



CITY OF OXNARD

CALIFORNIA

April 22, 1976

OFFICE OF THE
CITY MANAGER
305 WEST THIRD STREET
PHONE 486-2601, EXT. 201

Mr. Norm Boehm
City Manager
City of Camarillo
P. O. Box 248
Camarillo, CA 93010

Dear Norm:

As you are well aware, a good deal of discussion has been occurring lately regarding the development of an agreement with the County of Ventura regarding some form of an advisory agency to provide policy guidance to the operations at the Camarillo Airport. Recent press coverage has indicated a reluctance on the part of some members of the Camarillo City Council to include Oxnard representatives in the initial discussions with the County.

We believe there are a number of important considerations which would work to our mutual benefit if Oxnard was to become an active partner in airport related discussions. The following reflects some of the Oxnard City staff's concerns in this matter:

1. Airport Network

It is evident that the Camarillo Airport cannot operate in a vacuum. That is, what happens at the Camarillo Airport impacts on operations at the Oxnard Airport and vice-versa. For example, the opening of the Camarillo Airport with its more favorable weather and less aircraft corrosive features may entice pilots to move their aircraft from Oxnard to Camarillo. The County, for example, has projected a possible 25% shift of aircraft to Camarillo. This, in turn, increases air operations in Camarillo, the amount of noise, and puts pressure on the airport for continued expansion.

Similarly, the closure of the Camarillo Airport from 10 p.m. to 7 a.m. will impact on operations between these hours at the Oxnard Airport. These factors impact not only total air operations, but the economics of both airports.

2. Commercial Traffic

Currently all commercial operations operate out of Oxnard. If this were for some reason to change, whereby Camarillo shared some of the commercial traffic, the economic impact on Oxnard and Camarillo would be mutually affected. Because of more favorable weather conditions and superior facilities at the Camarillo Airport, it is possible that increased pressure for commercial use of that airport will occur. In addition, there are local pressures in Oxnard to move airport operations out of Oxnard to the Camarillo Airport. All of these conditions would have a significant impact on the future of the Camarillo Airport and will be of considerable interest to our respective City Council.

3. Airspace Congestion

The FAA has indicated that airspace between the two airports is considered to be congested. The need, therefore, in coordinating the operations at each airport seems crucial. For example, during times of severe adverse weather conditions in Oxnard, there will be increased interest in take offs and landings at Camarillo. On the other hand when weather conditions are poor, but permit the use of instrument landings, the use of the Oxnard Airport may increase. Oxnard and Camarillo would want to have a voice in the operations, therefore, of not one, but both airports.

4. Noise Impact

The environmental documents for the Camarillo Airport show no significant impact of noise discomfort to the residential areas of either Oxnard or Camarillo, based on a certain level of operation as a general aviation facility. However, a change in operations could impact one or both cities according to the Adrian Wilson Noise Contour Analyses. These analyses indicate that under certain commercial circumstances at the Camarillo Airport, the impact would be more adverse on northern residential areas of Oxnard than any portion of the City of Camarillo. It would seem to be to our mutual advantage to have a voice in insuring that neither City is adversely impacted by air operations on the Oxnard plain. This would apply not only to general air operation, but also to the occasional noisy aircraft that may periodically use one or both airports creating citizen complaints regarding single event noise problems.

5. Competition

The existence of two airports may create an undesirable level of competition to attract aircraft. Such competition could have a detrimental impact on the economy of both airport operations. A mutual voice in controlling airport operations and insuring the economic vitality of both airports, without a further drain on the taxpayers, would seem to be in our mutual interest.

Mr. Norm Boehm, City Manager
April 22, 1976
Page Three

6. County Application to GSA for Oxnard Airforce Base

In its application to the General Services Administration, as revised July 15, 1975, the County specifically provided for the creation of a Joint Powers Agreement with the Cities of Camarillo and Oxnard. We believe the commitment made in that application to Oxnard, that it would have a voice in operations at the Airforce Base (Camarillo Airport), should be honored because of the potential adverse impact any decisions to change the level or type of air operations at Camarillo could have on our City.

Summary

In our view, both the Camarillo Airport and the Oxnard Airport are very dependent upon one another for effective and economically viable airport service in the County. As stated previously, what happens at one airport can dramatically affect what happens at the other. Accordingly, in the interest of coordinating effective operations, controlling the level and nature of airport operations, protecting against adverse noise impacts on either City, insuring favorable economic conditions, and other factors cited in this letter, we would strongly hope that our two Cities can work together to protect our common interest while promoting the most favorable airport operations for our respective residents.

I would be most pleased to meet with you at any time to discuss this matter in further detail.

Very truly yours,



Paul E. Wolven
City Manager

PEW:ddg

cc: Oxnard City Council ✓
County Executive
Supervisor John Flynn