



COUNTY *of* **VENTURA**

Department of Airports



COUNTY of VENTURA
Department of Airports

*14 CFR Part 150 Noise
Compatibility Planning Study*

OXNARD AIRPORT

County of
Ventura



Agenda

1. **Welcome and Introductions**
 - **Keith Freitas, Ventura County Department of Airports**
2. Key Takeaways for this Meeting
 - Dave Nafie, Ventura County Department of Airports
3. Study Process
 - Kory Lewis, Coffman Associates
4. Review of Noise Exposure Maps and Impacts
 - Kory Lewis, Coffman Associates
5. Review of Chapter 5, Noise Abatement Alternatives
 - Kory Lewis, Coffman Associates
6. Review of Chapter 6, Land Use Alternatives
 - Madeline Holliman, Coffman Associates
7. Review of Chapter 7, Noise Compatibility Program
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8. Next Steps
 - Kory Lewis, Coffman Associates
9. PAC Discussion/Questions
 - Stacey Falcioni, Arellano Associates

Welcome and Introductions



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Key Takeaways for this Meeting



Key Takeaways for this Meeting

- *Review NEM impacts and status*
- *Detail FAA's "laundry list" of NCP techniques*
- *Discuss options for mitigation within 65 CNEL*
- *Explain local measures not included for FAA review*
- *Know where we go from here*

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Study Process



Study Progress

NEMs

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

NCP

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

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

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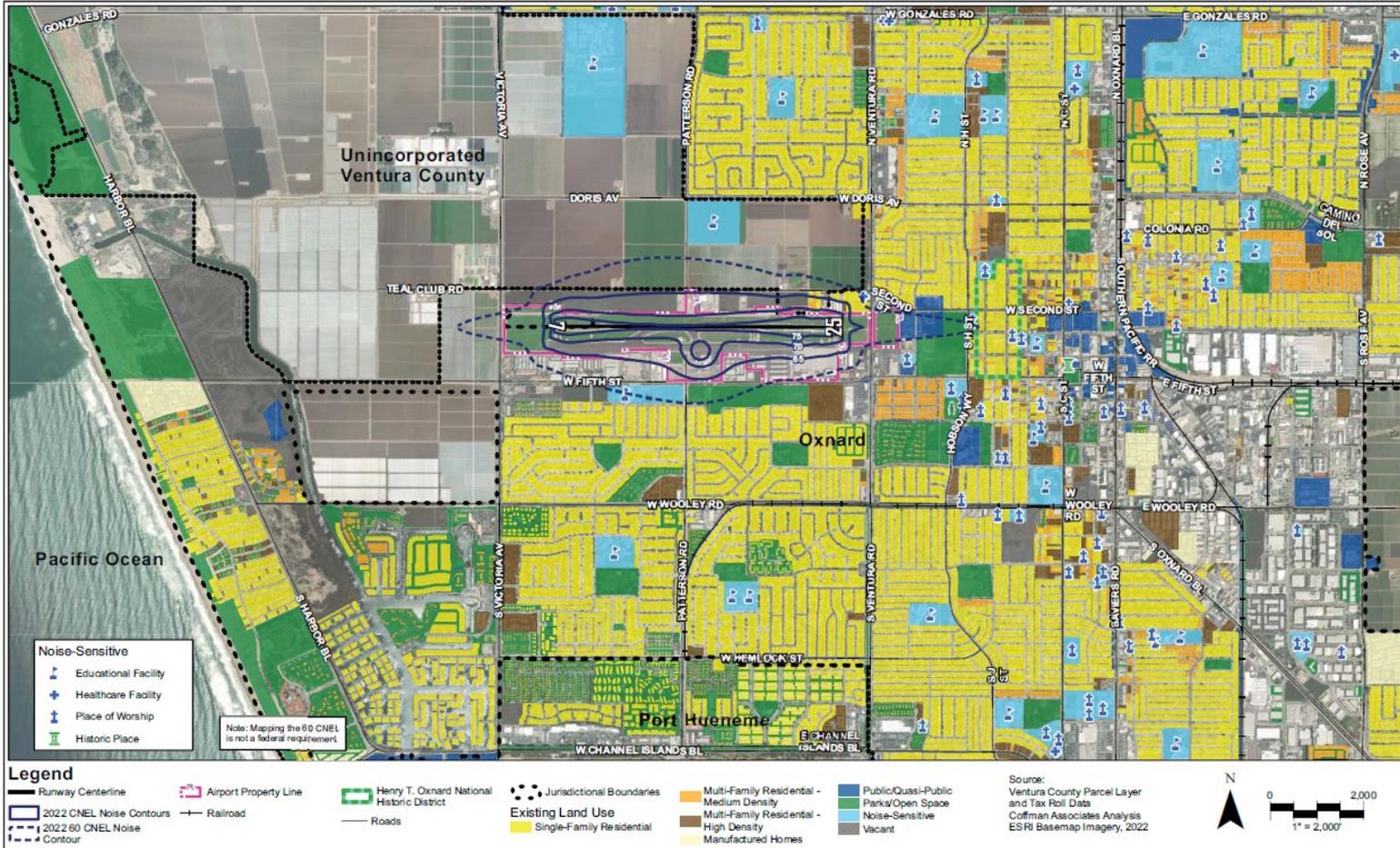
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Status of Noise Exposure Map Document

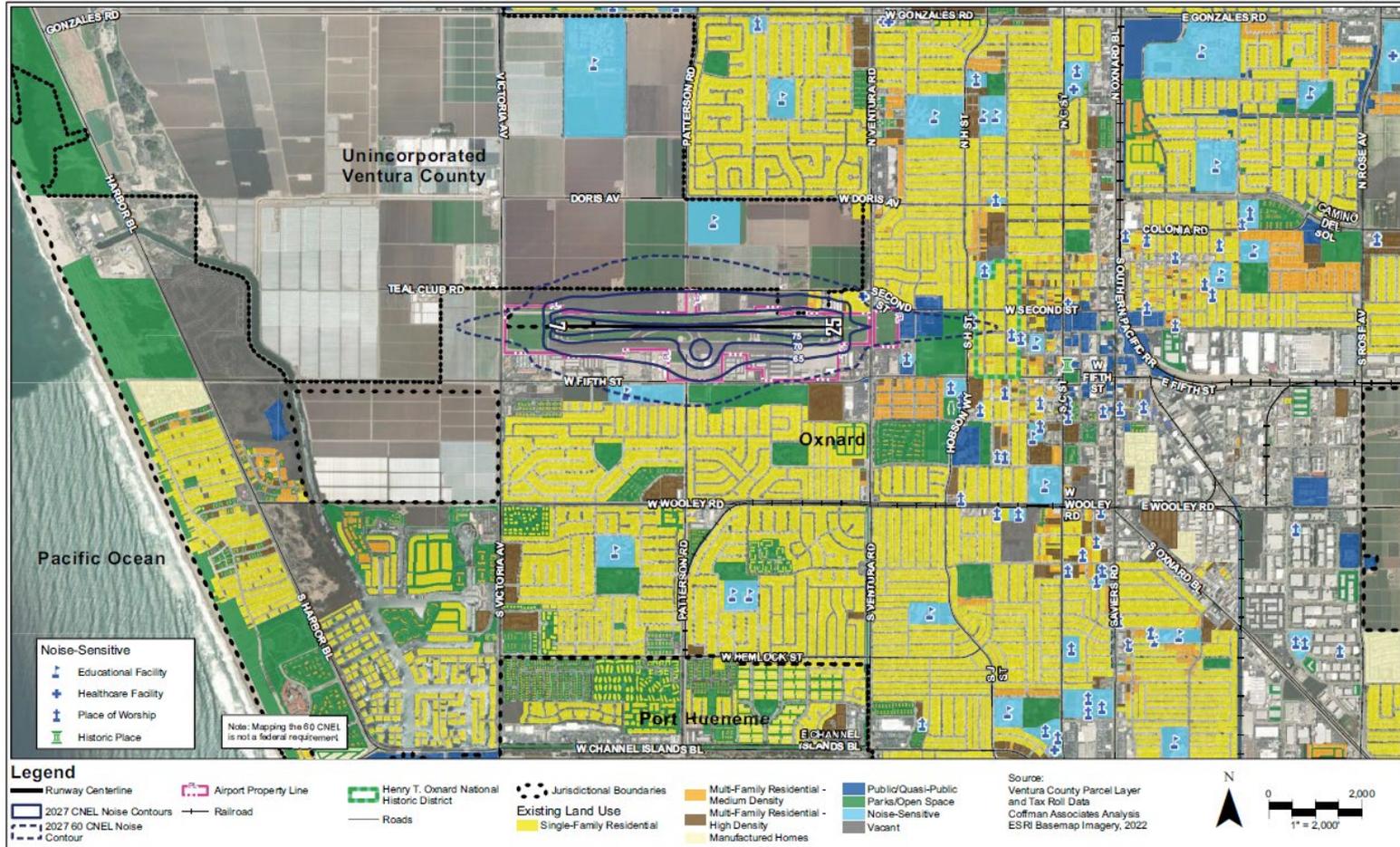
- Public comment period was advertised following the September 2023 meetings.
- Draft NEM was submitted to FAA in December 2023.
- Minor revisions to the chapters were required to meet FAA guidelines.
- Awaiting ADO approval for final submission to FAA's LOB review.



2022 Noise Contours



2027 Noise Contours



2042 Noise Contours

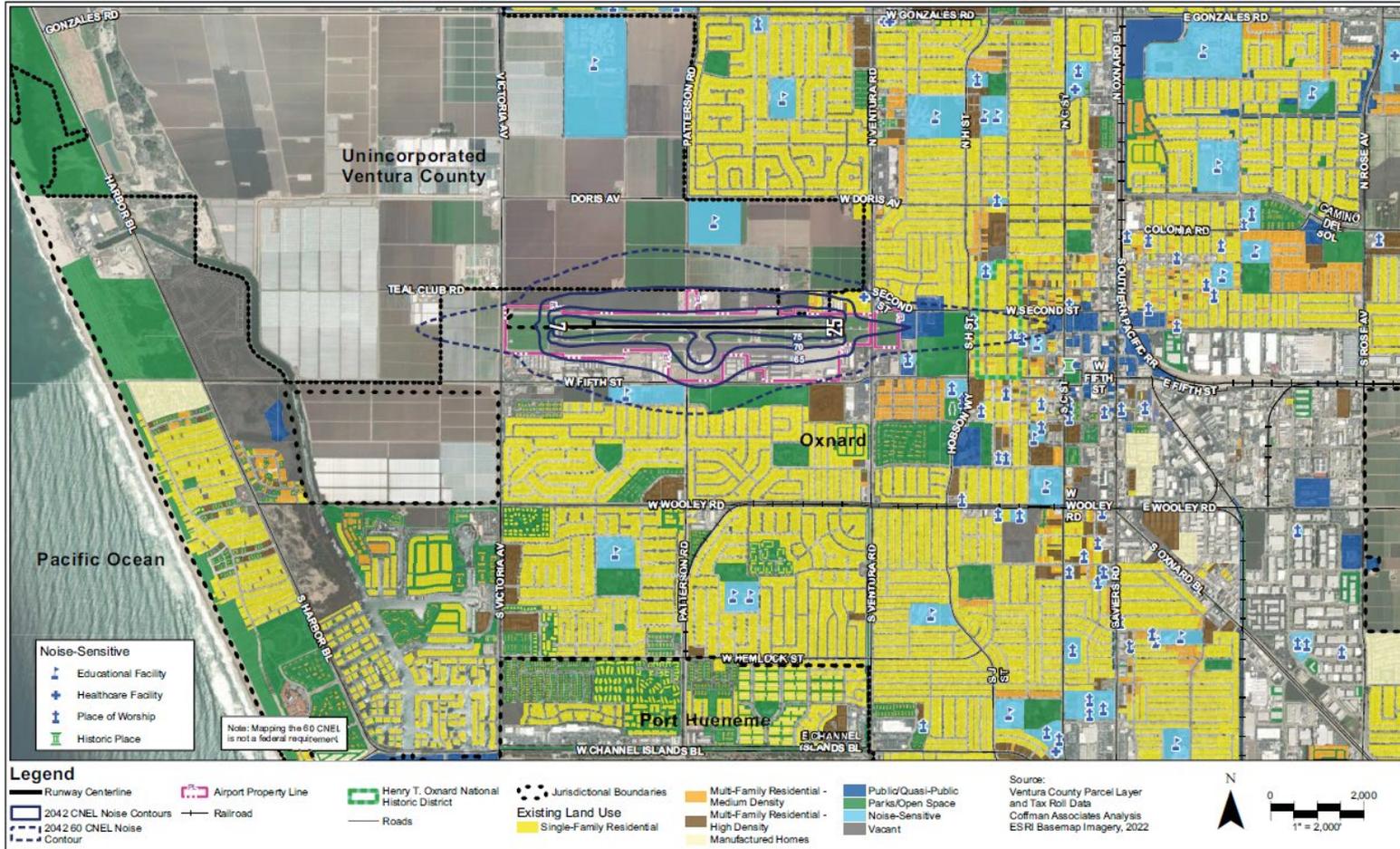


TABLE 4D | Residential Parcels and Estimated Population Exposed to 2027 Aircraft Noise – Oxnard Airport

Parcel	Land Use Classification	65-70 CNEL	70-75 CNEL	75+ CNEL
		Parcels/Dwelling Units (d.u.) ²		
1830110260	Single-Family	1	0	0
1830110270 ¹	Multi-Family, Medium Density	2	0	0
1830110255 ¹	Multi-Family, Medium Density	3	0	0
1830110030 ¹	Single-Family	2	0	0
1830110045	Single-Family	2	0	0
1830110050	Single-Family	2	0	0
1830110195	Multi-Family, High Density	9	0	0
1830110205	Single-Family	2	0	0
Total:		23	0	0
		Estimated Population ³		
Single-Family Residential		36	0	0
Multi-Family Residential		56	0	0
Total:		92	0	0

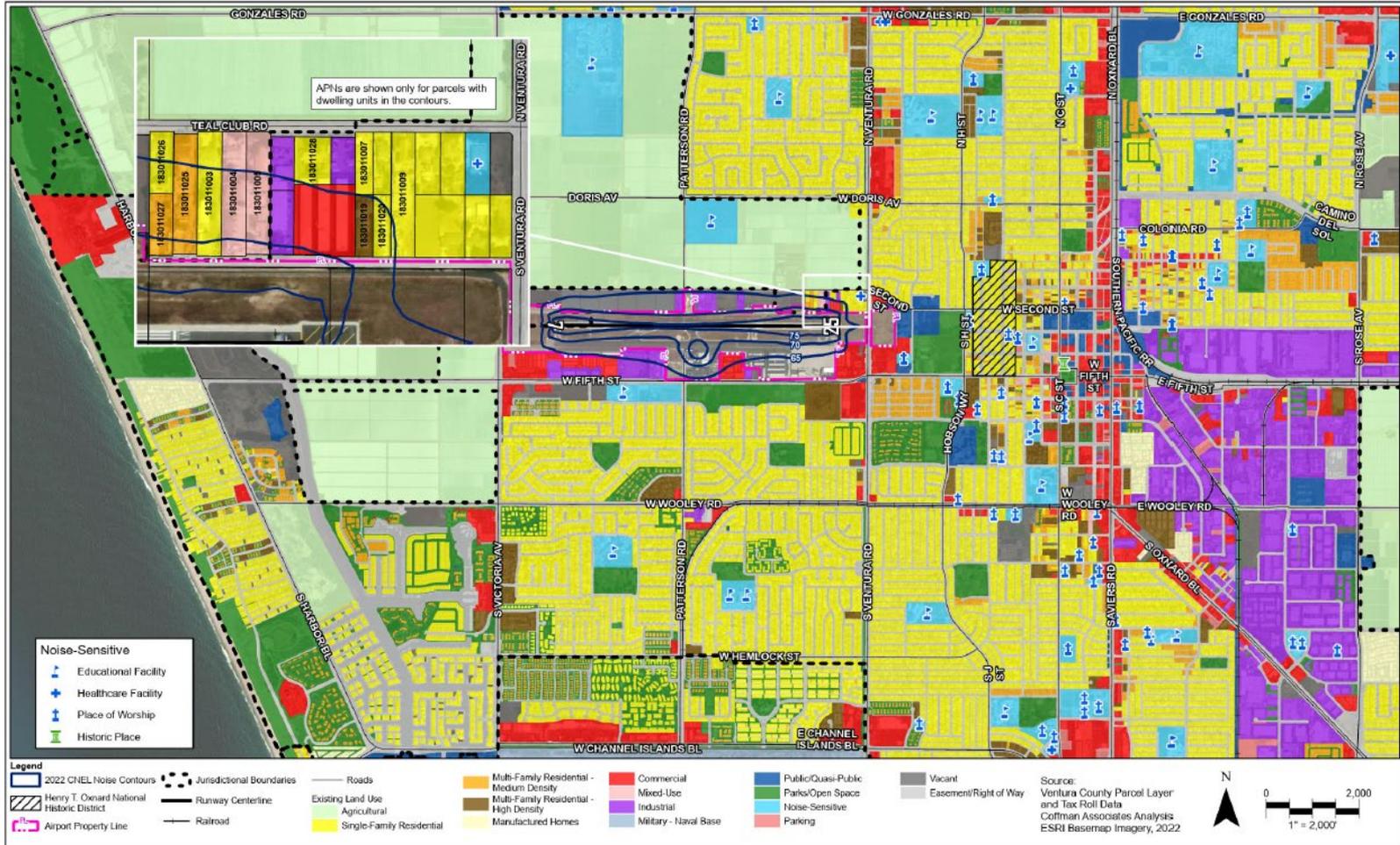
¹ A portion of the parcel is also within the 70-75 CNEL noise contour. However, no permanent structures are located on that portion.

² Number of dwelling units is estimated based on the Ventura County Assessor’s property use descriptions for each parcel, selecting the upper limit of any ranges and adding one dwelling unit for parcels described as containing guest houses, garage apartments, or sleeping rooms.

³ Estimated population is calculated by multiplying the number of dwelling units for residential land uses by the number of persons per household (4.00). Persons per household information is based on U.S. Census Bureau 2017-2021 American Community Survey information, as of July 1, 2022. Retrieved from: <https://www.census.gov/quickfacts/fact/table/oxnardcitycalifornia/PST045222>

Source: Coffman Associates analysis

Exhibit 4D – Dwelling Unit Parcels



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

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

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Alternatives Evaluation

Chapter 5 Noise Abatement

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

Chapter 6 Land Use

General Plan, Zoning, noise and
avigation easement purchase

Chapter 7 Recommended NCP

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

Community and Stakeholder Input

Listening Session

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

- 20 attendees, 27 suggestions
- Examples include curfews, fees, monitoring, reporting

Technical Conferences

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

FAA's Evaluation of Measures

- FAA policy and direction for Part 150 studies have changed
- FAA: Will it reduce Part 150 impacts within the 65 CNEL noise contour?
- “Lanes” Reminder: restrictions are subject to Part 161 regulations, which provide a study methodology for airports to prove to the FAA that an exception to ANCA is warranted

Exhibit 5B: Runway Use and Flight Routes

Runway Use and Flight Routes



Preferential Runway Use



Departure Turns/Route



Visual Approach Procedures



Instrument Approach Procedures



Traffic Pattern Changes

How Do They Help?

Shift noise from noise-sensitive area...



Public High School

to noise-compatible area



Will These Options Work for Oxnard Airport?

<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <ul style="list-style-type: none"> ✓ Wind conditions favor Runway 25 ? Other Runway use options </div> <div style="width: 45%;">  <ul style="list-style-type: none"> ✓ GPS approach to Runways 7 & 25 ? New instrument procedures </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <ul style="list-style-type: none"> ✓ Runway 25 - Turn before Edison Canal ✓ Runway 25 - Continue at least 1/2 mile past the shoreline ✓ Runway 7 - No departures from midfield intersection (Taxiway C) ? New departure turns/routes </div> <div style="width: 45%;">  <ul style="list-style-type: none"> ✓ Left traffic - Both Runways, fly downwind along Wooley Rd ✓ Consider requesting right traffic when conditions permit ? Traffic pattern changes </div> </div>
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <ul style="list-style-type: none"> ✓ Remain as high as practicable over city until commencing final descent ✓ Fly at or above PAPI glidescope </div> </div>	

Exhibit 5C: Facilities Development

Facilities Development	Will These Options Work for Oxnard Airport?
 <p>Runway Lengthening</p>  <p>New Runways</p>	 <ul style="list-style-type: none"> ✗ OXR is bounded by incompatible roadways to the east (S. Ventura Road) and to the west (N. Victoria Avenue), limiting runway length.
 <p>Displaced/Relocated Thresholds</p>  <p>Acoustic Shielding</p>	 <ul style="list-style-type: none"> ✗ New runway for noise abatement unlikely to be supported or approved by FAA.
<h3>How Do They Help?</h3> <p>Shift noise from noise-sensitive area...</p>   <p>to noise-compatible area</p> 	 <ul style="list-style-type: none"> ✓ Runway 25 - 453 feet displaced threshold ✓ Most effective when noise-sensitive land uses are located near the runway ends  <ul style="list-style-type: none"> ✓ Noise sensitive uses within the 65 dB CNEL contour are located adjacent to noise source ? Evaluate effectiveness of barrier

Exhibit 5D: Aircraft Operating Procedures

Aircraft Operating Procedures



Reduced Thrust Takeoffs



Thrust Cutbacks After Takeoff



Maximum Climb Departures



Minimum Approach Altitudes



Approach Profiles



Limitations on Reverse Thrust on Landing

How Do They Help?

Reduce overall noise energy from the airport



Will These Options Work for Oxnard Airport?

	<p><input checked="" type="checkbox"/> Reduces safety margin</p>		<p><input checked="" type="checkbox"/> Current voluntary noise abatement procedures: 1. Fly at or above PAPI glideslope 2. Utilize low energy approaches</p>
	<p><input checked="" type="checkbox"/> Manufacturers provide suggested thrust cutbacks after takeoff to reduce noise and fuel consumption</p> <p><input checked="" type="checkbox"/> Mandated thrust cutbacks are problematic to get approved and enforce</p>		<p><input checked="" type="checkbox"/> Non-standard approach procedures reduce safety margins.</p>
	<p><input checked="" type="checkbox"/> Use best rate of climb when departing any runway</p> <p><input checked="" type="checkbox"/> Turn upon reaching 700' or continue climbing at least 1/2 mile past the shoreline</p>		<p><input checked="" type="checkbox"/> Fixed runway length eliminates this measure</p>

Exhibit 5E: Airport Restriction and Regulation

Airport Restriction and Regulation



Curfews



Noise Based
Landing Fees



Capacity
Limitations



Aircraft Type
Restrictions



Ground/
Training Activity
Restrictions

How Do They Help?

Reduce overall noise energy from the airport



Will These Options Work for Oxnard Airport?







- ✓ Voluntary curfew - ALL operations - 11:00 p.m. to 6:00 a.m.
- ✓ No touch-and-go's or stop-and-go's between 8:00 p.m. and 7:00 a.m. (8:00 a.m.) on weekends
- ✓ No high power engine run-ups for maintenance between 7:00 p.m. and 7:00 a.m.
- ✗ FAA approval of additional airport restrictions and regulations is unlikely because there are no noise-sensitive residential land uses within the 2027 65 Community Noise Equivalent Level (CNEL) noise exposure contours

Noise Abatement Measures to Be Carried Forward For NCP Consideration – Table 5B

Measure	Description
Acoustical Barriers	Using walls, berms, or buildings, to shield areas from ground-based noise.
Fly Friendly Program Information	Continuing distribution of <i>Fly Friendly</i> program information brochures and maintenance of on-airport noise abatement signage.
Pilot Meetings	Holding meetings with pilots and students to discuss safety and noise abatement issues.
Homeowner Outreach	Establishing communication with the public about noise issues; meeting with homeowner groups to discuss various noise-related issues.
Real Estate Outreach	Establishing a real estate agent outreach program to educate real estate agents and potential home buyers about Oxnard Airport operations and its presence in the community.
Public Outreach	Hosting airport open house events to allow the public to visit the airport and learn about its operations.

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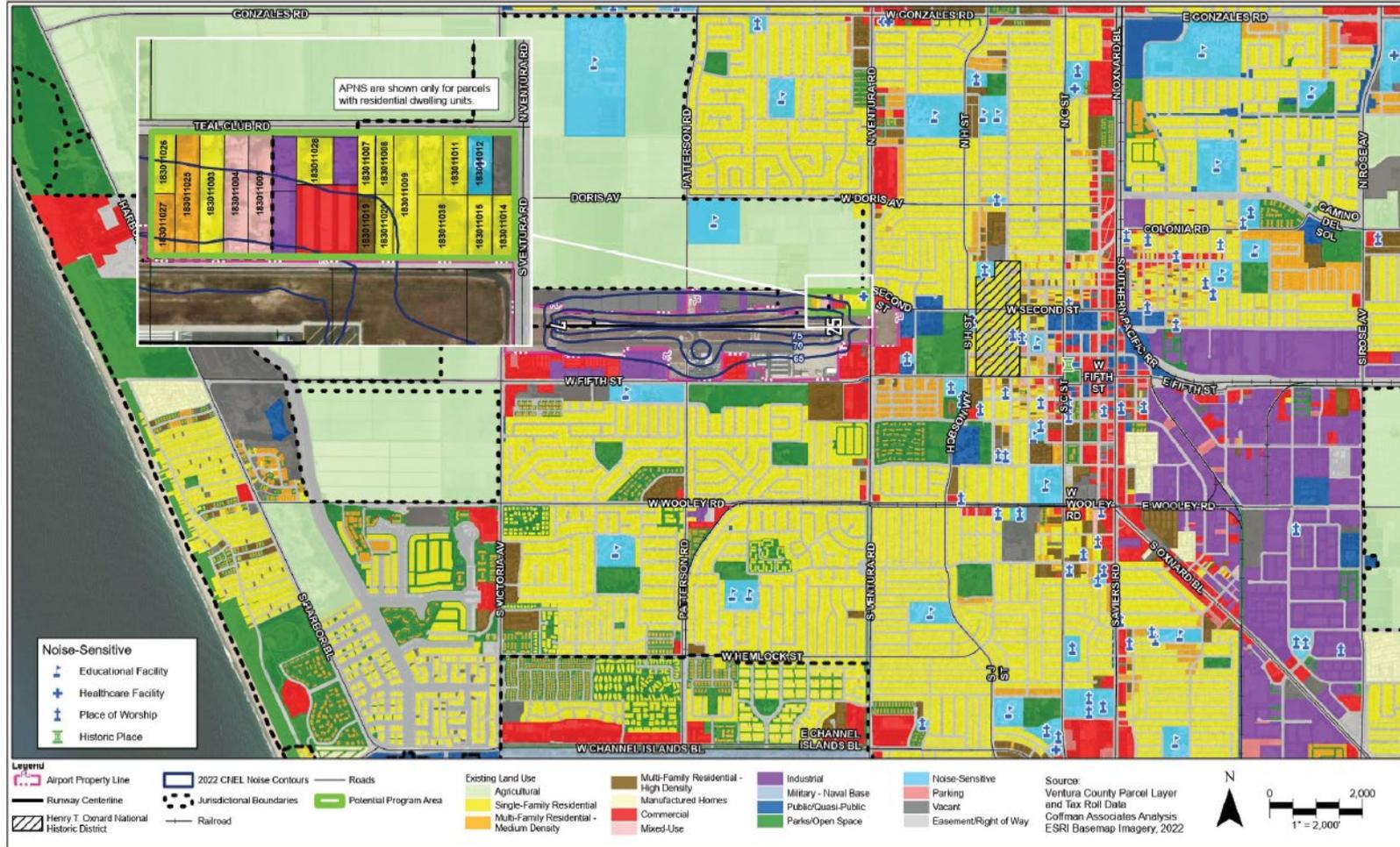
Land Use Management Measures to Be Carried Forward For NCP Consideration – Table 6C

Measure	Description
Update General Plan Policies	Add policy to monitor and update the Part 150 Study. Establish aviation noise threshold for compatibility.
Update General Plan Map	Incorporate noise exposure contours as part of General Plan map.
Adopt Compatibility Checklist	Could consider adopting an airport land use compatibility checklist for review of development projects within the airport vicinity.
Revise Building Code	Require attainment of the CNEL 45 dB interior noise level for construction of new habitable spaces as an addition to an existing property.
Capital Improvement Programming	Establish communication process between local public works departments and airport staff to share information regarding major public improvements.

Land Use Management Measures to Be Carried Forward For NCP Consideration – Table 6C

Measure	Description	Cost
Voluntary Property Acquisition	Acquire 16 parcels located north of the approach end of Runway 25 and remove incompatible land uses.	\$26,461,300
Voluntary Sound Insulation	Install sound insulation for 30 dwelling units north of the approach end of Runway 25.	\$1,554,000

Exhibit 6C: Potential Program Area



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FAA: Will it reduce Part 150 impacts within the 65 CNEL noise contour?

Implementation	2024/25 Draft NCP – Reviewed By FAA – Table 7B		
	Noise Abatement	Cost	Responsibility
1-5 years	1. Evaluate potential acoustical barrier.	Administrative	Department of Airports

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

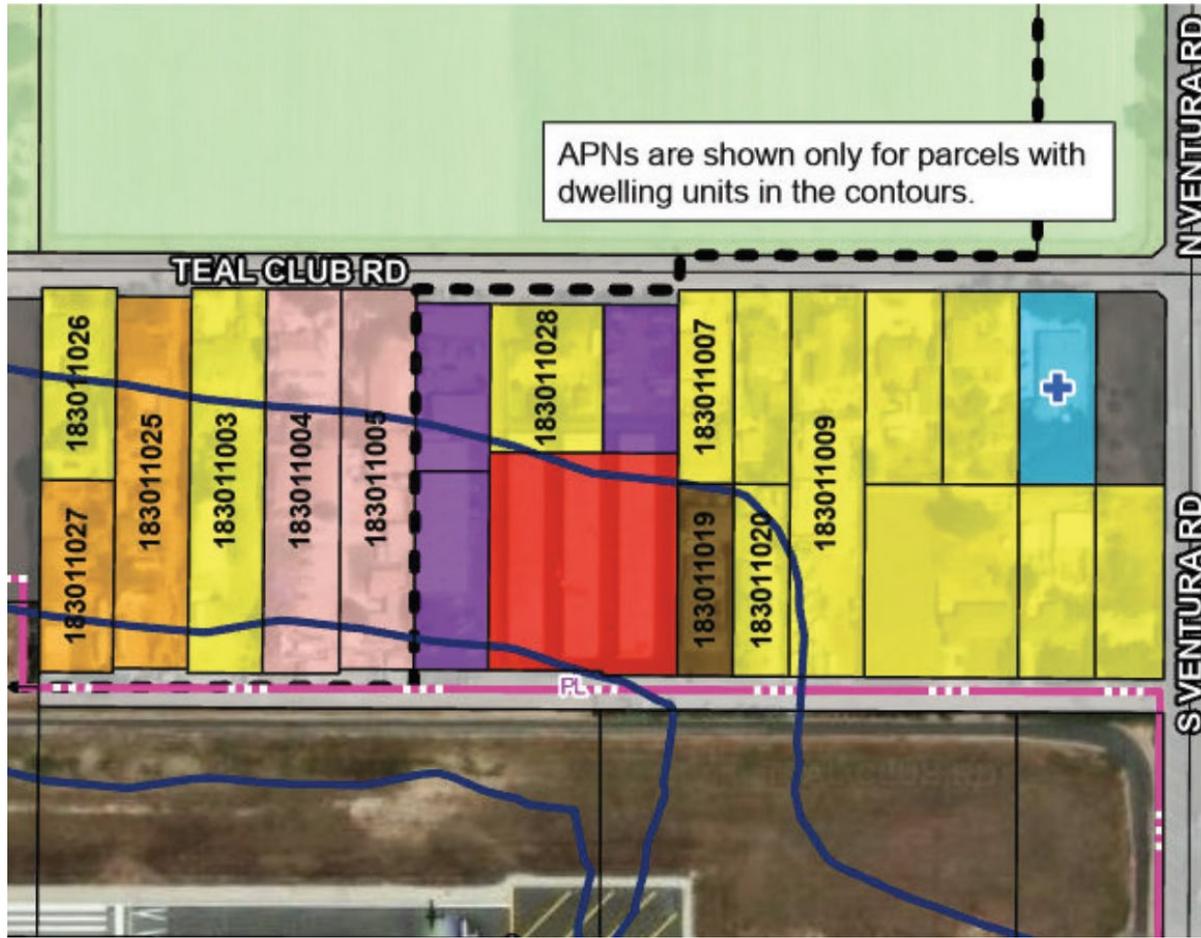
Implementation	2024/25 Draft NCP – Reviewed By FAA – Table 7B		
	Land Use Management	Cost	Responsibility
Next Update	1. Update General Plan policies and map	Administrative	City of Oxnard and County
1-5 Years	2. Adopt compatibility checklist criteria	Administrative	City of Oxnard and County
1-5 Years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

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

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



Implementation	2024/25 Draft NCP – Reviewed By FAA – Table 7B		
	Land Use Management	Cost	Responsibility
5+ years	4. Offer to purchase 16 parcels located north of the approach end of Runway 25 on a voluntary basis and remove incompatible land uses.	\$26,461,300	Department of Airports
5+ years	5. Offer to sound insulate 30 dwelling units located north of the approach end of Runway 25 on a voluntary basis .	\$1,554,000	Department of Airports



Voluntary Property Acquisition Program and Voluntary Residential Sound Insulation Program Steps

- Determine which property owners are interested in participating.
- Coordinate with FAA regarding program and apply for grant funding.
- Hire consultant to manage and implement the program.
- Follow FAA processes for grant funding and implementation

Measures for Local Implementation – Table 7C

1. Continue prohibiting formation takeoffs and landings without prior permission of Director of Airports.	6. Direct southbound departures from Runway 25 by high performance aircraft and aircraft over 12,500 pounds to fly to coastline before turning left.
2. Continue prohibiting touch-and-go's and stop-and-go's between 8:00 p.m. and 7:00 a.m.	7. Request southbound departures from Runway 25 by light aircraft to turn left past the runway end and before the Edison Canal.
3. Continue prohibiting high power engine run-ups for maintenance between 7:00 p.m. and 7:00 a.m.	8. Promote use of NBAA noise abatement departures by jets.
4. Continue prohibiting Runway 7 departures from midfield intersection (taxiway C).	9. Promote use of AOPA's "Noise Awareness Steps."
5. Designate Runway 25 as calm wind runway.	11. Request aircraft certificated aircraft creating noise of 84.7 dBA (L_{max}) or more on takeoff to avoid use of airport without prior permission of Director of Airports.

If Submitted today: "Disapproved for the Purposes of Part 150"

No Longer Applicable:

10. Request Part 36, Stage 2 aircraft to avoid takeoffs after 10:00 p.m. and before 7:00 a.m.

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

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

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

Implementation	Measure	Cost
Now/Ongoing	6. Continue outreach events to allow the public to visit the airport and learn about its operations.	Administrative
1-5 Years	7. Educate real estate agents and potential homebuyers about Oxnard Airport operations and its presence in the community.	Administrative
As Needed	8. Evaluate noise monitoring.	\$10,000 to \$60,000
1-5 Years	9. Encourage a full update to the 2000 Ventura County Airport Land Use Compatibility Plan.	Administrative

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Next Steps

October '24

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



April '25

- Public Hearing on Noise Compatibility Program



Nov '24 — Jan 25

- Prepare Draft Noise Compatibility Program Document (NCP)



May — June '25

Approval Process Steps:

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



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PAC Member Discussion/Questions



Questions or Comments

Please respond by October 25



Mark Your Calendars!

**Ventura County Department of
Airports Part 150 Noise Compatibility
Program Meetings**



Community meetings to present the draft Noise Compatibility Plans (NCP) for each airport have been scheduled.

**Camarillo Airport
Part 150 Noise Study**

Monday, October 7th, 2024
6:00 p.m.

Location:
Ventura County Office of Education (VCOE)
Conference and Educational Services Center (Salons B & C)
5100 Adolfo Road
Camarillo, CA 93012



**Oxnard Airport
Part 150 Noise Study**

Tuesday, October 8th, 2024
6:00 p.m.

Location:
Courtyard by Marriott, Oxnard-Ventura
600 E Esplanade Dr.
Oxnard, CA 93036



The Ventura County Department of Airports will be hosting a question & answer meeting regarding the recommended measures the airports will be undertaking in the draft NCP. All interested Ventura County Residents are encouraged to attend.

Please note that study materials will be available in both English and Spanish. Live interpretation in Spanish and Mixteco will also be available.

For more information
visit vcairports.org.



**Community Meeting
tonight, beginning with a
presentation at 6:00 PM in
this room.**

All are welcome!



COUNTY *of* VENTURA

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