



**COUNTY of VENTURA**  
Department of Airports

*14 CFR Part 150 Noise  
Compatibility Planning Study*

# **OXNARD AIRPORT**

*Noise Exposure Maps Update*



## 1. Welcome and How We Got Here

- Keith Freitas – Director of Airports
- Supervisor Vianey Lopez – County of Ventura

## 2. The Lanes We Operate Within

- Dave Nafie – Deputy Director of Airports

## 3. Frequently Asked Questions

- Jannette Jauregui – Communications and Engagement Manager

## 4. Public Input

- Dave Nafie – Deputy Director of Airports
- Melissa Holguin – Engagement Facilitator, Arellano Associates

# Opening Remarks/Project Background



**Melissa Holguin**  
**Engagement Facilitator, Arellano Associates**

## Code of Conduct

The County is committed to ensuring that all participants can fairly and clearly share suggestions for Oxnard Airport. To provide a safe and equitable process, please remember to:

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

# Opening Remarks/Project Background



**Keith Freitas**  
**Director of Airports for Ventura County**



## How We Got Here

|             |           |   |
|-------------|-----------|---|
| <u>2022</u> | October   | Part 150 Noise Compatibility Study began                  |
| <u>2023</u> | March     | First Public Workshop - Inventory and Forecasts           |
|             | May-Aug   | Community Noise Measurements                              |
|             | September | Second Public Workshop - Aviation Noise and Noise Impacts |
|             | December  | Noise Exposure Maps submitted to FAA for review           |
| <u>2024</u> | June      | Community Listening Sessions and Technical Conferences    |



# What is the Department of Airports doing about the noise concerns?

The Ventura County Department of Airports:

- 1) Hired a Communications Engagement Manager
- 2) Implemented the Fly Friendly VC Noise Program
- 3) Purchased noise flight tracking and comment software
- 4) Initiated a Part 150 Noise Study
- 5) Ongoing annual Fly Friendly Fly In Event and regular updates to pilots and flight schools

## Final Thoughts

Our commitments to you...

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

Tonight, we want to hear your suggestions.





**Dave Nafie**  
**Deputy Director of Airports**

# The Lanes We Operate Within

## Prior Part 150

- 1998 NCP not adopted by County Board of Supervisors
- NCP did not go through formal approval process with FAA

## Grant Assurances

- 21 Compatible Land Use
- 22 Economic Nondiscrimination

## FAA Policies

- 1990 Airport Noise and Capacity Act (ANCA)
- Cannot shift noise from one group to another





**Jannette Jauregui**  
**Community and Engagement Manager**

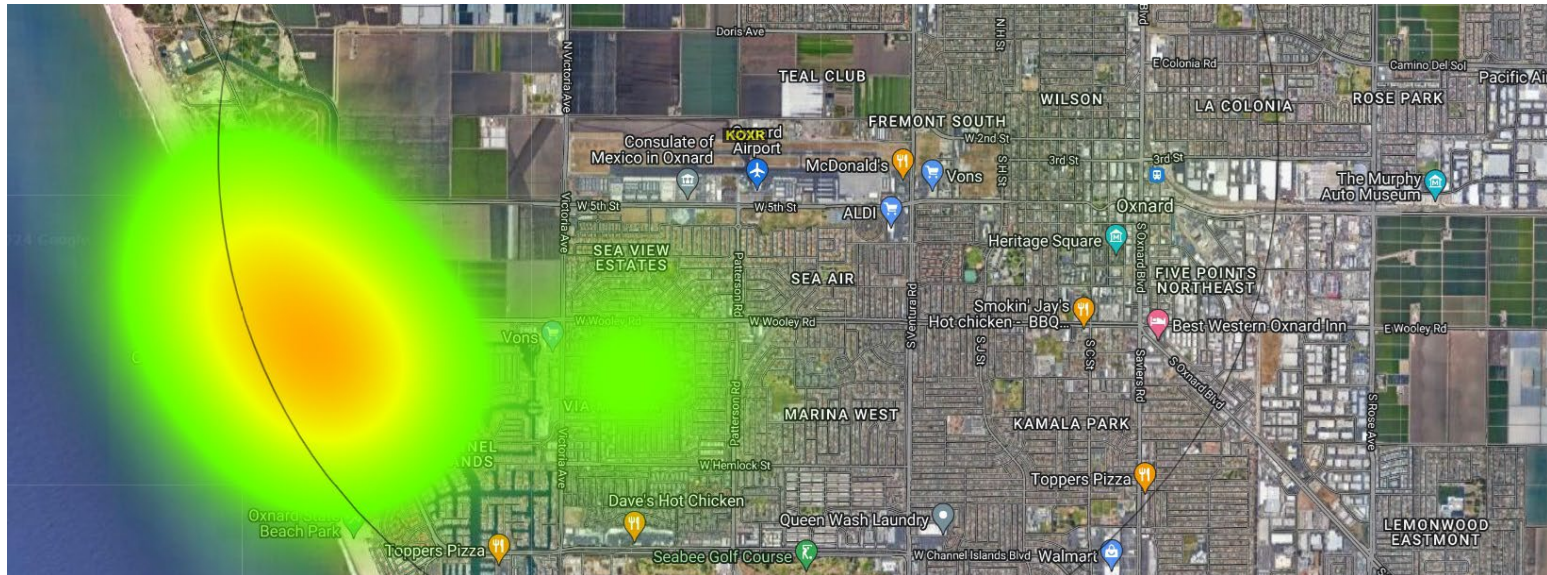
## **Q. Can the Department of Airports just say no to more aircraft activity and/or touch and go activity?**

**A.** The short answer is no, with two primary reasons why:

- Airspace, regardless of obligations or agreements from the County, is federally regulated.
- Federal grant assurances and the Aircraft Noise and Capacity Act (ANCA) of 1990 place significant limitations to changes the County can make to airport operations.

**Q. What is the location (area of City of Oxnard) where a majority of the noise comments come from?**

**A. The geographic distribution of complaints is shown in map below, which represents OXR noise comments from Jan. 1, 2024 – May 31, 2024.**







**Q. Can the Airport contact pilots midflight to direct them to follow the Fly Friendly Ventura County?**

- A. No, the airports rely on the air traffic control tower teams to maintain safe and effective traffic patterns in the CMA and OXR airspace. The primary purpose of an airport traffic control tower is to ensure the safe operation of aircraft.

Airports instead work closely to follow daily traffic patterns and communicate with flight operators accordingly as part of the ongoing educational component of Fly Friendly VC.





**Q. Are pilots sometimes required/directed to NOT follow the Fly Friendly Ventura County traffic pattern while doing touch and goes?**

**A. Pilots are only directed not to fly specific patterns when operational needs necessitate. Changes in incoming/outgoing traffic patterns, weather conditions (specifically wind), and radar outages are reasons the tower team may temporarily direct pilots away from the Fly Friendly VC pattern.**



**Dave Nafie**  
**Deputy Director of Airports**

# Next Steps

## July-Sept '24

- Prepare Chapter 5 – Noise Abatement Alternative
- Prepare Chapter 6 – Land Use Alternatives



## Oct- Nov '24

- Prepare Chapter 7 – Noise Compatibility Program



## Jan-Mar '25

- Approval Process Steps



## June '24

- Aviation & Land Use Technical Conferences



## Oct '24

- PAC/Third Public Meeting – Ch. 5 and Ch. 6



## Nov-Dec '24

- Public Hearing on Noise Compatibility Program

## Alternatives Typically Considered in a Part 150 Study

- **Runway Use and Flight Routing:** How and where aircraft are guided to and from the airport.  
Example: Published updates to charts that guide pilots.
- **Facilities Development:** Changes to the airport's physical facilities.  
Example: Changes to the runway length or location of the threshold.
- **Aircraft Operating Procedures:** Changes to how pilots operate aircraft.  
Example: Changes to Glide Slope Angle
- **Airport Restrictions and Regulations:** Limits on access to the airport for noise mitigation. (Subject to ANCA restrictions)  
Example: Curfews and differential landing fees.

## We Want Your Input

- Fill out a suggestion card with your idea(s) for the consultant team to evaluate
- Submitted cards will be read aloud this evening
- Additional suggestions may be submitted through the project website through June 17, 2024

<https://oxr-noise-study.airportstudy.net/>



## We Want Your Input

- My suggestion to reduce noise from Oxnard Airport is \_\_\_\_\_  
Example:
  - *“My suggestion to reduce noise from Oxnard Airport is to increase the approach angle of landing aircraft.”*
- Reminder: Per federal regulations (Lanes), measures ***may not***:
  - Introduce ***new*** restrictions, including fees
  - Unjustly discriminate against individual or groups of airport users
  - Shift noise from one group to another



# [www.vcairports.org](http://www.vcairports.org)

All draft material is available on the project website

You may also contact:



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**Thank you!**