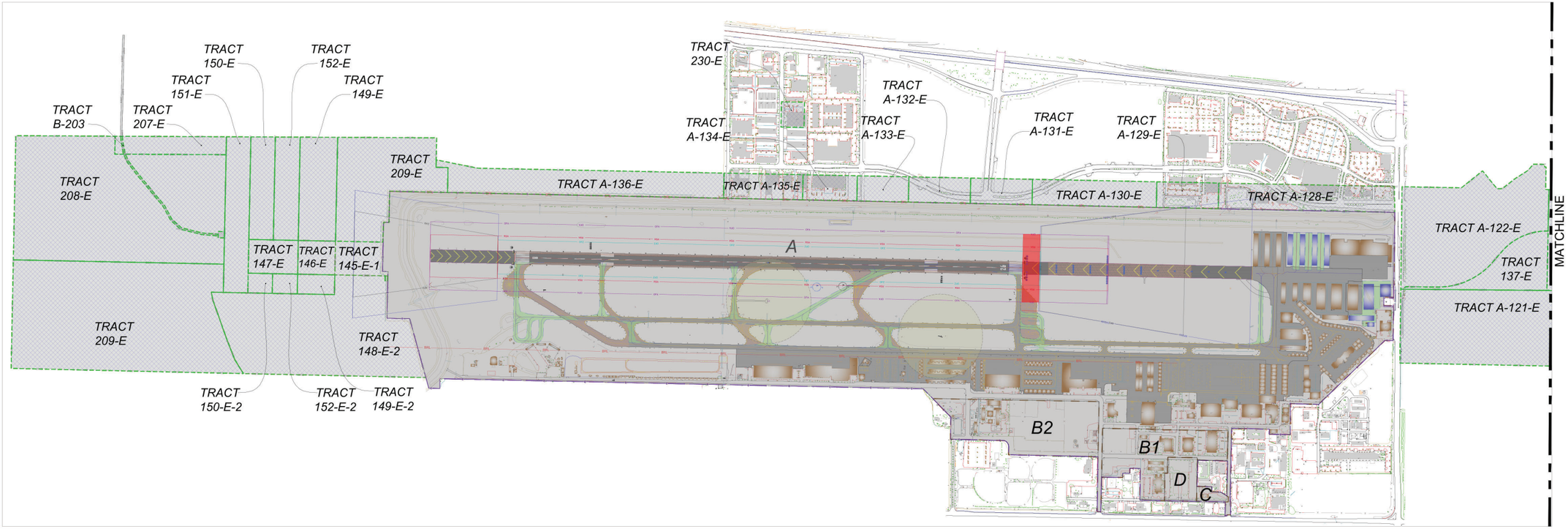

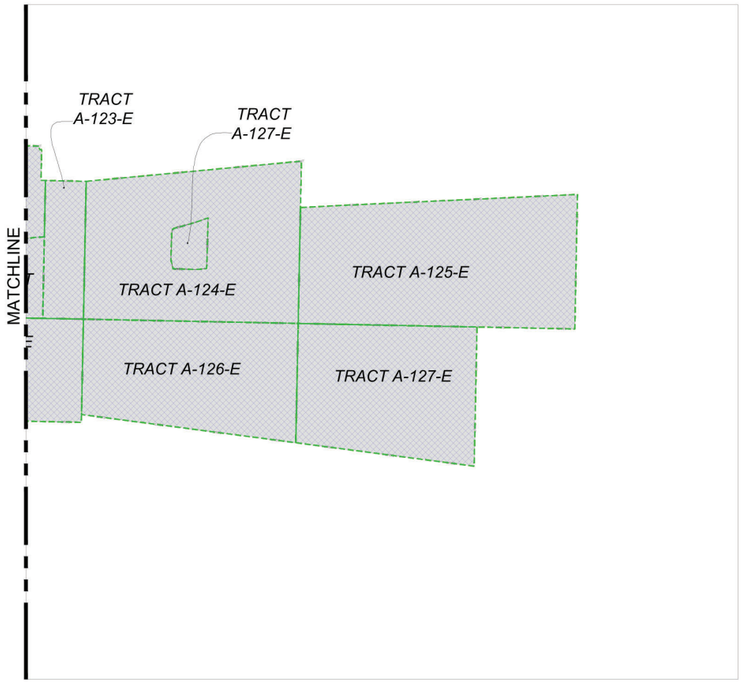

Property Table

Tract ID	Grantor	Interest	Acreage	Instrument	Book/Page	FAA Grant #	Date	Purpose Of Acquisition	Easement	Assessor Map ID Reference	Notes
A	US Government	Fee Simple	615.59	Deed	5019/509	N/A	6/20/1977	Airport Operations	N/A	216-04 & 230-03	Public Benefit Transfer
B1	US Government	Fee Simple	18.14	Deed	5019/582	N/A	6/20/1977	Airport Operations	N/A	230-03	Public Benefit Transfer
B2	US Government	Fee Simple	24.94	Deed	5019/582	N/A	6/20/1977	Airport Operations	N/A	230-03	Public Benefit Transfer
C	US Government	Fee Simple	1.17	Quitclaim Deed	20211021-00191635	N/A	10/7/2021	Airport Operations	N/A	230-03	APN: 230003026
D	US Government	Fee Simple	4.34	Quitclaim Deed	20160802-00109035	N/A	8/2/2016	Airport Operations	N/A	230-03	APN: 230003025
137-E	US Government	Easement	10.79	Deed	5019/533	N/A	1/6/2006	Easement	Avigation	229-34	Public Benefit Transfer
138-E	US Government	Easement	2.8	Deed	5019/534	N/A	5/8/2008	Easement	Avigation	229-01	Public Benefit Transfer
139-E	US Government	Easement	0.046	Deed	5019/535	N/A	3/12/2004	Easement	Avigation	216-04	Public Benefit Transfer
145-E-1	US Government	Easement	5.61	Deed	5019/539	N/A	6/20/1977	Easement	Utility	216-04	Public Benefit Transfer
145-E-2	US Government	Easement	0.3	Deed	5019/540	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
146-E	US Government	Easement	4.06	Deed	5019/541	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
147-E	US Government	Easement	5.37	Deed	5019/542	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
148-E	US Government	Easement	28.08	Deed	5019/543	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
148-E-2	US Government	Easement	51.63	Deed	5019/546	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
149-E	US Government	Easement	12.48	Deed	5019/549	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
149-E-2	US Government	Easement	2.38	Deed	5019/551	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
150-E	US Government	Easement	8.13	Deed	5019/553	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
150-E-2	US Government	Easement	1.56	Deed	5019/555	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
151-E	US Government	Easement	12.33	Deed	5019/557	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
152-E	US Government	Easement	8.31	Deed	5019/559	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
152-E-2	US Government	Easement	1.58	Deed	5019/562	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
207-E	US Government	Easement	6.16	Deed	5019/564	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
208-E	US Government	Easement	79.44	Deed	5019/566	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
209-E	US Government	Easement	72.67	Deed	5019/569	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
230-E	US Government	Easement	47.95	Deed	20100813-00120460	N/A	8/12/2010	Easement	Avigation	230-03	Public Benefit Transfer
A-121-E	US Government	Easement	44.19	Deed	5019/518	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-122-E	US Government	Easement	50.08	Deed	5019/520 & 20010306-00048424	N/A	6/20/1977 & 3/6/2007	Easement	Avigation	229-34	Public Benefit Transfer & Modification of Avigation Easement
A-123-E	US Government	Easement	9.17	Deed	5019/522	N/A	6/20/1977	Easement	Avigation	229-01	Public Benefit Transfer
A-124-E	US Government	Easement	16.75	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-01	Public Benefit Transfer
A-125-E	US Government	Easement	40.95	Deed	No Data	N/A	6/20/1977	Easement	Avigation	162-25, 162-23, 162-20, 162-08, 162-09	Public Benefit Transfer
A-126-E	US Government	Easement	24.06	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-127-E	US Government	Easement	24.5	Deed	No Data	N/A	6/20/1977	Easement	Avigation	229-02	Public Benefit Transfer
A-128-E	US Government	Easement	16.75	Deed	5019/524	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-129-E	US Government	Easement	5.91	Deed	5019/525	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-130-E	US Government	Easement	11.84	Deed	5019/526	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-131-E	US Government	Easement	5.9	Deed	5019/527	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-132-E	US Government	Easement	5.9	Deed	5019/528	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-133-E	US Government	Easement	4.91	Deed	5019/529	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-134-E	US Government	Easement	5.18	Deed	5019/530	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-135-E	US Government	Easement	7.54	Deed	5019/531	N/A	6/20/1977	Easement	Avigation	230-03	Public Benefit Transfer
A-136-E	US Government	Easement	26.85	Deed	5019/532	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-202	US Government	Easement	0.63	Deed	5019/574	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-203	US Government	Easement	0.77	Deed	5019/576	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer
B-204	US Government	Easement	0.13	Deed	5019/577	N/A	6/20/1977	Easement	Avigation	216-04	Public Benefit Transfer

Magnetic Declination
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(Source: NOAA, NCEI, November 2023)

0 600 1200
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CAMARILLO AIRPORT (CMA)

EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

CAMARILLO, CALIFORNIA

PLANNED BY:	P. Taylor
DETAILED BY:	M. Beaver
APPROVED BY:	P. Taylor

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