

BACKGROUND INFORMATION
FOR
OXNARD AIR FORCE BASE PUBLIC HEARING
NOVEMBER 21, 1972

Need for Aviation Services, Site Selection

According to recent origin and destination data, approximately 1.63 percent of the total passengers at Los Angeles International Airport originate or are destined for Ventura County. This translates into a total annual volume of 358,600 persons, (1966 or slightly less than 1,000 persons per day. The primary mode of transportation utilized by these persons in traveling to and from the Los Angeles Airport is the automobile.

Demand analyses conducted by ERA for the California Corridor indicate a potential passenger volume for the Ventura County Airport of nearly 207,200 persons in 1975, more than 463,800 in 1980, and 862,150 in 1985. Moreover, further analyses indicate that as a result of these potential volumes an intra-California airline would consider initiating service to Ventura County in the late 1970's.

Statistics compiled by the Federal Aviation Administration and released on April 10, 1970,* indicate that the number of registered general aviation aircraft in Ventura County rose from 120 in 1958 to 360 in 1969, an average annual increase of 10.5%. There were, however, 495 by actual count which would indicate an annual increase closer to 31%.**

In response to this need, the Ventura County Board of Supervisors, in November of 1969, commissioned the firm of Adrian Wilson & Associates, Los Angeles, to perform a survey of the

*AVIATION ACTIVITY, USER & RESOURCE INVENTORY & PROJECTIONS - By Area and County - 1969 to 1980. Prepared by FAA, Western Region Air Traffic Division, April 10, 1970

**PHASE II, AWA COMMERCIAL AVIATION STUDY, p. 4-2

commercial and general aviation needs of the County for the period 1970-1985 and to make recommendations to the Board designed to provide guidance to the Board in meeting those needs. The commercial portion of the study determined three possible levels of service: commuter only, commuter plus intra-state, and interstate service as a satellite to Los Angeles International Airport and other major airports in the Los Angeles area. The Board chose commuter plus intra-state service as the most feasible and desirable and directed the firm to perform a site study for the purpose of determining the optimum site for this level of service. In their Phase II report Adrian Wilson & Associates (AWA) examined 6 possible sites including the current Ventura County Airport, Oxnard; Oxnard Air Force Base; and Pt. Mugu Naval Air Station. The site recommended was Oxnard Air Force Base. The Board concurred with this selection and further directed AWA to develop a Master Plan to develop the site as a County airport providing general aviation and intra-state level commercial services. This Plan was completed July 28, 1970.

It should be noted that according to the Adrian Wilson Study the optimum site within the County is the Pacific Missile Range - Pt. Mugu. Through discussions with members of the Department of Defense, WIRE and the U.S. Navy, there is no possibility of acquiring this site, and due to their missile activity there is absolutely no joint usage possible. With the immediate need of the County and the availability of Oxnard Air Force Base, the most logical alternative - Oxnard Air Force Base - was chosen. Three years has since lapsed, however.

With this in mind, Ventura County staff should make every effort to keep the channels of communication with Pt. Mugu authorities open, with the aim of ultimately acquiring or obtaining joint use privileges. The need for continuing our efforts in this direction is highlighted by the recommendations of the Southern California Regional Aviation System Study recently (July 1972) completed for SCAG. Although the limited commercial aviation use of OAFB for commuter and other short

haul purposes will satisfy the needs of area residents into the 1980's, the SCAG report forecasts the need for a continental airport facility in Ventura County in 1985. Because OAFB will be restricted from serving as a continental facility, the future need for an unrestricted airport facility such as Point Mugu is all the more evident.

History of Oxnard Air Force Base

The development of California Flight Strip No. 1 (Future Oxnard Air Force Base) located in the southwestern part of the State of California approximately 50 miles west/northwest of Los Angeles, 13 miles east/southeast of Ventura, and 8 miles from the Pacific Ocean, was started by the Public Roads Administration of the Federal Government in the Spring of 1942. In the Fall of 1942, in coordination with the Army Air Force, the property was enlarged and upgraded and was begun to be used as an Army Air Force facility and as an auxiliary base for the Marine Corps. In January of 1947 the Flight Strip portion of the field owned by the Public Roads Administration was given to the County of Ventura for public airport purposes. At this time the name of the field was redesignated to be the Camarillo Airport. From that time on joint usage by the Army and the California National Guard, as well as the Naval Air Missile Test Center at Point Mugu, was made of the field until in May of 1951 the facility was returned to the Federal Government. Oxnard Air Force Base was operated as a fighter aircraft installation until November of 1969 when the Department of Defense reported they would close Oxnard Air Force Base on December 31, 1969, as it was no longer needed by the Defense Department.

Authorization and instructions were given to the County Department of Airports and Harbors to submit a letter of intent to acquire Oxnard Air Force Base from the General Services Administration on April 27, 1970, by the County Board of Supervisors.

Request to General Services Administration

The Ventura County request to CSA for acquisition and operation of OAFB was approved by the Board on August 31, 1970.* In that application summary results of the Adrian Wilson Environmental Impact Study are presented.** This study resulted in a series of recommended airport operating constraints which were adopted by the Board and incorporated into the application to GSA. Below are some of the most important operating constraints or limitations. They fairly represent the County's intentions and are binding to the County because they are included in the application and because in the application it states that "The County of Ventura agrees to operate and maintain the facility in the manner required by the application".

The following restrictions are imposed for the purpose of assuring that aircraft noise levels do not exceed the maximum limits imposed by law or by recommendations in the Adrian Wilson Associates Environmental Impact Study submitted to the Board on October 8, 1970:

- a. The main runway threshold shall be placed 3000 feet west of its present location, providing a usable surface of 150 x 6000 feet.
- b. The preferred runway for takeoff shall be Runway 26 whenever aircraft performance allows this use and the tailwind component does not exceed 10 knots.
- c. The preferred runway for landing shall be Runway 08 whenever aircraft performance allows this use and the tailwind component does not exceed 10 knots.
- d. Noise abatement procedures shall be in effect for all arrivals and departures. Aircraft shall follow specific traffic patterns without deviation, except in an emergency, and make appropriate power adjustments

* Appendix, Page 19 (Volume II)

** Appendix, Pages 4-12 (Volume II)

within safety limits to prevent noise levels from exceeding those prescribed by law.

- e. Landings and takeoffs of twin-wheel aircraft in excess of 115,000 lbs. gross weight are prohibited except as individually approved by the Airport Supervisor.
- f. Ground operation of jet engines shall be held to a minimum at all times. No runup of jet or reciprocating engines to maximum power shall be permitted between the hours of 10 p.m. and 7 a.m. daily, except when approved sound suppression devices are used.
- g. All landings and takeoffs by jet aircraft are prohibited except in an emergency, between the hours of 10 p.m. and 7 a.m. daily.
- h. The airport VFR traffic pattern shall be placed to the south of the airfield. Overflight of populated areas below 2000 ft. above ground level is prohibited except under actual instrument conditions. Jet aircraft shall maintain at least 2000 ft. above ground level as long as practicable prior to commencing landing approach.
- i. Practice missed approaches will be made to the south under VFR conditions.

Historical Overview of OAFB County/Cities Joint Agreement Negotiations

On December 1, 1970, the Oxnard City Council and the Ventura Board of Supervisors approved in concept an agreement on the OAFB containing a proposed operating relationship between the cities and County. The statement indicated that Oxnard will support the County in its efforts to obtain OAFB for commercial aviation use if and when the County executes an acceptable agreement relative to the operating standards to be utilized at the airport.

On January 19, 1971, the County Board of Supervisors approved an agreement which:

- 1) reflected concepts previously approved by the Board and the Oxnard City Council,

- 2) required noise abatement procedures in compliance with the Wyle Laboratories Study (Phase IV of the Adrian Wilson Study)
- 3) included regulations regarding noise control which, while consistent with the adopted environmental impact study, were more restrictive than requirements of the California Dept. of Aeronautics.

However, on that same day, Oxnard City Council rejected the agreement and counter proposed to the Board on February 24, 1971.

On March 23, 1971, the Ventura County Board of Supervisors voted to reject the Oxnard proposal because, according to the County Executive, among other things, "contrary to the denial of the County to control the aviation facility, the cities are relieved of any financial obligation, legal liability, and accountability to the public".

Responding to a revised cooperative agreement which the City of Oxnard agreed upon in principle and submitted to the County in early 1972, the County Board approved in principle the City of Oxnard's proposal, with some minor modifications, on March 21, 1972.

Along with the County Board's approval in principle on March 21, it evaluated several modifications which the Oxnard City Council hoped eventually to incorporate into the cooperative agreement. The following are the proposed inclusions not acceptable to the Board at that time:

- 1) "The County should indemnify the City and defend any law suits against the City because of claims arising out of operation of either airport". (County could not agree because the City had control over many factors which could perpetrate such a suit, e.g. zoning, land use planning, etc.)
- 2) "Operations standards as set by the agreement for the County Airport in Oxnard should remain in force even though the County may not be successful in obtaining

the Oxnard Air Force Base." (County does not want to limit present airport in Oxnard without knowing that the commercial aviation needs of the County can be met at OAFB)

- 3) "If the Oxnard Elementary School District or the Oxnard High School District is required by the terms of the agreement or by a violation of the terms of the agreement to provide sound attenuation features to existing or new schools, the burden of this extra cost should be borne by County-wide taxpayers." (County feels that if the City allows the building of schools in the impact area set forth in the joint agreement, they should assume the costs. If present schools are affected or if by violation of the joint agreement by the County the airport operations affect present or future schools, there are remedies to this problem through the courts.)

Since the County's action on March 21, 1972, the City of Oxnard has taken no action towards further development of a cooperative agreement. The County should, at this time, re-affirm its desire to enter into a cooperative agreement with both the City of Oxnard and the City of Camarillo, and at the same time offer any assistance at its disposal towards that end.

Required Action

- Continuing efforts to negotiate with Pt. Mugu authorities towards the eventual joint use/acquisition of the facility by Ventura County
- Continuing efforts to provide GSA with any information or action necessary to expedite and effectuate turnover of OAFB to the County
- Restating the County's desire to enter into joint agreements with the Cities of Oxnard and Camarillo concerning acquisition and operation of OAFB, and increasing efforts to develop dialogue between the County and Cities in furtherance of this desire

- Re-affirmation of the County's desire to acquire OAFB, despite the two year time lapse since the application for OAFB was originally submitted to GSA
- Reiterate the County's intention to adhere strictly to the operations limitations set forth in the County's application to GSA for OAFB