

De
159
Van Ruyss
Wally Block acting chair

county of ventura
DEPARTMENT OF AIRPORTS



~~160,000~~

555 Airport Way • Camarillo, CA 93010 • (805) 388-4274 • Fax: (805) 388-4366

~~135,000~~
~~park~~

1400 based airport

April 9th no real o

~~120,000~~

NOTICE IS HEREBY GIVEN THAT a Joint Meeting of the Camarillo and Oxnard Airport Authorities and the Aviation Advisory Commission will be held on:

~~86,000~~

Thursday

March 21, 1996

5:00 P.M.

~~40,000 1994 Boarding 8x~~

County of Ventura
Hall of Administration
Lower Plaza Assembly Room
Ventura, California

NOTES

AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. PUBLIC COMMENT

NON-AGENDA ITEMS - If you wish to speak to the authority on a non-agenda item, please fill out a speaker card and hand it to the secretary. In the interest of allowing the authority members to conduct the business of the authority in a timely fashion, public comment will be limited to five minutes per speaker. The authority will neither comment nor take action on these items at this time.

AGENDA ITEMS - If you wish to speak to the authority on an item on the agenda, please fill out a speaker card indicating the agenda number(s) and hand to the secretary. Speakers will be limited to a maximum of five minutes per item.

4. AUTHORITY COMMENTS

Comments by authority members on matters they deem appropriate.

273 KST 233

AAC/CAA/OAA
AGENDA - 3/21/96
Page 2

3 degree glide

CNAEL

180' business jet

NOTES

operational capacity

Airfield side

NO

glide slope

runway

current

5950 ft

4568 ft
3-10 000 per year
5000

Funding & economic
benefit -

demand
facilities

Caps into Cols

Re-avia trust fund

eligible

16,0

\$20,000,000

actual

our main fire station

set aside

sound

idea to let Oxnard - dominate response
claim this plan

McRae

20' lower

~~terminal short term~~
parking AGENDA

moving short term
1. acr

2!

Send aefw

5. OLD BUSINESS - none

6. NEW BUSINESS

OXNARD AND CAMARILLO MASTER PLANS

Recommended Action:

That your commission/authority recommend:

1. It is requested that the Aviation Advisory Commission and Oxnard Airport Authority recommend the Board of Supervisors' approval of the Oxnard Airport Master Plan in concept, as presented, for the purpose of initiating the necessary environmental review.
2. It is requested that the Aviation Advisory Commission and the Camarillo Airport Authority recommend the Board of Supervisors' approval of the Camarillo Airport Master Plan, including the 1,190 foot extension of runway 8-26 (for take-off only), in concept, as presented, for the purpose of initiating the necessary environmental review.

March 19th

intent to
Agreement 1985
future demand
assumption

7. ADJOURNMENT

City of Oxnard
not increase fire
based plan

75 200 operations
168,000.

to 1 to 2% increase each year

let activity

Page 267-
base 5 places

It widens the



March 21, 1996

Aviation Advisory Commission
Oxnard Airport Authority
Camarillo Airport Authority
555 Airport Way
Camarillo, CA 93010

Subject: OXNARD AND CAMARILLO MASTER PLANS

Recommended Actions:

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2. It is requested that the Aviation Advisory Commission and the Camarillo Airport Authority recommend the Board of Supervisors' approval of the Camarillo Airport Master Plan, including the 1,190 foot extension of runway 8-26 (for take-off only), in concept, as presented, for the purpose of initiating the necessary environmental review.

After the environmental impact review, the environmental documentation and master plans will be returned to the Aviation Advisory Commission and both authorities for final review and recommended action.

Discussion:

In July 1994 your commission/authority recommended that the Board of Supervisors accept a grant from the Federal Aviation Administration (FAA) to prepare master plans for Oxnard and Camarillo airports. The Board authorized the acceptance of the grant, which initiated the process of selecting a firm to conduct the study and to prepare master plans and airport layout plans for both county airports.

A request for qualifications was sent out to 29 consulting firms providing airport master planning services. Nine replies were received. Two firms declined to participate and seven sent statements of qualifications. After reviewing and ranking the submittals,

Coffman Associates was selected. This firm had completed several airport master plans for similar airports in areas very comparable to Ventura County.

The consultants began the study by evaluating the conditions of both airports. Public Advisory Committees (PACs) were established for each airport to serve as advisors in the planning. Each PAC was comprised of members representing city management, the city council, the chamber of commerce, the Aviation Advisory Commission, the airport authority, the Department of Airports, city and county planning departments, the Board of Supervisors, FAA tower and regional office, the state aeronautical program, SCAG, the Aircraft Owners and Pilot Association and the California Pilots Association. The committees were designed to represent both the communities surrounding the airport, as well as citizens with aviation interests and with a concern in the airports' future.

The master plans were developed in four phases. Phase one reviewed an inventory of facilities on the airport(s) and forecasts for the airport's future demands within Ventura County. Phase two examined airfield capacity and future facility requirements. Phase three developed alternatives that could be used to handle current and future demand. In the final phase, the consultants prepared airport plans to accommodate future development needs and outlined financial requirements. During four workshop meetings, each phase was presented to the PAC for input. Following each workshop, the consultant evaluated the comments and incorporated changes where needed.

As part of the process, public information workshops (PIW) were also held after phases two, three and four, as well as specific workshops with each of the city councils, Camarillo private hangar owners and all airport users. At these sessions the draft master plan was presented and comments accepted.

The master plans were developed for the purpose of reviewing the present condition and predicting the future needs and demands of both county-operated airports. As outlined above, the consultants looked at the existing facilities on both airports, the forecasts of future activity and what types of facilities would be needed to meet that demand. The most important and unique aspect of both proposed master plans is that they are based on demand, not on a time-line. Therefore, if the forecasts are inaccurate, with the need evolving earlier or later than anticipated, improvements would only be initiated when the demand level indicates the necessity.

During the Camarillo master plan study, it was determined that a number of county and private hangars should be moved to meet safety standards and to more efficiently use the airport property. As a result, some concerns were raised by the private hangar owners. In an effort to resolve those issues, a meeting with the hangar owners was held, as well as three separate meetings with their representatives. Following those meetings, changes were incorporated in the Camarillo draft master plan. The changes made were to assure the owners that costs to relocate any private hangars would be borne by the

Department of Airports. This would be accomplished through grants or other funding used to develop the area where the hangars are now located. In addition, the relocation of private hangars would be done in phases. Phase one would involve 35 hangars along the north edge of the main taxiway, north of the main ramp. Prior to relocating any other hangars, a cost-benefit analysis would be conducted. This analysis would examine the actual cost to move each hangar compared with the value or benefit created by the move.

During the workshop with the Camarillo City Council, extreme concern was raised about a proposed extension of the length of runway 8-26 (for use only during departures). As a result, the consultant made changes to the plan allowing the county to consider three options regarding main runway utilization. Page 5-5 "Alternative Evaluation Criteria" in the draft Camarillo master plan describes these options and the benefits and/or concerns of each. It is important to note that the proposed extension is for take-off only, which would not impact the landing distance or change the traffic patterns. An added benefit to the extension would be its help in expediting departures for all aircraft and in reducing the overall length of the traffic pattern over the community.

Addressing Camarillo's concerns, it is suggested that prior to final approval of any runway development, a feasibility study would be conducted to determine the impacts and/or benefits of both that proposed runway extension and a proposed parallel runway. That study should include airport users, City and county representatives and community representatives. It must demonstrate a benefit to both the airport and community prior to development. An environmental impact review must also be completed.

Another uncertainty expressed by the City of Camarillo was that the plan appeared to be an effort to attract additional "corporate jet type aircraft." The intent of the master plan is solely to have a plan to accommodate growth that is expected to happen at county airports. The Camarillo airport currently serves several corporate and business aircraft, but the daily usage is low with a weekly average of approximately one-to-two aircraft. The draft master plan forecasts that at the end of the planning period (approximately 20 years), there would be approximately four based corporate jet type aircraft. During the early 1990's, there were three GTE corporate jets based at Camarillo. The new forecast predicts only regaining the past number of based corporate jet aircraft.

The overall issue is that the master plan appears to be directed at attracting new and additional aircraft to the airport. The thought is that an increase of activity will have an adverse impact on their community as a whole. This, of course, is true. Increased traffic at the airport will have an impact. If the forecast is fairly accurate, traffic will increase even without making improvements to the airport. This further justifies the need for certain improvements on the airport to help expedite and improve the efficiency and safety of the airport. The additional, or parallel, runway would help keep the training and small aircraft (under 12,500 pounds) further south and west of the city. Otherwise, as

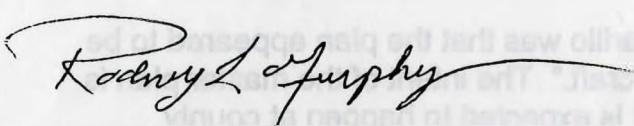
traffic increases, the pattern will extend further and further east to accommodate the number of aircraft. With two runways, the length of the pattern is kept much shorter. The same is true with respect to extending the present runway to the east. This will allow the air traffic control tower to use two points of departure, therefore improving the efficiency of the runway. On busy days of 600-700 take-offs and landings, the controllers must now extend the traffic pattern eastward to allow room for departing aircraft.

The Oxnard City Council appreciated the fact the county was going to make long overdue improvements to Oxnard Airport. The primary concern was the recommendation to relocate the landing threshold to the east for landing traffic. It was thought that by moving the landing area east, aircraft would be lower over the city by an estimated 50 feet. In an attempt to mitigate this issue, a change was made in the draft Oxnard master plan. It encouraged the FAA to increase the angle of the glide slope to eliminate the altitude change over the city. The current glide slope is three degrees and can be increased to three and one half degrees.

The consultant and staff will make a full presentation of the proposed master plans at your meeting on March 21, 1996. At that meeting more detailed information will be presented to your commission/authority.

If you have any questions relating to this matter, please contact me at 388-4200.

DEPARTMENT OF AIRPORTS



RODNEY L. MURPHY CAE

Director of Airports
slcmmp61/master.ltr.