



CITY OF OXNARD

MEMORANDUM

September 24, 1974

per
To: Paul Wolven, City Manager
From: Gene L. Hosford, Planning Director

SUBJECT: Negative Declaration for Establishment of Instrument Landing System at Oxnard Airport

*Copies To Council
9-26-74
ALTHOUGH THE Bd. of Supv.
have already acted on this
matter - Council members may
wish to bring the matter up
next Tuesday and authorize
the staff to communicate
the points made directly
to FAA.
Paul Wolven*

In response to your memorandum of September 11, 1974, the Planning Department staff has reviewed the negative declarations prepared by the Federal Aviation Agency for the establishment of an ILS at the Ventura County Airport, Oxnard. The staff has also reviewed the memorandum of transmittal from the Public Works Director to the Board of Supervisors and has made comments on both items.

The Planning Department staff takes exception with two of the basic assumptions stated in both the memo of transmittal to the Board of Supervisors and the negative declarations prepared by the FAA. Those two assumptions are that: 1. The installation of an ILS will have no effect on the number of aircraft using the County Airport. 2. That the installation of an ILS will not "allow aircraft to land under worse weather conditions than it is now possible at the airport".

With regard to the first assumption on the part of the FAA and the County, it should be noted that an ILS system is available in all weather conditions, and that an ILS system is of no value unless someone is using it. By the same token, pilot proficiency suffers if pilots do not regularly make practice ILS approaches. The availability of an ILS at the County Airport would encourage some pilots to come here and make practice approaches. While this number may not be large, it is worth noting that there will be an increase in number of aircraft operations at the County Airport as the direct result of the installation of an ILS.


At the present time landings can be made at the County Airport under IFR conditions, by utilizing the radio navigation aid located at the Oxnard Air Force Base. This type of approach is a "non-precision approach" and consists essentially of flying away from the Oxnard Air Force Base VOR on a specified heading, descending to a minimum altitude and hoping that the airport comes into view before you descend below the established minimum altitude. While this type of approach when properly done is safe and precise, such an approach does lack the precision made available by an ILS.

Paul Wolven
September 24, 1974
Page Two

It would seem that the availability of an ILS would give certain pilots a degree of confidence which would persuade them to make an instrument approach to the Ventura County Airport, that they would not otherwise make. To this degree, the installation of an ILS would permit landings at the Ventura County Airport under weather conditions which would now keep certain pilots out of the airport. Since each pilot operates within what he perceives to be his own operational limits, it can be safely argued that the installation of an ILS would permit certain pilots to operate in weather conditions which they would not tackle without the confidence of having an ILS available.

It could be argued that the availability of an ILS at the Ventura County Airport would enable the aircraft in difficulty to make approaches to the airport and land in emergency situations. This argument is not valid, since there is available at Point Mugu not only full ILS, but approach radar as well. Any aircraft in difficulty in this area should logically be directed to land at Point Mugu, where extensive and sophisticated equipment is available to assist the pilot.

These judgements by the Planning Department staff are subjective, but they do point out some of the fallacies in the initial assumptions made in preparation of the negative declaration by the FAA.


Gene L. Hosford, AIP
Planning Director

JNH:afm