



## *Chapter 7*

# **NOISE COMPATIBILITY PROGRAM**

The objective of the noise compatibility planning process is to improve compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the aviation transportation network in the community, state, and nation. The Noise Compatibility Program (NCP) includes three elements to satisfy this objective.

- The **Noise Abatement Element** includes voluntary noise abatement measures selected from the alternatives evaluated in Chapter Five, Noise Abatement Alternatives.
- The **Land Use Management Element** includes measures to mitigate or prevent noise impacts on existing noise-impacted land uses and future land use development in the airport environs. The land use management techniques were evaluated in Chapter Six, Land Use Alternatives.
- The **Program Management Element** includes procedures and documents for implementing the recommended voluntary noise abatement and land use measures, monitoring the progress of the program, and updating the NCP.

14 CFR Part 150 requires the program measures apply for a minimum of five years, although the program measures may be applied for a longer period if the sponsor so desires. This NCP has been developed based on a ten-year planning period. It is important to note, however, that the 2000 Draft NCP for Oxnard Airport was not formally adopted by the Ventura County Board of Supervisors or approved by the Federal Aviation Administration (FAA).

Each measure of the NCP is summarized in **Tables 7B and 7D**, which are toward the end of this chapter. For each measure, these tables include a brief description, the entity responsible for implementation of each measure, the estimated cost, the proposed timing, and potential sources of funding.



## **NOISE ABATEMENT ELEMENT**

Potential noise abatement techniques were analyzed in the alternatives analysis presented in Chapter 5. For the purposes of 14 CFR Part 150, noise abatement measures that were carried forward include evaluation of a potential acoustical barrier and continuation of the *Fly Friendly* pilot education and awareness program. Additionally, there are several voluntary noise abatement measures that can continue to be implemented locally outside 14 CFR Part 150. The local measures not submitted for 14 CFR Part 150 review are discussed in the final section of this chapter.

## **NOISE CONTOURS**

There are no recommended voluntary noise abatement measures that would alter the 2022 or 2027 baseline noise exposure contours shown in **Exhibits 7A** and **7B**.

## **LAND USE MANAGEMENT ELEMENT**

Recommended land use mitigation measures for the vicinity of Oxnard Airport are summarized within **Table 7B**. The land use measures listed below include updates or amendments to applicable planning documents for the City of Oxnard and County of Ventura.

1. **Amend general plans to include a policy to monitor and update the Oxnard Airport Part 150 study and amend general plan maps to establish an aviation noise threshold for land use compatibility.**

**Description.** The noise elements of the general plans for the City of Oxnard and County of Ventura include noise modeling and associated policies. The general plans, however, do not recommend the airport update its Part 150, and the aircraft noise thresholds identified for noise-sensitive development are not specified. It would be beneficial for future General Plan amendments to specifically reference the current Part 150 and incorporate by reference policies and maps that will ensure consistency with the Part 150 noise compatibility program.

Additionally, the County of Ventura should consider incorporating the CNEL noise contours for Oxnard Airport that have been developed through this study into the city and county general plan maps. This information may be useful to decision-makers when considering potential general plan map revisions.

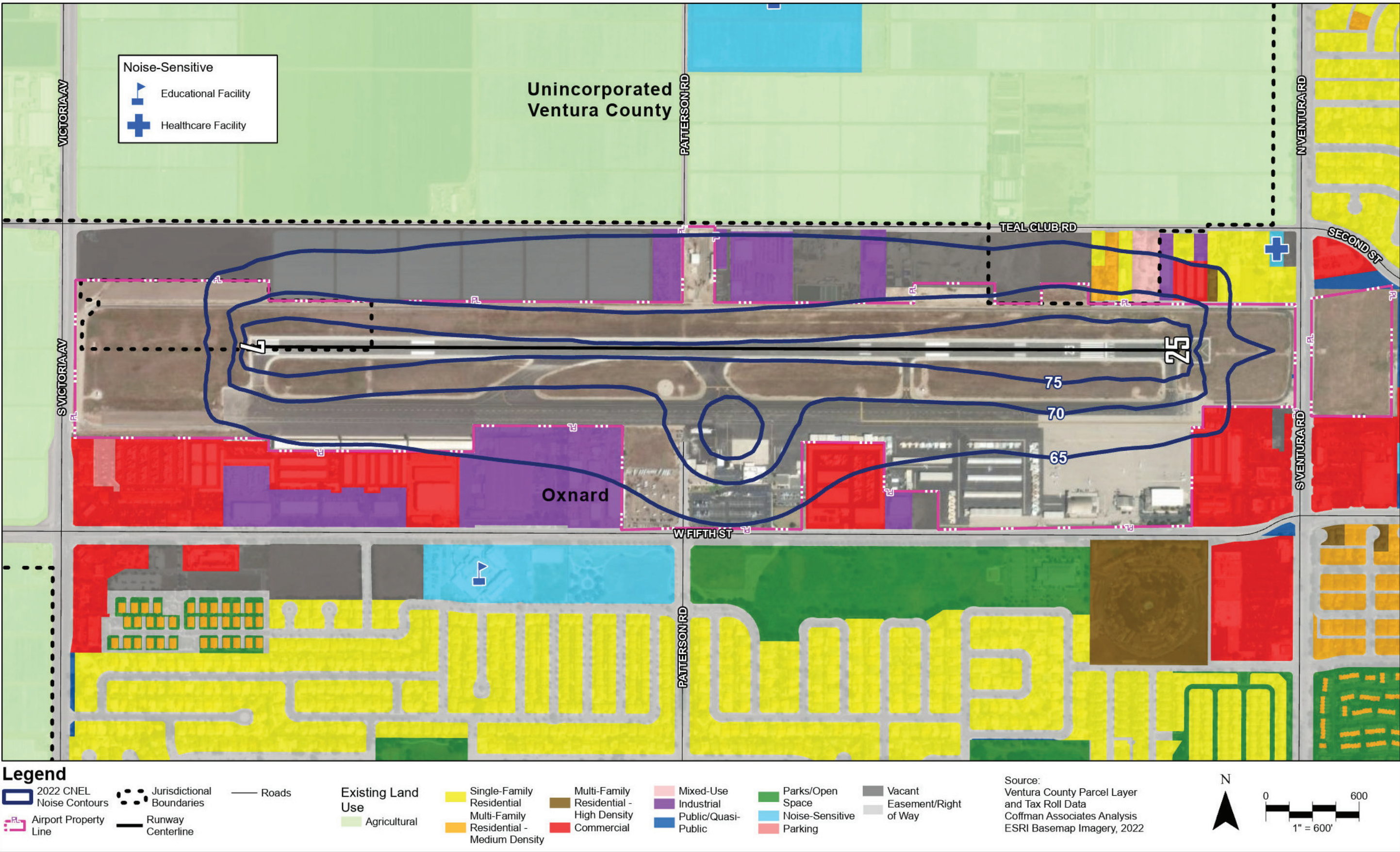
**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP land use management element recommended measure #2 (Set 60 CNEL as the threshold for promoting airport-compatible development) and measure #3 (Preserve airport-compatible land use designations within 60 CNEL and beneath the close-in traffic pattern).

**Implementation Actions.** This measure can be established by amending the general plans as described above.

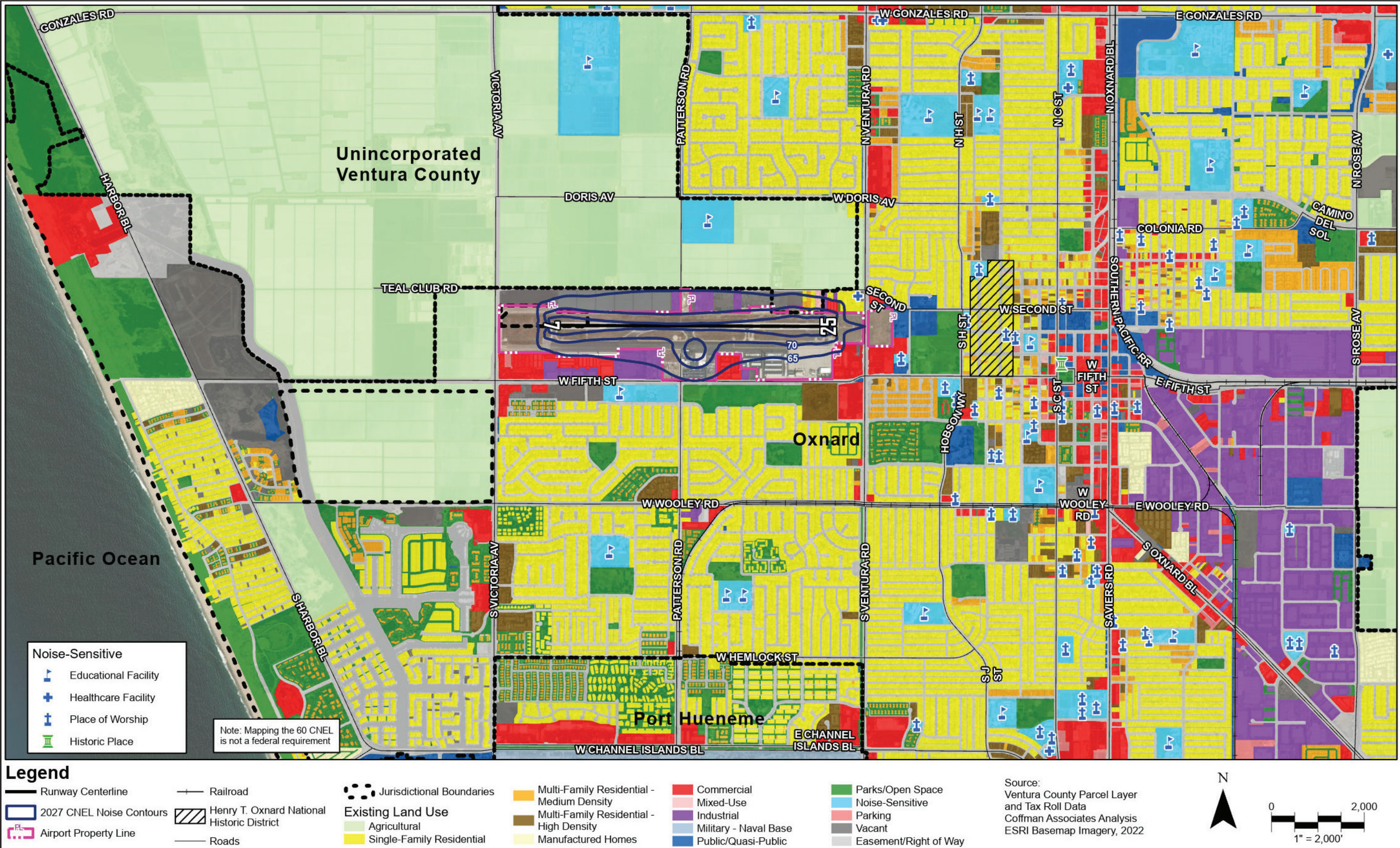




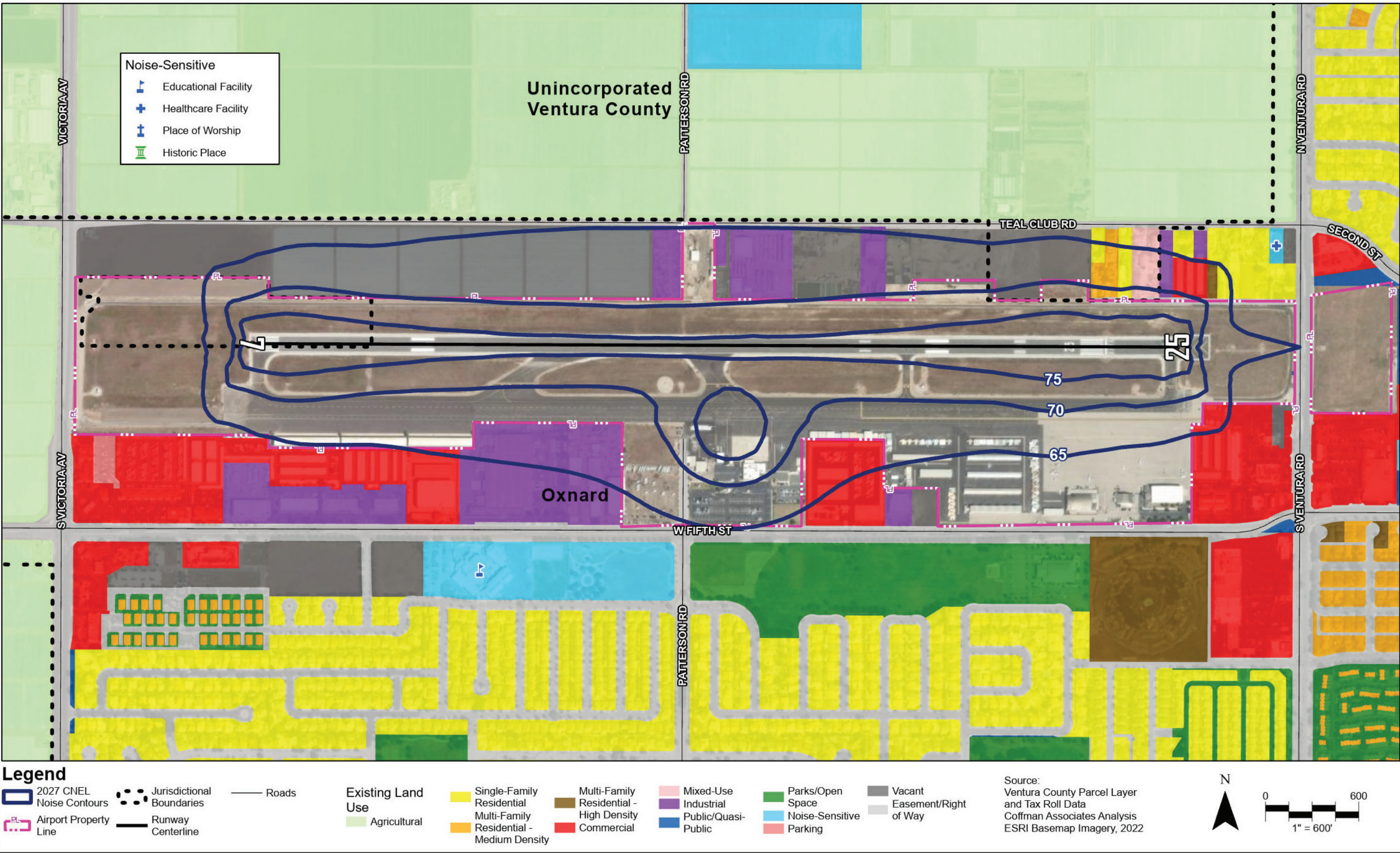
















**Costs and Funding.** Adoption of this measure would involve administrative expenses for the City of Oxnard and County of Ventura. These expenses would be paid out of the operating budget for each respective entity.

**Timing.** Amendments to general plans take time to prepare and process. The required amendments for this measure are projected for implementation during the next general plan update.

## **2. Update regulatory noise contours contained in the Ventura County Airport Comprehensive Land Use Plan (ACLUP) used by the Airport Land Use Commission (ALUC) for fair disclosure.**

**Description.** The currently adopted Ventura County ACLUP includes the noise contours from the 1998 Noise Exposure Map for Oxnard Airport for regulatory purposes, including fair disclosure. Therefore, the ACLUP should be updated to incorporate the noise exposure contours developed as a part of this study.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP land use management element recommended measure #4 (Establish noise compatibility guidelines for review of development projects within the “compatible land use preservation area” and require fair disclosure agreements and covenants for noise-sensitive uses granted a development permit).

**Implementation Actions.** This measure can be established by amending the Ventura County ACLUP as described above.

**Costs and Funding.** Adoption of this measure would involve administrative expenses for the Ventura County Transportation Commission (VCTC) and Ventura County Airport Land Use Commission (ALUC). These expenses would be paid out of the Ventura County ALUC’s operating budget.

**Timing.** An update to the county’s ACLUP would take time to prepare and include a public involvement component. The timing will depend on ALUC staff availability and funding. The recommended ACLUP amendment could begin in one to three years, depending on ALUC funding.

## **3. Offer to purchase 16 parcels located north of the approach end of Runway 25 on a voluntary basis and remove incompatible land uses.**

**Description.** There are 8 parcels with residential dwelling units in the 65 CNEL contours for Oxnard Airport in both the existing (2022) and future (2027) conditions. As discussed in Chapter Six, the FAA allows for property acquisition boundaries to be delineated at logical breakpoints, such as a neighborhood boundary, significant arterial surface street, highway, river, or other physical or natural barrier or feature. Using this guidance, a program area boundary was developed using the 2027 noise exposure map, as shown on Exhibit 6C, which contains 16 parcels that have residential dwelling units.

The western portion of the program area is under the jurisdiction of Ventura County, and the eastern portion is within the City of Oxnard jurisdiction. Parcels in the City of Oxnard are designated on the Oxnard 2030 General Plan Map as airport compatible and are zoned general commercial - planned



development. Parcels within the County of Ventura are designated agricultural on the Ventura County 2040 General Plan Map and are zoned agriculture exclusive. None of the parcels in the potential program area with dwelling units on them are planned or zoned for residential use.

This is intended to be a voluntary program. Property owners would be given the opportunity to participate when the Department of Airports has secured sufficient funding to begin the program. Property acquired through the program would be held for airport-related development, if needed, or sold for commercial or industrial development. Any proceeds from sale or lease of the property would have to be returned to the federal government or reinvested in other noise abatement and mitigation programs at the airport.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP program management element recommended measure #5 (Offer to buy dwelling units on Little Farms and Teal Club Roads through a voluntary program with homeowners or provide sound insulation).

**Implementation Actions.** No specific implementation actions are required other than those discussed in the description of this measure.

**Costs and Funding.** The cost of purchasing all the parcels in the program area with dwelling units on them is estimated to be \$26,461,300. This would be eligible for up to 90 percent funding from FAA noise and environmental set aside funding. Ventura County would be responsible for the remaining 10 percent. This would come from the Airport operating budget.

**Timing.** This management technique is proposed for implementation whenever funding becomes available. For planning purposes, this process could begin in 2027.

#### **4. Offer to provide sound insulation for the 30 dwelling units located in the program area on a voluntary basis.**

**Description.** There are 23 dwelling units in the 65 CNEL contours for Oxnard Airport in both the existing (2022) and future (2027) conditions. As discussed in Chapter Six, the FAA allows for noise mitigation program boundaries to be delineated at logical breakpoints, such as a neighborhood boundary, significant arterial surface street, highway, river, or other physical or natural barrier or feature. Using this guidance, a program area boundary was developed using the 2027 noise exposure, as shown on Exhibit 6C, which contains a total of 30 residential dwelling units.

This is intended to be a voluntary alternative for homeowners in the program area who wish to stay in their present locations. Property owners who elect not to participate in the voluntary property acquisition program (described above as program management measure #4) would be given the opportunity to participate in the sound insulation program if they elect. The airport may consider adding conditions in exchange for participation in the sound insulation program, such as granting noise and aviation easements to the airport.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP program management element recommended measure #5 (Offer to buy dwelling units on Little Farms and Teal Club Roads through a voluntary program with homeowners or provide sound insulation).





**Implementation Actions.** No specific implementation actions are required other than those discussed in the description of this measure.

**Costs and Funding.** The cost of sound insulating all the dwelling units in the program area is estimated to be \$1,554,000. This alternative would be eligible for up to 90 percent funding from FAA noise and environmental set aside funding. Ventura County would be responsible for the remaining 10 percent. This would come from the Airport operating budget.

**Timing.** This management technique is proposed for implementation whenever funding becomes available. For planning purposes, this process could begin in 2027.

## **PROGRAM MANAGEMENT ELEMENT**

The success of the Noise Compatibility Program requires a continuous effort to monitor compliance and identify new or unanticipated problems and changing conditions through program management. Three program management measures are recommended at Oxnard Airport, as discussed below and summarized in **Table 7B**. The airport operator, Ventura County Department of Airports, is responsible for implementing these measures.

### **1. Continue utilizing the airport's noise complaint handling system.**

**Description.** To better address neighborhood concerns over noise and complaint tracking, the Department of Airports purchased and implemented a formal system to receive, track, record, and respond to airport noise complaints. Complaints of pilots not adhering to the voluntary noise abatement procedures are investigated by airport staff using the radar flight track data to assess procedure compliance. When discrepancies are found, airport staff document the findings and contact is made with the pilot to communicate the airport's voluntary noise abatement procedures.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP program management element recommended measure #1 (Maintain and enhance system for receiving, analyzing, and responding to noise complaints).

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with receiving and responding to noise complaints in addition to the system's \$35,000 annual service subscription.

**Timing.** This is an ongoing measure that should be continued.





## **2. Update the airport's Noise Exposure Maps and Noise Compatibility Program.**

**Description.** Airport management should periodically review the Noise Compatibility Program and consider revisions and refinements as necessary. A complete plan update may be needed to respond to changing conditions in the local area and in the aviation industry. By law (49 USC 47503), the Federal Aviation Administration (FAA) must rely on only those noise exposure maps that reflect current or reasonably projected conditions. FAA Order 5100-38D, Change 1, *Airport Improvement Program Handbook*, February 26, 2019, addresses the requirements for current valid noise exposure contours. In general, NEMs less than five years old are considered current, unless conditions have created a significant change that would affect noise contours. NEM noise exposure contours older than five years must be certified by the sponsor and updated as required in FAA Order 5100-38D. An update may be needed sooner, however, if major changes occur. An update may not be needed until later if conditions at the Airport and in the surrounding area remain stable (FAA Order 1050.1F, Section B-1. 4).

Proposed changes to the NCP should be reviewed by the FAA and all affected aircraft operators and local agencies. Proposed changes should be submitted to the FAA for approval after local consultation and a public hearing to comply with Part 150.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP program management element recommended measure #4 (update Noise Exposure Maps and Noise Compatibility Program).

**Implementation Actions.** No specific implementation actions, other than those discussed above, are required.

**Costs and Funding.** The cost of a complete update of the Noise Compatibility Program is estimated to be \$600,000. This would be eligible for up to 90 percent funding from the FAA. Ventura County would be responsible for the remaining 10 percent. This would come from the Airport operating budget.

**Timing.** This should be done as necessary, typically every 10 to 15 years, depending on how much change occurs at the airport. For planning purposes, one update to the NCP for Oxnard Airport can be expected over the next 10 years.

## **3. Monitor implementation of the Part 150 Noise Compatibility Program.**

**Description.** Airport management must monitor compliance with the noise abatement and land use management elements of the NCP, including recommended measures and voluntary noise abatement procedures. Monitoring the implementation of the plan will involve checking periodically with the City of Oxnard as well as the Ventura County Airport Land Use Commission for compliance with the recommendations. An annual summary report should be prepared to indicate the status of each item on the checklist.

**Relationship to Draft 2000 NCP.** This measure is consistent with the 2000 NCP program management element recommended measure #2 (Review Noise Compatibility Program implementation).

**Implementation Actions.** No specific implementation actions are required other than those discussed in the description of this measure.





**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with monitoring implementation of the Part 150 Noise Compatibility Program.

**Timing.** This should be done as necessary.

## RESIDUAL NOISE IMPACTS

**Table 7A** shows the number of dwelling units exposed to noise for baseline conditions and after implementation of the Noise Compatibility Plan. For both the 2022 baseline and 2027 forecast conditions, there are 23 dwelling units impacted by noise at or above 65 CNEL.

**Table 7A** also shows the population that would be exposed to noise following implementation of the Noise Compatibility Plan in comparison with baseline conditions. For both the 2022 baseline and 2027 forecast conditions, 92 residents are impacted by noise above 65 CNEL. Although the number of residual noise impacts for Oxnard Airport within the existing and five year 65 CNEL noise exposure contours is limited to 23 dwelling units, the Ventura County Department of Airports recognizes that some community members are disturbed by noise at levels below the FAA guidelines for noise exposure. Local measures to address this disturbance are discussed in the final section of this chapter.

**TABLE 7A | Noise-Sensitive Land Uses and Population Exposed to the 2022 and 2027 Aircraft Noise above 65 CNEL - Oxnard Airport**

	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>2022 Noise-Sensitive Land Uses</b>			
Single-Family Residential (dwelling units)	14	0	0
Multi-Family Residential (dwelling units)	9	0	0
Noise-Sensitive Institutions (acres)	0	0	0
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>
<b>2027 Noise-Sensitive Land Uses</b>			
Single-Family Residential (dwelling units)	14	0	0
Multi-Family Residential (dwelling units)	9	0	0
Noise-Sensitive Institutions (acres)	0	0	0
<b>Total</b>	<b>23</b>	<b>0</b>	<b>0</b>
<b>Population</b>			
2022 Noise Exposure Contours	92	0	0
<b>Total</b>	<b>92</b>	<b>0</b>	<b>0</b>
2027 Noise Exposure Contours	92	0	0
<b>Total</b>	<b>92</b>	<b>0</b>	<b>0</b>

Note: The 60 CNEL noise exposure contour and summary of impacts can be found in Appendix D.

Source: Coffman Associates analysis.

## SUMMARY OF NOISE COMPATIBILITY MEASURES FOR REVIEW UNDER 14 CFR PART 150

The Noise Compatibility Measures for Oxnard Airport for review under 14 CFR Part 150 are summarized in **Table 7B**. The total cost of the program is estimated at \$28,650,300, which represents the estimated cost for updating the Noise Compatibility Plan (\$600,000), continued use of the Airport's noise complaint handling system (\$35,000 annually), the offer to purchase the program area dwelling units (\$26,461,300), and the offer to sound insulate the program area dwelling units (\$1,554,000).



Most of the cost (90 percent of eligible projects) would be eligible for FAA funding through the noise set-aside portion of the Federal Airport Improvement Program. Ten percent of the cost (\$2,861,530) would come from the Ventura County Department of Airports capital budget.

**TABLE 7B | Summary of Noise Compatibility Program Measures for Review Under 14 CFR Part 150 - Oxnard Airport**

Measure	Cost to Airport Or Government	Direct Cost to Users	Timing	Lead Responsibility	Potential Funding Sources
<b>NOISE ABATEMENT ELEMENT</b>					
1. Evaluate potential acoustical barrier.	Administrative	None	2026	Ventura County Department of Airports	FAA, Ventura County Department of Airports
<b>LAND USE MANAGEMENT ELEMENT</b>					
1. Update general plan policies and map.	Administrative	None	2026	City of Oxnard and County of Ventura	City and county operating budgets
2. Update regulatory noise contours for fair disclosure contained in the Ventura County ACLUP.	Administrative	None	2026	VCTC, acting as Ventura County ALUC	Ventura County Transportation Commission
3. 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	None	2027	Ventura County Department of Airports	FAA, Ventura County Department of Airports
4. Offer to sound insulate 30 dwelling units located north of the approach end of Runway 25 on a voluntary basis.	\$1,554,000	None	2027	Ventura County Department of Airports	FAA, Ventura County Department of Airports
<b>PROGRAM MANAGEMENT ELEMENT</b>					
1. Continue use of the Airport's noise complaint handling system.	\$35,000	None	Ongoing	Ventura County Department of Airports	Ventura County Department of Airports Operating Budget
2. Update Noise Exposure Maps and Noise Compatibility Program.	\$600,000	None	2034	Ventura County Department of Airports	FAA, Ventura County Department of Airports
3. Monitor implementation of the Part 150 Noise Compatibility Program.	Administrative	None	Ongoing	Ventura County Department of Airports	Ventura County Department of Airports Operating Budget
<b>TOTAL COST AND FUNDING SOURCE</b>					
<b>Funding Source</b>				<b>Amount</b>	<b>Percent of Project</b>
FAA				\$25,753,770	90.0%
Ventura County Department of Airports Budget				\$2,896,530	10.0%
<b>Total Cost</b>				<b>\$28,650,300</b>	<b>100.0%</b>

## 2000 COMPATIBILITY MEASURES REMOVED FROM DRAFT NCP

FAA policies and direction on the preparation of noise compatibility programs has changed since the prior plan was drafted. These measures, although still important, cannot be included as official NCP measures because there are a limited number of impacts (23 dwelling units) within the 65 CNEL contours for Oxnard Airport. Therefore, it is recommended that the measures in **Table 7C** be either removed from the NCP or included as local measures.




**TABLE 7C | Summary of 2000 Draft Noise Compatibility Program Measures Relocated as Local Measures - Oxnard Airport**

<b>NOISE ABATEMENT ELEMENT</b>	
<b>Measure</b>	<b>Rationale for Exclusion</b>
1. Continue prohibiting formation takeoffs and landings without prior permission of Director of Airports.	As previously discussed, there are a limited number of noise impacts (23 dwelling units) within the 65 CNEL contours for Oxnard Airport for both the 2022 and 2027 conditions. Implementing this measure would not decrease the number of dwelling units within the noise exposure contours. However, this is an ongoing voluntary noise abatement measure included in the Fly Friendly program. The Fly Friendly program is included as local noise compatibility noise abatement measure #2 discussed in the following section.
2. Continue prohibiting touch-and-go's and stop-and-go's between 8:00 p.m. and 7:00 a.m.	Same as above.
3. Continue prohibiting high power engine run-ups for maintenance between 7:00 p.m. and 7:00 a.m.	Same as above.
4. Continue prohibiting Runway 7 departures from midfield intersection (taxiway C).	Same as above.
5. Designate Runway 25 as calm wind runway.	Same as above.
6. Direct southbound departures from Runway 25 by high performance aircraft and aircraft over 12,500 pounds to fly to coastline before turning left.	Same as above.
7. Request southbound departures from Runway 25 by light aircraft to turn left past the runway end and before the Edison Canal.	Same as above.
8. Promote use of NBAA noise abatement departures by jets.	Same as above.
9. Promote use of AOPA's "Noise Awareness Steps."	Same as above.
10. Request Part 36, Stage 2 aircraft to avoid takeoffs after 10:00 p.m. and before 7:00 a.m.	This measure is longer applicable, as Stage 2 aircraft are phased out the national fleet as of December 31, 2015.
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.	As previously discussed, there are a limited number of noise impacts (23 dwelling units) within the 65 CNEL contours for Oxnard Airport for both the 2022 and 2027 conditions. Implementing this measure would not decrease the number of dwelling units within the noise exposure contours. However, this is an ongoing voluntary noise abatement measure included in the Fly Friendly program. The Fly Friendly program is included as local noise compatibility noise abatement measures #1-6 discussed in the following section.
<b>LAND USE MANAGEMENT ELEMENT</b>	
<b>Measure</b>	<b>Rationale for Exclusion</b>
1. Use combined 2003 and 2018 noise contours as basis for noise compatibility planning.	This measure is included as local noise compatibility land use measure #3 discussed in the following section.
<b>PROGRAM MANAGEMENT ELEMENT</b>	
<b>Measure</b>	<b>Rationale for Exclusion</b>
1. Publish pilot guide.	This measure is included as local noise compatibility noise abatement measure #3 discussed in the following section.
2. Install noise and flight track monitoring system.	This measure is included as local noise compatibility noise abatement measure #9 discussed in the following section.

Source: Noise Compatibility Program for Oxnard Airport (2000); Coffman Associates analysis.

## LOCAL NOISE COMPATIBILITY MEASURES NOT SUBMITTED FOR 14 CFR PART 150 REVIEW

### NOISE ABATEMENT

Under 14 CFR Part 150 regulations, an approved noise abatement measure must reduce the impacts within the 65 CNEL to be approved under this program. The previous section reveals that there are a limited number of noise-sensitive land uses (23 dwelling units) located within the noise exposure contours. However, the Oxnard Airport receives a high number of noise comments from areas





surrounding the airport, particularly from residents of the coastal and harbor areas in the departure path of Runway 7. For example, in October 2023, Oxnard Airport received 304 noise comments from 13 households. 10 of that households that submitted noise comments were in the Channel Islands, Oxnard Shores, and Seabridge neighborhoods located west of Victoria Avenue and south of 5<sup>th</sup> Street. Similarly, in November 2023, Oxnard Airport received 202 noise comments from 16 households. 12 of the households that submitted noise comments were within the coastal and harbor neighborhoods described above.

In response to community concerns, as discussed in Chapter Five, the following six ongoing local noise compatibility measures are recommended:

**1. Dedicate a full-time staff person to manage and lead the noise abatement program.**

**Description.** Ventura County Department of Airports recently hired a full-time Community Engagement Coordinator to manage and lead the airport’s noise compatibility program. Among other responsibilities, the staff member collects and responds to noise comments using the VNOMS system, hosts outreach events, and reports noise comment data to county advisors and supervisory bodies.

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with a full-time staff person dedicated to managing and leading the noise abatement program at an estimated annual cost of \$190,000.

**Timing.** This is an ongoing measure that should be continued.

**2. Develop and distribute noise mitigation materials to local pilots, flight schools, and businesses.**

**Description.** The Fly Friendly voluntary noise abatement program includes several components, some of which are directed at reducing noise through educating transient pilots that are not familiar with Oxnard Airport’s local procedures. It is recommended that the Department of Airports continue the brochure and signage components of its existing Fly Friendly program.

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with implementation of its existing Fly Friendly program at an estimated cost of \$5,000.

**Timing.** This is an ongoing measure that should be continued.





### **3. Update pilot publications to include current noise mitigation information.**

**Description.** The Fly Friendly voluntary noise abatement program will need to be updated from time to time as the noise abatement program is implemented. It is recommended that the Department of Airports continue making updates to the brochure and signage components of its existing Fly Friendly program so that all pilot publications include the most recent steps of program implementation.

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with updating pilot publications at an estimated cost of \$1,000 per update.

### **4. Purchase new flight tracking systems to assist with identifying and tracking aircraft operations. (VNOMS).**

**Description.** The airport recently purchased and implemented a Vector Noise and Operations Management System (VNOMS) which includes radar flight track data. The VNOMS data assists with noise complaint analysis and follow-up by providing detailed flight information for aircraft coming to and from Oxnard Airport. The radar flight track data includes altitudes of flight over a geographic point, time of operations, type of operation, and the aircraft's FAA registration number. Noise complaints submitted online or by telephone can also be stored in the VNOMS system for further investigation.

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with maintaining the VNOMS system at an estimated cost of \$35,000 annually.

### **5. Meet with local pilots, flight schools, and businesses regularly to communicate noise mitigation information and progress.**

**Description.** The Fly Friendly voluntary noise abatement program includes several components, some of which are directed at reducing noise through educating transient pilots that are not familiar with Oxnard Airport's local procedures. It is recommended that the Department of Airports continue the educational component of its existing Fly Friendly program.

**Implementation Actions.** This is a fully implemented and ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with regular meetings with the pilot community at an estimated cost of \$500 annually.





## 6. Continue outreach events to allow the public to visit the airport and learn about its operations.

**Description.** In addition to the community meetings and listening session held during this study, the Ventura County Department of Airports is committed to continual community outreach. As a result, the administration has added one full-time Community and Engagement Manager since the previous NCP. The Community and Engagement Manager role includes hosting and attending community outreach events to engage with the public.

**Implementation Actions.** This is a fully implemented ongoing measure.

**Costs and Funding.** The airport and Ventura County will continue to incur administrative costs associated with the full-time Community and Engagement Manager role and will continue to host and attend community outreach events.

**Timing.** This is an ongoing measure that should be continued.

In addition to the ongoing recommended measures discussed above, the following two new local noise compatibility measures are recommended:

## 7. Establish a real estate agent outreach program to educate real estate agents and potential homebuyers about Oxnard Airport operations and its presence in the community.

**Description.** This is a proactive measure to address noise comments which can be established through coordination with the Ventura County Coastal Association of REALTORS and individual real estate agents providing services in the City of Oxnard. The outreach program would involve promoting awareness of fair disclosure during residential property transfers near Oxnard Airport, as required by the Ventura County ACLUP and the State of California.

**Implementation Actions.** Implementation of this measure would require cooperation between local residential real estate organizations and individual agents and the Ventura County Department of Airports.

**Costs and Funding.** The Ventura County Department of Airports would incur administrative costs associated with establishing a real estate agent outreach program.

**Timing.** This measure could be established as early as 2025.

## 8. Evaluate noise monitoring.

**Description.** Evaluate noise monitoring options to best measure the effectiveness of the voluntary noise mitigation measures if a significant change in aircraft operations is realized. The potential benefits of a noise monitoring program should outweigh the expected cost and should be evaluated further as part of the local noise abatement measures.





**Implementation Actions.** Implementation of this measure would require cooperation between local neighborhood groups, interested residents, the City of Oxnard, and the Ventura County Department of Airports.

**Costs and Funding.** The Ventura County Department of Airports would incur administrative costs associated with managing the noise monitoring program based on the options selected, ranging from \$10,000 to \$60,000, with potential annual costs of \$1,000.

**Timing.** This is a long-term measure that could be established over the next 7 to 10 years.

## LAND USE

The following information is provided to maintain consistency with local adopted land use planning documents, including the Ventura County *Airport Comprehensive Land Use Plan* (ACLUP) and the General Plans for the City of Oxnard and County of Ventura. During preparation of the Noise Compatibility Plan, two alternatives for this measure were developed: a short-range 2027 60 CNEL noise contour and a long-range 2042 60 CNEL noise contour. Development of the alternatives are discussed in Appendix D of the Noise Exposure Map document. The airport and surrounding community should be aware of the potential incompatible development infringement in the 60 CNEL noise contour to ensure that future uses remain compatible with policies outlined in the Ventura County Airport Comprehensive Land Use Plan (2000).

To ensure continued land use compatibility within the environs of the airport, the Ventura County Department of Airports should encourage the Ventura County ALUC to update the 2000 ACLUP in its entirety. As previously discussed, regulatory 60 CNEL noise contours for the airport are included in the ACLUP as well as county and city General Plans and municipal codes. Additionally, the ACLUP includes policies related to noise compatibility surrounding Oxnard Airport that may be inconsistent with local noise policies, the 2011 Caltrans Land Use Compatibility Planning Handbook, and FAA Advisory Circular 150-5190-4B, Airport Land Use Compatibility Planning. The Department of Airports will partner with the ALUC to provide necessary data to update the ACLUP, including providing the planning agency with the most up to date Airport Layout Plan (ALP), Part 77 airspace surface drawings, VNOMS radar flight track data, and noise contours.

## **SUMMARY OF LOCAL NOISE COMPATIBILITY MEASURES NOT SUBMITTED FOR 14 CFR PART 150 REVIEW**

A summary of the Noise Compatibility Measures for Oxnard Airport for local implementation is presented in **Table 7D**. Six measures would require funding beyond normal administrative expenses. The total cost is estimated to be \$291,500.


**TABLE 7D | Summary of Local Noise Compatibility Measures Not for Review Under 14 CFR Part 150 - Oxnard Airport**

Measure	Cost to Airport Or Government	Direct Cost to Users	Timing	Lead Responsibility
<b>LOCAL NOISE ABATEMENT COMPATIBILITY MEASURES</b>				
1. Dedicate a full-time staff person to manage and lead the noise abatement program.	\$190,000 annually	None	Ongoing	Ventura County Department of Airports
2. Develop and distribute noise mitigation materials to local pilots, flight schools, and businesses.	\$5,000 per update	None	Ongoing	Ventura County Department of Airports
3. Update pilot publications to include current noise mitigation information.	\$1,000 per update	None	Ongoing	Ventura County Department of Airports
4. Purchase new flight tracking systems to assist with identifying and tracking aircraft operations. (VNOMS).	\$35,000 annually	None	Ongoing	Ventura County Department of Airports
5. Meet with local pilots, flight schools, and businesses regularly to communicate noise mitigation information and progress.	\$500 annually	None	Ongoing	Ventura County Department of Airports
6. Continue outreach events to allow the public to visit the airport and learn about its operations.	Administrative	None	Ongoing	Ventura County Department of Airports
7. Establish a real estate agent outreach program to educate real estate agents and potential homebuyers about Oxnard Airport operations and its presence in the community.	Administrative	None	2025	Ventura County Department of Airports
8. Evaluate noise monitoring.	\$10,000 to \$60,000	None	2032-2036	Ventura County Department of Airports
<b>LOCAL LAND USE COMPATIBILITY MEASURES</b>				
1. Encourage a full update to the 2000 Ventura County Airport Land Use Compatibility Plan.	Administrative	None	1 to 3 years	Ventura County Department of Airports
<b>Funding Sources</b>			<b>Total Cost</b>	<b>Percent Funding</b>
Ventura County Department of Airports			<b>\$291,500</b>	<b>100.0%</b>