

PROPOSED  
CITY COUNCIL POLICY STATEMENT  
REGARDING THE VENTURA COUNTY  
AIRPORT AT OXNARD

January 15, 1974

*Aviation 60000  
100,000*

1. The Ventura County Airport at Oxnard should be officially recognized as a general utility airport. This designation will accommodate continuance of present airport operations.
2. The existing runway should be shortened to 3600 feet by eliminating 2300 feet at the east end. The present length of the runway is excessive for the needs of general aviation with limited aircraft operations. The noise contours over property east of Ventura Road will be reduced by reduction of the runway as suggested above.
3. Additional load bearing capacity should not be provided to the existing runway; no additional runway should be constructed. The present runway (reduced to 3600 feet) will accommodate approximately 350 resident aircraft and approximately 210,000 flights annually or 575 average daily flights. Such usage would generate noise contours which are consistent with present and planned land use. Any additional runway capacity, however, would allow numbers or size of aircraft which would generate unacceptable noise contours.
4. Jet aircraft should be prohibited from utilizing the airport. State noise standards promulgated by the Department of Aeronautics indicate that the impact of airport noise should be controlled and reduced by "encouraging use of the airport by aircraft classes with lower noise level characteristics and discouraging use by higher noise level aircraft classes." (Calif. Noise Standards, Sect. 5011.) For the Ventura County Airport at Oxnard, the prohibition of pure turbojet usage has been specifically recommended by Wyle Laboratories, noise consultant for both the County of Ventura and City of Oxnard. Precedent for such prohibition has been established at airports in Fullerton and El Monte.

*R. glenn*