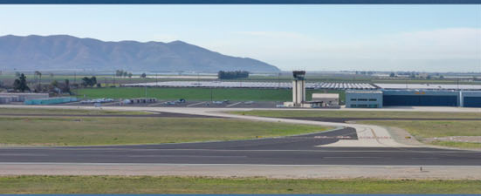


# Camarillo Airport



ALP Update and Narrative Report



# MODERATORS



Stacey Falcioni  
Project Manager –  
Arellano Associates



Elsa Argomaniz  
Senior Project Coordinator  
– Arellano Associates



Jannette Jauregui  
Communications and  
Engagement Manager

1. Welcome and How We Got Here
  - Keith Freitas – Director of Airports
2. Summary Technical Presentation of the ALP Update
  - Patrick Taylor – Principal with Coffman Associates
3. Frequently Asked Questions
  - Jannette Jauregui – Communications and Engagement Manager
4. Audience Questions/Answers
  - Question cards to be read by the moderators and answered by the panel. Submit at any time to a moderator.
  - Leave a comment in the comment box.
5. Final questions can be voiced at the end of the session

## Questions

- To submit a question to the panel, complete the blue edged question card.
- Raise your hand when complete and a project team member will collect your question card(s).
- Your question(s) will be read by the moderator and answered by the panel during the Q & A.

The image shows a blue-edged question card from the County of Ventura Department of Airports. It includes a header with the county logo and name, and the date '14th February 20, 2024'. The card is titled 'Question Card' and has a 'Topic' section with radio button options: 'Airport Development', 'Payload Airline Service', 'Facilities', 'Noise', and 'Other'. Below this is a section for 'Question' with a 'Please Print Clearly' instruction and several lines for writing. At the bottom, there is a note: 'Comments can also be submitted on the project website: [www.vcairports.org/updates](http://www.vcairports.org/updates)'.

## Comments

- Use the white comment sheet to submit written comments/suggestions into the comment box. All submissions will be reviewed by the project team and, where appropriate, the narrative report will be updated.
- You may also submit comments via the project website accessible at: [www.vcairports.org](http://www.vcairports.org)

The image shows a white comment sheet titled 'PUBLIC INFORMATION WORKSHOP MEETING COMMENT FORM'. It is for the 'Airport Layout Plan Update - Camarillo Airport' and is dated '14th February 20, 2024'. The form includes a 'Primary Subject' section with radio button options: 'Airport Development', 'Payload Airline Service', 'Facilities', 'Noise', and 'Other'. Below this is a large section for 'Comments' with a 'Please Print Clearly' instruction and many lines for writing. At the bottom, there is a 'Comments can also be submitted on the project website' note and contact information for the County of Ventura Department of Airports.

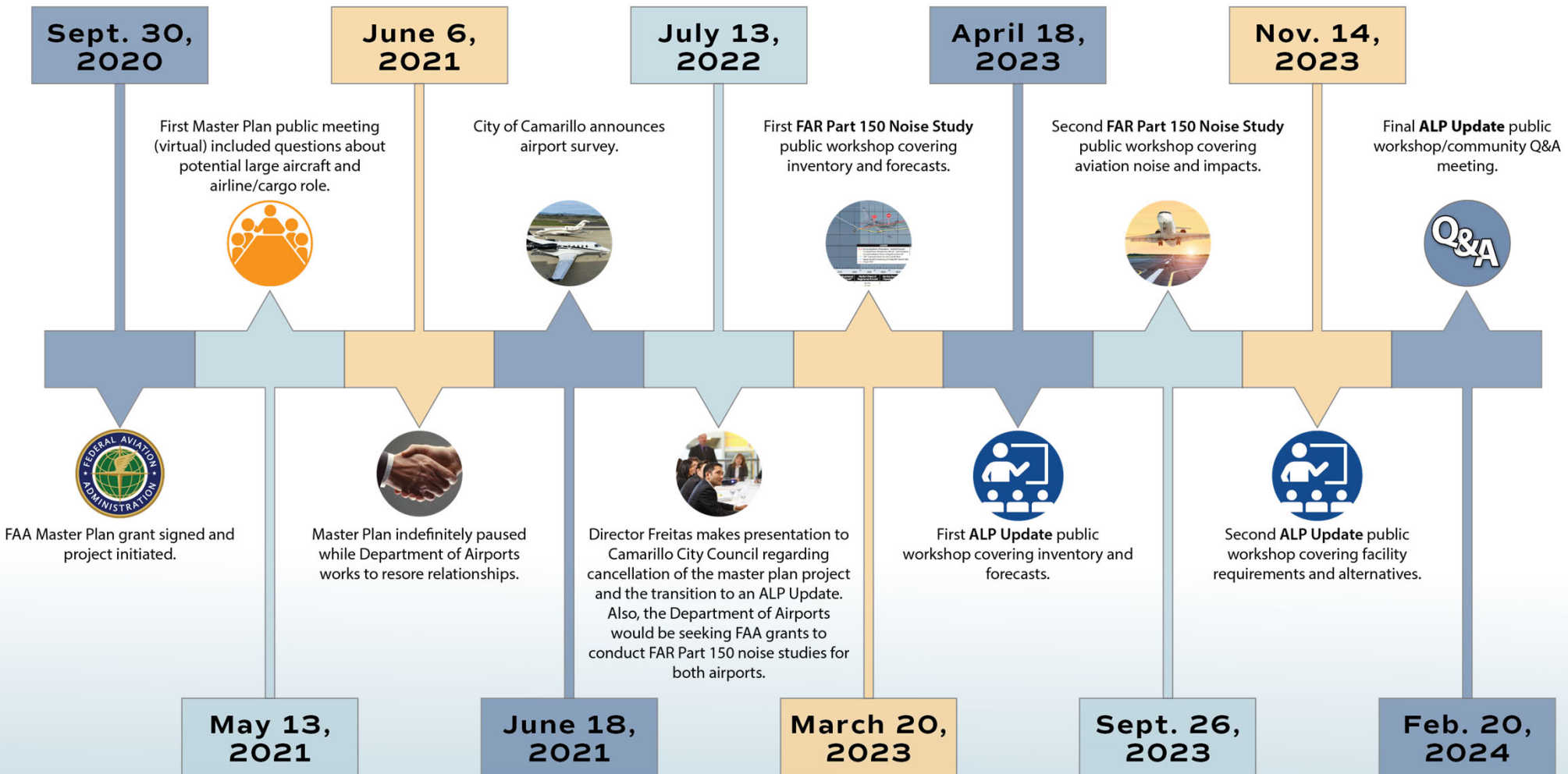


The County is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project and the Camarillo Airport. To provide a safe and equitable process, please remember to:

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



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



The Department of Airports remains committed to the agreement formed between the City and County in 1976.



Continue to operate under the guidance of the Joint Powers Agreement



NO CHANGE to the current role of the Camarillo Airport (General Aviation - Reliever)



NO large cargo operations



NO INCREASE to the runway length



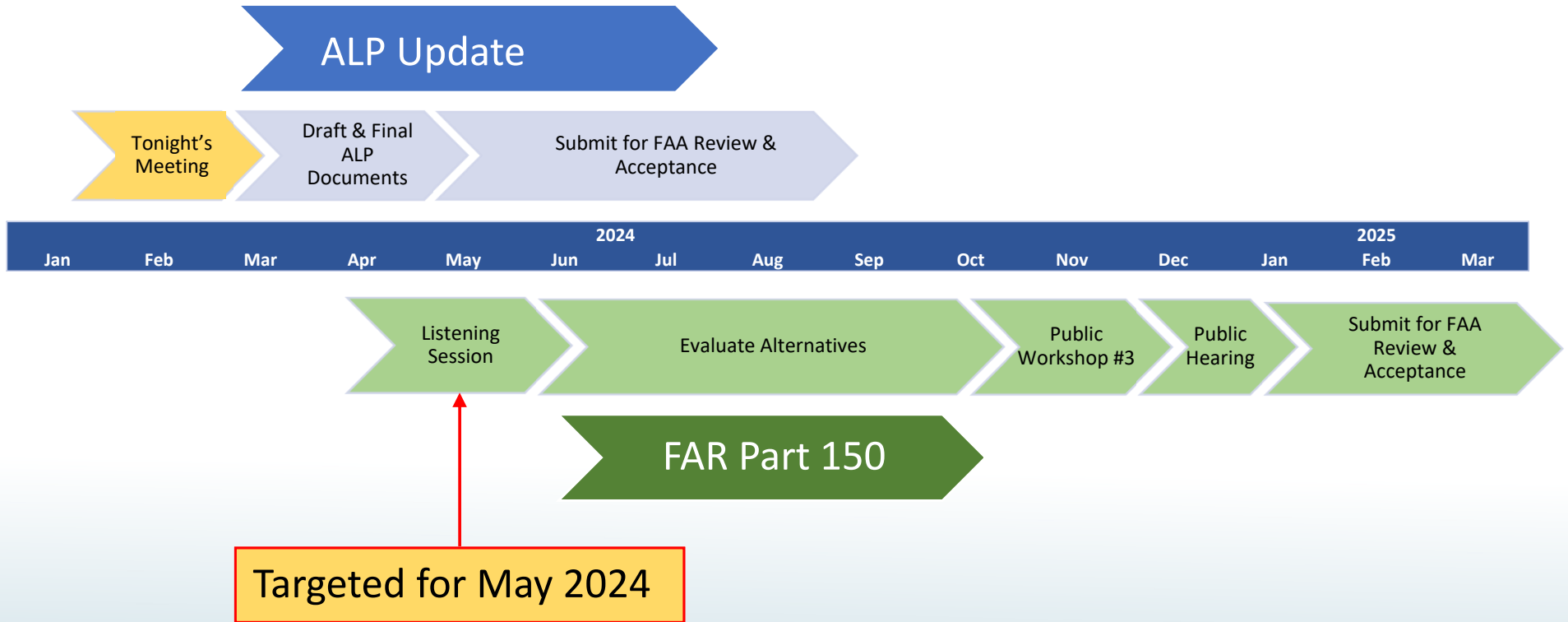
NO commercial airline service



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

The Ventura County Department of Airports has:

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



## Our commitments to you...

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



Patrick Taylor  
Principal – Coffman Associates



## An Airport Layout Plan (ALP) with Narrative Report (ALP Update).

- An ALP is a document that depicts the existing and planned facilities on an airport.
- FAA requires a current ALP on file to support grant funding decisions. Any project for which the Airport may seek federal funding must be depicted on the ALP.
- The planning period for this study is five-ten years.
- FAA directs that airports update their ALP periodically (7-10 years).

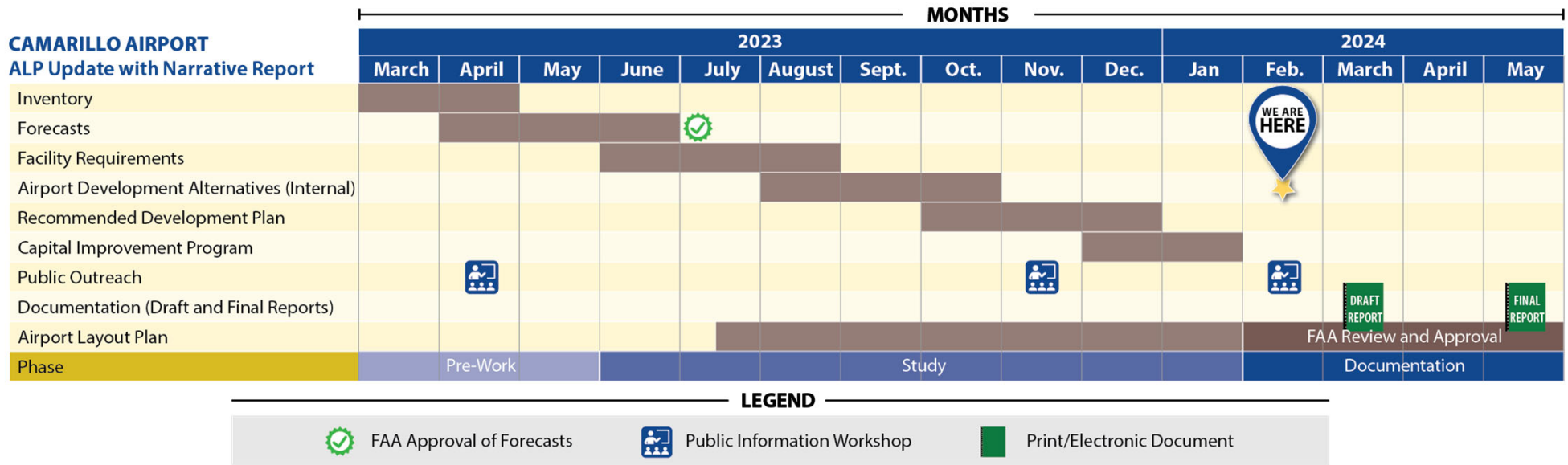
The ALP Update will focus on identifying and prioritizing potential projects to support the airport's current role by sustaining Camarillo Airport's critical facilities and infrastructure.

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.



Maintaining the airfield infrastructure is costly. Therefore, it is essential that the airport receive financial support from the FAA and take steps to remain eligible for grant funding.

Conducting this ALP Update is an essential step in the process.



- ▶ Following this meeting, the Final Draft of the ALP Update and Narrative Report will be posted with at least 30 days for public comments.

- ▶ The ALP Update and Narrative Report reflecting all relevant input will be submitted for FAA Approval in May 2024.
- ▶ [www.vcairports.org](http://www.vcairports.org)

# Camarillo Airport



ALP Update and Narrative Report

## Chapter 1 Introduction and Inventory





# Exhibit 1G: Landside Facilities

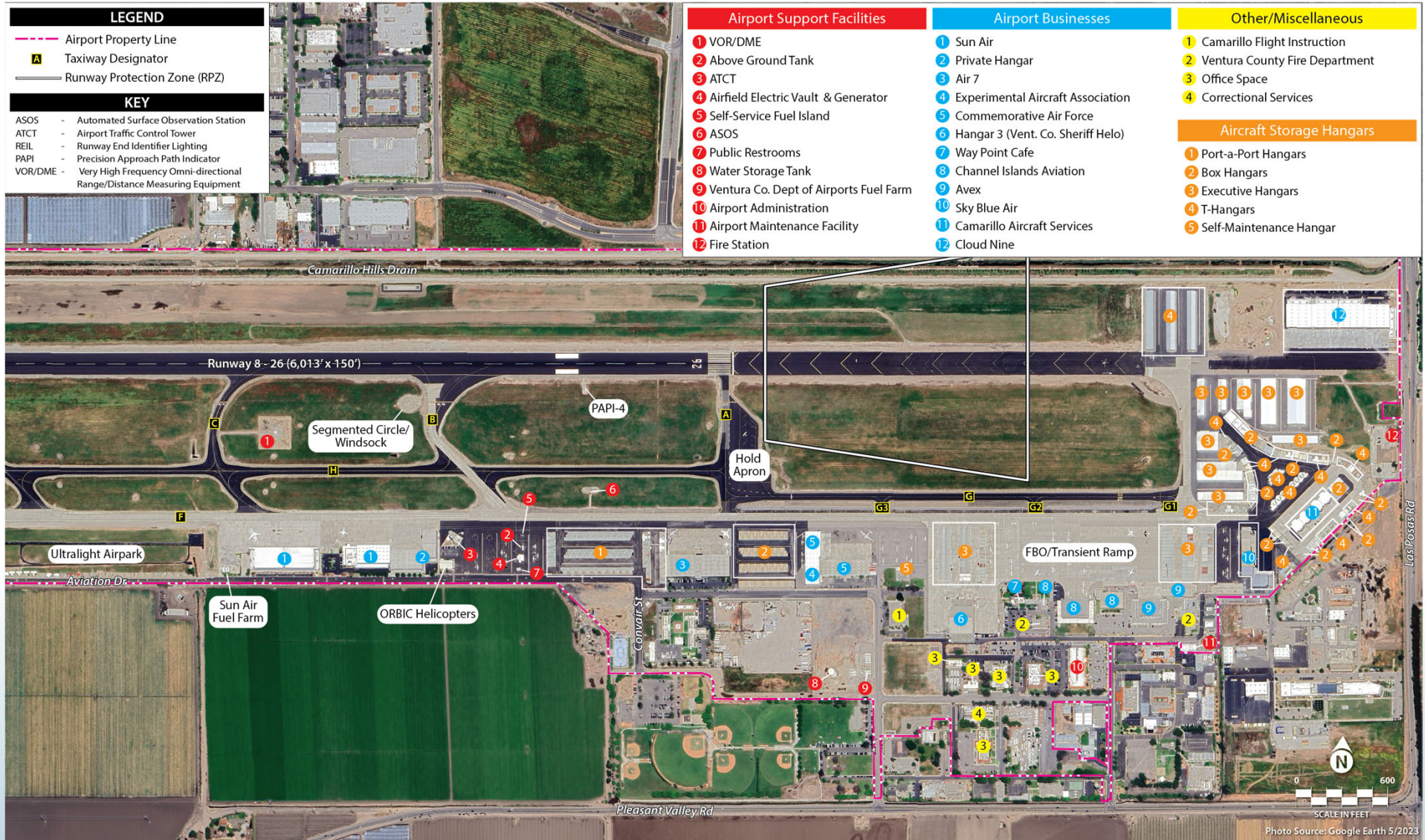


Photo Source: Google Earth 5/2023



## 2019 Total Economic Benefits

### EMPLOYMENT



**1,764**

### PAYROLL



**\$115.3 MIL**

### ECONOMIC ACTIVITY (OUTPUT)



**\$230.8 MIL**

Source: Camarillo Airport – Economic Benefit Analysis (June 2019)

## Governmental Revenue Benefits

Annual 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
<b>Total Federal Taxes</b>	<b>\$25,020,000</b>
Annual 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
<b>Total State and Local Taxes</b>	<b>\$10,866,000</b>
<b>Total All Taxes</b>	<b>\$35,886,000</b>

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.

There are **383** airports that handle the majority of airline traffic.



There are **2,904** airports that handle the rest of the system's activity.

Large Hub  
(Los Angeles Intl.) 30

Medium Hub  
(Burbank) 35

Small Hub  
(Santa Barbara) 80

Nonhub  
(Monterey) 238

NPIAS Airports  
**3,287**

Total of all US  
airports:  
**19,853**

National GA  
**(Camarillo)** 107

Regional GA  
**(Oxnard)** 501

Local GA  
(SMO, IZA-Santa Ynez) 1,179

Basic/Unclassified GA  
(L17 – Taft/Kern Co.) 1,117

# Camarillo Airport



ALP Update and Narrative Report

## Chapter 2 Aviation Demand Forecasts



The FAA approves two elements of an ALP Update: The forecast (20-years) and the Airport Layout Plan set of drawings.

To receive FAA forecast approval for a general aviation airport, an ALP Update must furnish projections, supported with FAA approved methodology, for these three elements:

## Based Aircraft

This forecast element provides a projection for how many aircraft will call CMA their home base, classified by type.

Helps anticipate future hangar and parking apron needs, plus reserves for future demand.

## Operations

This is how many takeoffs and landings are expected by each type of airplane.

Helps define airfield capacity, and various environmental considerations including noise analysis used in the Part 150 study.

## Critical Aircraft

This is the most demanding airplane type that accounts for at least 500 takeoffs and landings in a given year.

Helps define the standard dimensions and strength for the various airfield and navigation components, including safety margins.

## Based Aircraft Forecast

	2022	2027	2032	2042
<b>BASED AIRCRAFT</b>				
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
<b>Total Based Aircraft</b>	<b>350</b>	<b>371</b>	<b>389</b>	<b>444</b>

## Operations Forecast

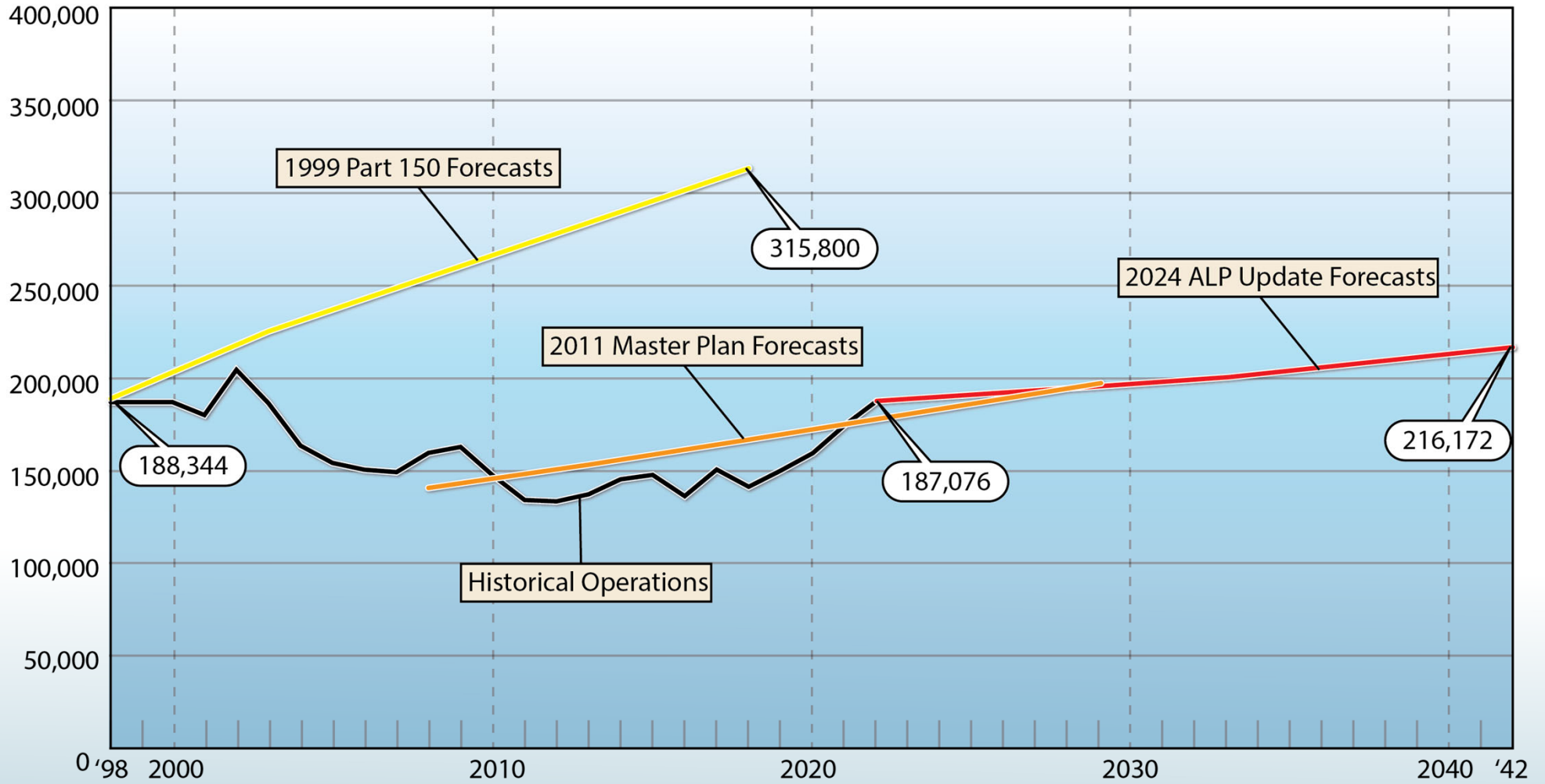
	2022	2027	2032	2042
<b>ANNUAL OPERATIONS</b>				
<b>Itinerant</b>				
Air Taxi	3,220	3,578	4,400	5,225
General Aviation	79,760	84,546	88,648	101,181
Military	488	476	476	476
<b>Total Itinerant Operations</b>	<b>83,468</b>	<b>88,599</b>	<b>93,523</b>	<b>106,882</b>
<b>Local</b>				
General Aviation	103,490	103,849	105,578	109,201
Military	118	89	89	89
<b>Total Local Operations</b>	<b>103,608</b>	<b>103,938</b>	<b>105,667</b>	<b>109,290</b>
<b>Total Annual Operations</b>	<b>187,076</b>	<b>192,538</b>	<b>199,191</b>	<b>216,172</b>
<b>Annual Instrument Approaches</b>	<b>12,465</b>	<b>13,290</b>	<b>14,029</b>	<b>16,032</b>

## Critical Aircraft (Current/Future)

Example: Gulfstream 650









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 -0700

Justin Guan  
Community Planner

**FAA Forecast Approval Disclaimer:**

“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 AIP eligibility purposes”

**FAA Conditional ALP Approval Disclaimer:**

“The contents of this ALP 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



ALP Update and Narrative Report

## Chapter 3 Demand/Capacity and Facility Requirements



The ALP Update examined the adequacy of the existing facilities and has identified the following major requirements to plan for in the next 10 years:

### Meet FAA Standards

- Reconfigure Taxiway layout per current FAA design standards.
- Conduct Airport Master Plan. (by 2034)

### Maintain Existing Pavements

- Reconstruct the Runway with **REDUCED** dimensions. From 6,013' x 150' To 6,000' x 100'.
- Maintain a program to keep up with other deteriorating airfield pavements as they age.

### Plan for Future Activity Levels (0-10 Years)

- Anticipate the construction of new hangars for additional based aircraft and replacement of aging hangars – primarily for storage of smaller airplanes in individual units.
- Provide additional parking apron and circulation associated with new hangars.
- Add a parallel taxilane east of the airfield to improve circulation and safety.
- Continue adhering to JPA guidelines.



# Camarillo Airport



ALP Update and Narrative Report

## Chapter 4

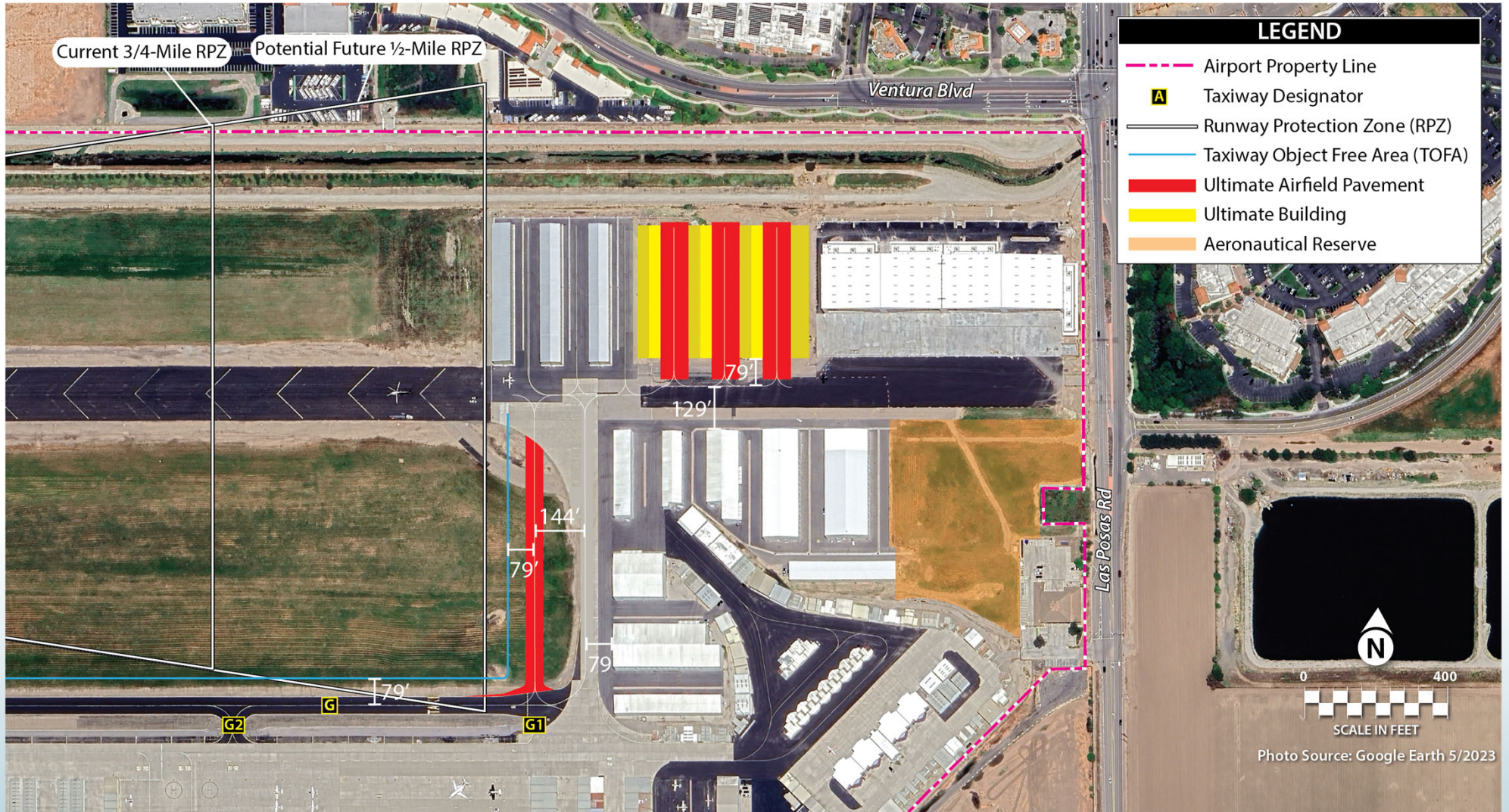
# Airport Development Alternatives



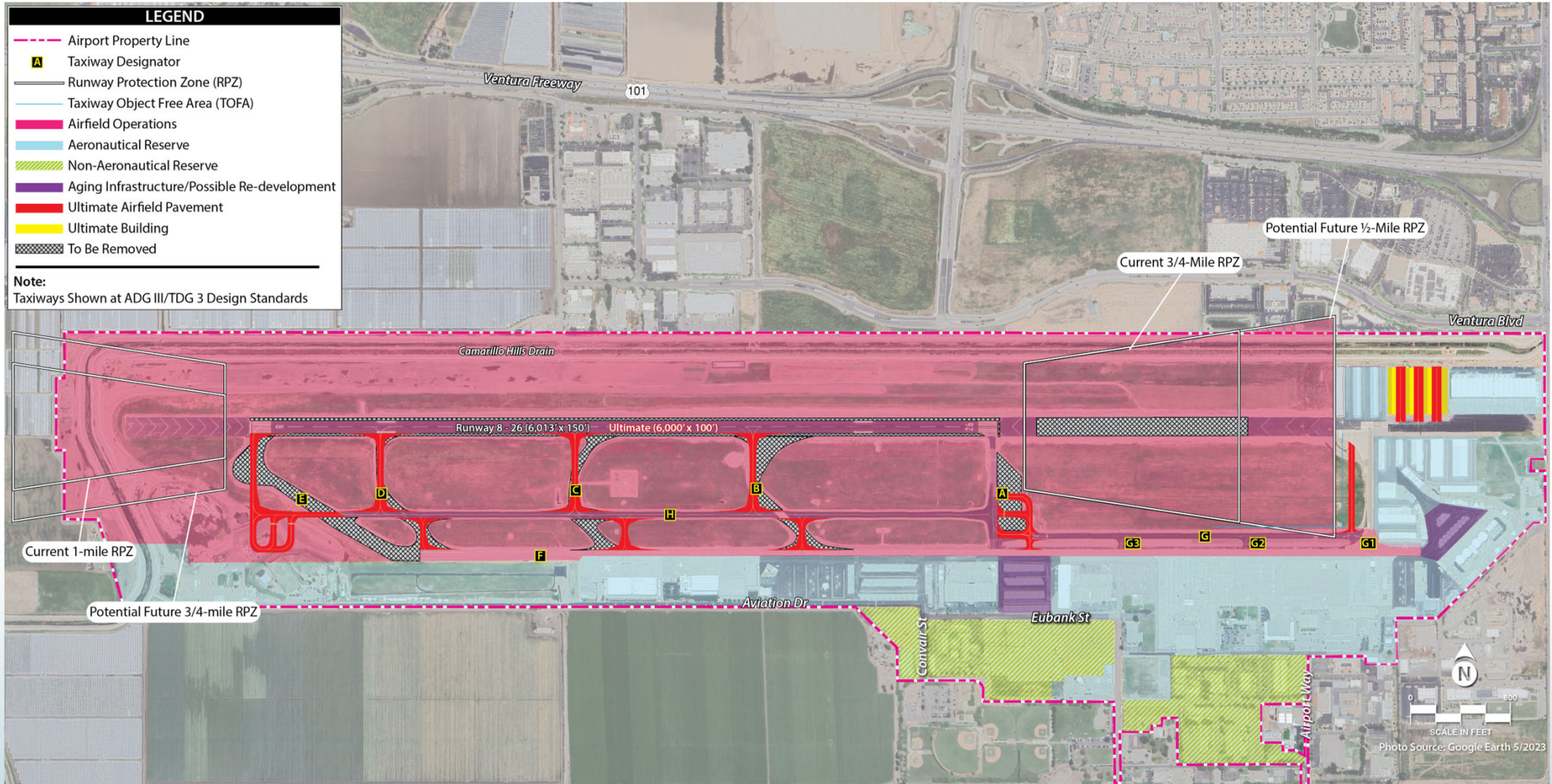


















No.	FY	Project Phase	Project	Federal	State	Local	Project Total
1	2024	Final Design	Runway and Taxiway Reconstruction	\$3,660,435	\$150,000	\$256,716	\$4,067,151
2	2025	NA	No CMA Project (NP). Rollover Entitlements/BIL Funding	-	-	-	-
3	2026	Construction	Runway Reconstruction	\$40,161,941	\$150,000	\$4,312,438	\$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	\$18,000	\$18,000	\$360,000
6	2028	Design	Key Area and Main Apron Rehabilitation	\$255,150	\$14,175	\$14,175	\$283,500
7	2029	NA	No CMA Project (NP). Roll Over Entitlements	-	-	-	-
8	2030	Construction	Concrete Rehabilitation for Taxiways F, G1	\$1,836,000	\$102,000	\$102,000	\$2,040,000
9	2030	Construction	Key Area and Main Apron Rehabilitation	\$1,445,850	\$80,325	\$80,325	\$1,606,500
10	2031	Design	Taxiway G4 (Parallel to Taxiway G1)	\$166,050	\$9,225	\$9,225	\$184,500
11	2032	Construction	Taxiway G4 (Parallel to Taxiway G1)	\$940,950	\$52,275	\$52,275	\$1,045,500
12	2032	Design	T-Hangar Taxilanes (Northeast)	\$247,253	\$13,736	\$13,736	\$274,725
13	2033	Construction	T-Hangar Taxilanes (Northeast)	\$1,401,098	\$77,839	\$77,839	\$1,556,775
<b>Short Term Sub Total</b>				<b>\$79,144,149</b>	<b>\$817,575</b>	<b>\$7,976,221</b>	<b>\$87,937,945</b>

- These are potential projects, within the scope of this study, for which the airport plans to seek FAA grant assistance.
- Other projects or development may occur on the airport and/or within the business park that is privately funded on land leased from the airport.



Jannette Jauregui  
Community and Engagement Manager



Q. Can the Department of Airports just say no to more aircraft activity and/or jet activity?

A. The short answer is no, with several reasons why:

- When the County of Ventura took ownership of Camarillo Airport, formerly the Oxnard Air Force Base, from the United States Government, it did so with the agreement that it would operate as a general aviation airport that provides equal access to all United States citizens.
- It is important to note that 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 are we doing to address noise concerns?

A. Through the Part 150 Study, we'll be examining alternatives that we hope will reduce the unwanted effects of existing and projected aircraft activity.

- The Department of Airports is actively working on incorporating jet activity into the Fly Friendly VC program with ongoing discussions with flight operators.
- Work with flight operators to *voluntarily* minimize flight activity between the hours of 10 p.m. and 6 a.m.
- Explore/analyze the feasibility of any changes to flight paths, including approach paths.
- The next Part 150 meetings are tentatively scheduled for May 2024.

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

Q. What is the Joint Powers Agreement (JPA) and how does it help us?

A. The 1976 JPA operating agreement between Ventura County and the City of Camarillo established the following:

- CMA to serve general aviation activity.
- Airport is open 24-hours for landings. Departures are restricted to emergencies between 12:00 a.m. and 5:00 a.m.
- Runway shall not exceed 6,000' in length.
- Aircraft weight restricted to 115,000 pounds (twin wheel).

*Ventura County Board of Supervisors and City of Camarillo Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use (1976);  
Ventura County Board of Supervisors, Ordinance 6506-17, Hours of Operation (November 1980; rev. 2006)*

- Q. Does the airport/Joint Powers Agreement ban all nighttime aircraft operations?
- A. No, the JPA permits *Landings* on a 24-hour basis, but *Takeoffs* are not permitted between midnight and 5 a.m. except for emergencies. (Sheriff, Air Ambulance, etc.)

Landings permitted on a 24 hour basis

Take-offs permitted 5 a.m. to midnight

Touch-and-goes permitted only from 7 a.m. to 10 p.m.

Q. Can the JPA be changed/modified?

A. Pre-existing restrictions and curfews (like the JPA) in place before November 5, 1990, are “grandfathered”. New restrictions or modification of existing restrictions require following the procedures in the Airport Noise and Capacity Act of 1990 found in Federal Aviation Regulations (FAR) Part 161 (ANCA).



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

Q. What are the daily operations numbers?

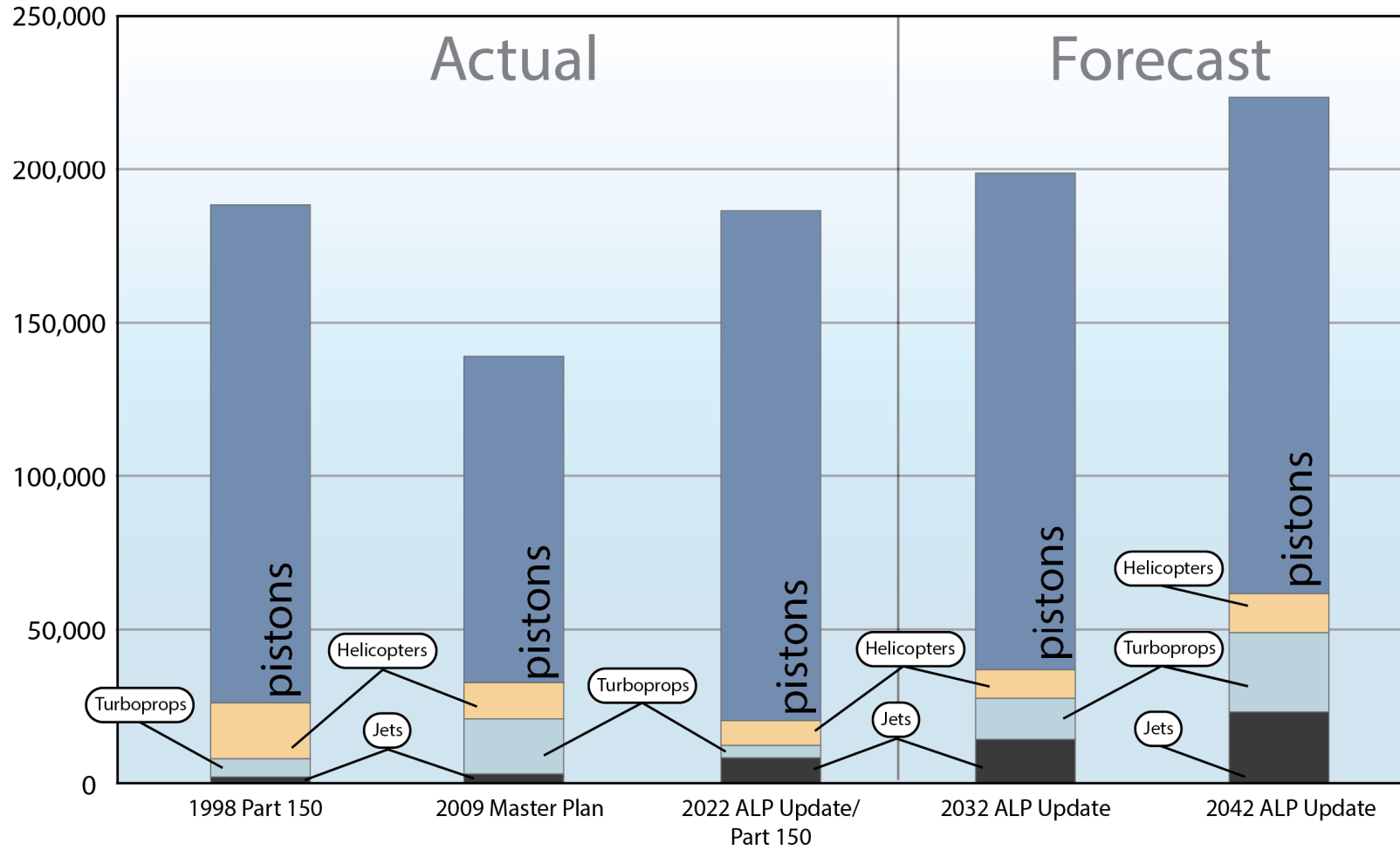
A. The table below shows the average daily annual ops historically and as forecast in this study.

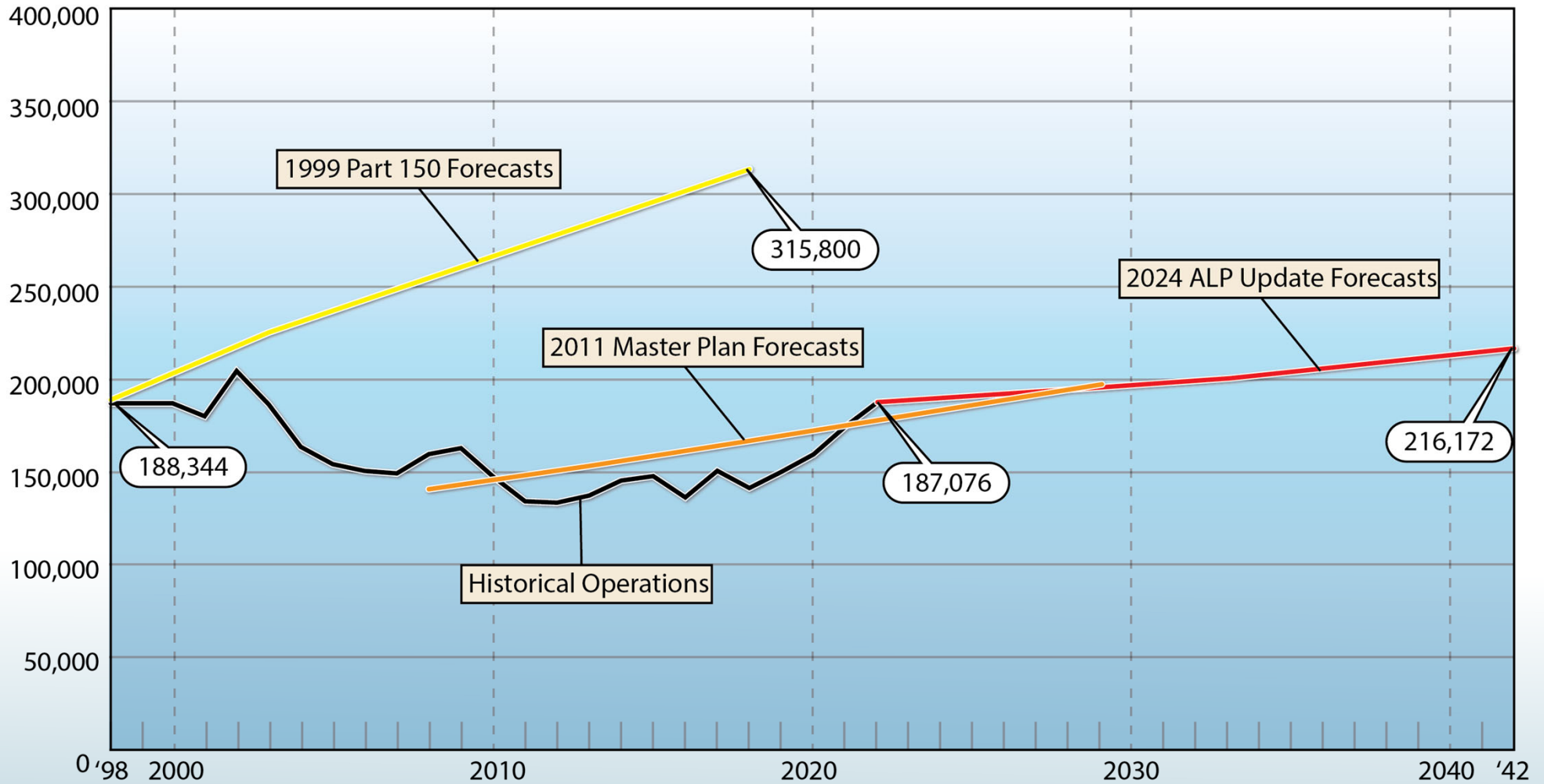
Type	ACTUAL			FORECAST	
	1998 Average Daily Ops <sup>1</sup>	2009 Average Daily Ops <sup>2</sup>	2022 Average Daily Ops <sup>3</sup>	2032 Average Daily Ops <sup>3</sup>	2042 Average Daily Ops <sup>3</sup>
Piston	444	293	456	443	423
Helicopter	48	32	23	27	33
Turboprop	22	48	11	37	72
Jet	3	10	22	38	64
<b>Total Operations</b>	<b>517</b>	<b>383</b>	<b>512</b>	<b>545</b>	<b>592</b>

Sources: <sup>1</sup>1998 Camarillo Noise Exposure Maps (May 1998); <sup>2</sup>Master Plan Initial Study for Camarillo Airport (Feb. 2009); <sup>3</sup>2023 Camarillo Noise Exposure Maps (Dec. 2023) and ALP Update (2023)

Camarillo Airport operations continue to be predominantly piston aircraft:

Number of Operations by Aircraft Type





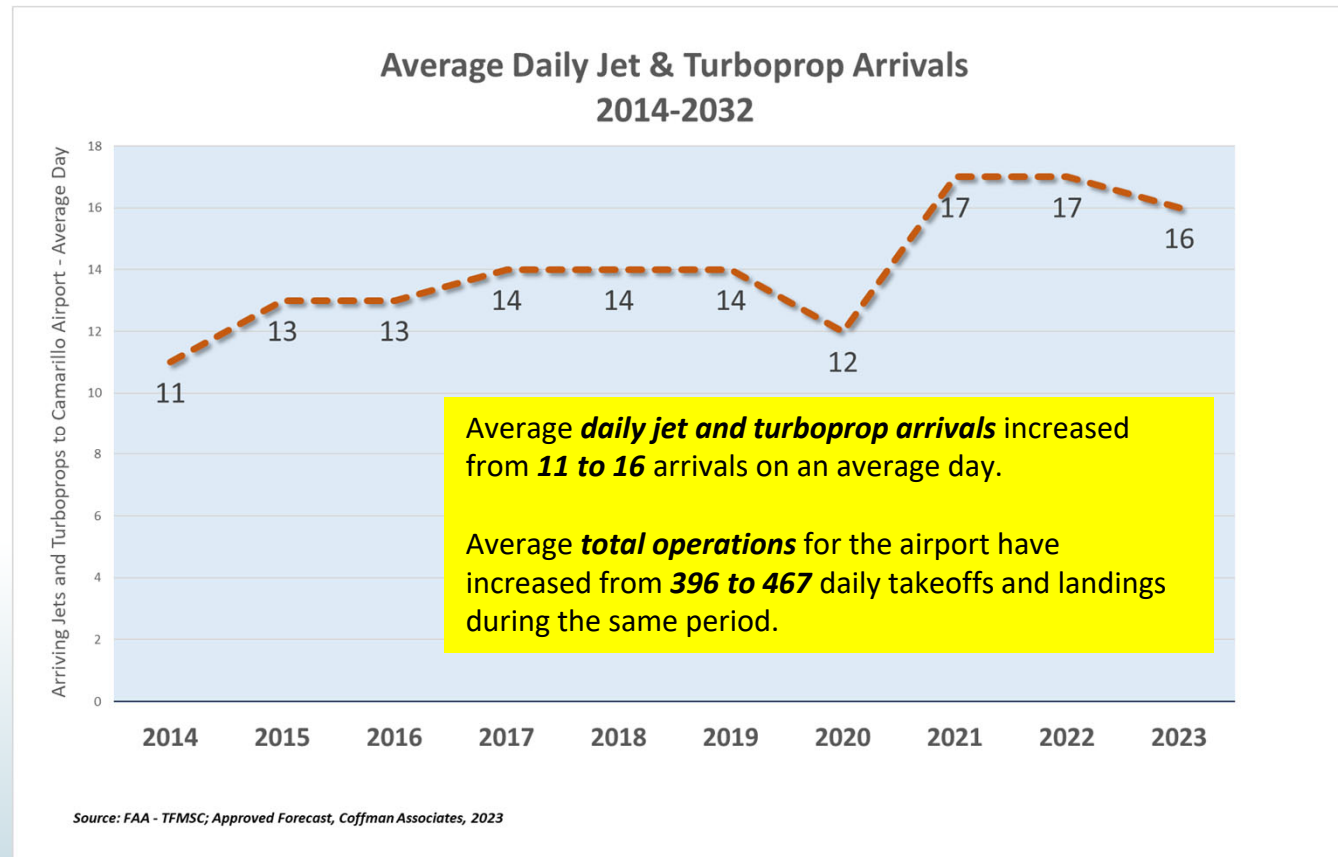
- Q. What types of airplanes generated the most complaints in 2023?
- A. Out of 2,218 complaints received in 2023, people who identified aircraft indicated Jets most often with 1,445 comments (65%). The second highest aircraft type identified were Turboprops, accounting for 78 (3.5%). Another 523 comments did not provide information about aircraft type.



Q. What has been the change in jet and turboprop operations over the past 10 years?

A. Since 2014, the average number of jets arriving on an average day has fluctuated.

Nationwide upward trends in business jet use during and after the pandemic are also reflected at Camarillo Airport.



Q. After the ALP Update is complete, what is the Airport planning to do?

A. The Department of Airports will maintain a safe and efficient system of airports by continuing to pursue FAA grants for capital projects:

- On-going pavement maintenance, rehabilitation, and reconstruction.
- Preserving the assumptions from the 2011 master plan that still meet FAA standards.
- Meet the needs of new and existing business partners within the confines of the JPA.

- Q. What kind of projects are eligible for FAA grant funding?
- A. Generally, only non-revenue projects are eligible for FAA grant funding. This includes public pavement construction, rehabilitation, and maintenance.

- Q. Does the ALP Update show all the projects that may occur at the airport?
- A. No. The ALP Update only includes those projects that are eligible for FAA grant funding (FAA limitation for this type of study). Other projects, funded by the private sector, can occur on land leased from the airport. As a public-use, FAA supported facility, the airport must allow land to be leased for appropriate development, on a fair and equitable basis.

- Q. Is this ALP update and associated forecast a marketing plan?
- A. No, the ALP update is a data driven process. It is a planning study to outline potential capital needs over the next 5-10 years.



The Department of Airports affirms that the ALP Update project is being undertaken to meet FAA requirements and to be eligible for FAA grant assistance. The plan also affirms:

- ▶ Joint Powers Agreement (JPA) unchanged
- ▶ No change in the role of the airport
- ▶ No plan for commercial airline service
- ▶ No plan for large air cargo operations
- ▶ No plan to increase the runway length
- ▶ Yes! We are listening to the City and neighbors regarding their noise concerns
- ▶ Yes! We are taking action to mitigate their concerns

## Stacey Falcioni - Moderator

Project Manager – Arellano Associates

### Community Q & A

1. Moderators to read written questions and panel will answer and/or;
2. Leave a comment in the comment box for later project team consideration and/or;
3. Voice your final questions to the panel.

- To submit a question to the panel, complete the blue edged question card.
- Raise your hand when complete and a project team member will collect your question card(s).
- Your question(s) will be read by the moderator and answered by the panel during the Q & A.
- You can voice a question (2 min.) after all question cards have been read and answered by the panel.
- One voice question per person. Once everyone who wants to voice a question has done so we can return to you if you have another question you'd like to voice.



**COUNTY of VENTURA**  
Department of Airports



Keith Freitas  
Director of Airports



Dave Nafie  
Deputy Director  
of Airports



Erin Powers  
Airports Project  
Manager

**Coffman Associates**  
AIRPORT CONSULTANTS



Patrick Taylor  
Principal



Matt Quick  
Principal



Kory Lewis  
Principal

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- Treat each other with kindness and respect including your neighbors, the moderators, and the panel.
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- Maintain a conversational tone.



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

All draft material is available on the project website

You may also contact:



Jannette Jauregui  
Community and  
Engagement Manager  
Ventura County Airports  
[Jannette.jauregui@ventura.org](mailto:Jannette.jauregui@ventura.org)  
805-388-4201



Dave Nafie  
Ventura County Airports  
[Dave.Nafie@ventura.org](mailto:Dave.Nafie@ventura.org)  
805-388-4201



Patrick Taylor, C.M.  
Coffman Associates  
[ptaylor@coffmanassociates.com](mailto:ptaylor@coffmanassociates.com)  
816-524-3500