

## Oxnard Airport Mission Statement

Oxnard Airport shall:

- Be a publicly owned, operated, and managed general aviation airport with a strong emphasis on safety, cooperation with its neighbors, and responsible flight operations.
- Maintain a viable center for air commerce, which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.
- Make every reasonable effort to limit the hours of air operations through a curfew, and to reduce noise and air pollution nuisances caused by airport users and operations.
- Provide the region with safe and efficient access to the national air transportation system and general aviation.
- Continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County.

*their mission  
Regional airport*

Public members

Anthony need 4 voters

support - revenues - fed don't  
capital intensive - fed don't  
user fees

each participated  
pay \$350,000.

community costs

Schools -

noise & access

service

60,000 - 80,000

busi aircraft

Today -  
passenger statio  
will be 40,000.

1990 140,000  
less smaller students

Future -  
5 to 10 yrs.  
weight reduction

# Oxnard Airport History

The Oxnard Airport was opened in 1934 by the County of Ventura and consisted of a 3,500 foot dirt runway. The first fixed base operator on the field was Joe Plosser. He owned only two aircraft, but had no housing for them. During the thirties Howard Hughes erected a tent on the airport to shelter his H-1 racer, which he tested from the Oxnard Airport.

The County of Ventura paved the runway in 1938 and a large hangar (now known as Hangar #2) was built by the Works Progress Administration. In 1939 James "Elmo" McLean opened the Oxnard Flying School with two aircraft, a 40hp J-3 Cub and a Kinner two-seater. The U.S. Army Air Corp moved its civilian training program onto the airport in 1940 to establish a primary training base called Mira Loma Flight Academy. Housing was built across the street for the cadets and instructors.

In December 1941 war was declared, as a result all civilian flying was curtailed within 200 miles of the coastline. As a result, the Oxnard Flying School, moved to Boulder City, Nevada. The Army Air Corp operated the airport until 1944 when it was reassigned to the Navy until the Naval Air Station at Point Mugu could be completed. The Navy moved to NAS Point Mugu in 1945 and the Oxnard Flying School returned to the airport. The County of Ventura officially regained control of the airport from the federal government in 1948 by receiving a final quitclaim deed. The State of California issued the airport an operating permit in 1949.

The first scheduled airline flights began in 1946 by Southwest Airlines and later Pacific Airlines, flying Douglas DC-3's and Fokker F-27's respectively. Pacific Airlines was replaced by Airwest Airlines in 1967, which was later purchased by the Hughes Corporation, becoming Hughes Airwest. The current terminal building opened in 1971 and has been served by commuter airlines such as Cable, Golden West, Wings West, Mesa and other small air carriers.

The Federal Aviation Administration built and staffed the air traffic control tower in 1960 and in 1963 Oxnard's single runway (7-25) was extended from 4,750 feet to its present length of 5,950 feet. Between 1974 and 1976 the runway was upgraded with an ILS and approach lighting. In July 1992 it was completely rebuilt.

Today United Express and America West Express operate flights between Oxnard Airport, Phoenix, Los Angeles International Airport and destinations beyond. With the terminal fully occupied with tenants providing both air and ground transportation services, and a new restaurant having been recently opened, the future of Oxnard Airport looks bright. On the general aviation side, a new \$2 million corporate hangar and office complex is being designed to replace hangar one, which was lost to a fire in October 1994. The Oxnard Airport has been a Ventura County asset for over 65 years.

# Oxnard Airport Fact Sheet

<b>Number of Small Aircraft Hangars</b>	<b>124</b>
<b>Number of Tiedowns</b> (Areas to store a small aircraft outside)	<b>49</b>
<b>Total Number of Based Aircraft</b>	<b>142</b>
<b>Number of Daily Airline Flights</b>	<b>8</b>
<b>Annual Airline Passengers</b>	<b>68,000</b>
<b>Annual Aircraft Operations</b> (Total of each takeoff and landing for calendar year 2000)	<b>88,277</b>
<b>Total Airport Acreage</b>	<b>216</b>
<b>Number of Airport Businesses</b>	<b>17</b>
<b>Personnel Employed at the Airport</b>	<b>Over 100</b>
<b>Annual Payroll at Airport Complex</b>	<b>\$3,000,000</b>
<b>Runway Length for Takeoffs</b>	<b>5950 feet</b>
<b>Runway Length for Landings</b> (Runway 25 – used for most arrivals)	<b>4578 feet</b>
<b>Runway Length for Landings (Runway 7)</b>	<b>5950 feet</b>

**Runway 25 has the only precision approach into Oxnard Airport using an Instrument Landing System which provides runway location and altitude information to the pilot.**

**Runway 25 also has two non-precision instrument approaches, the GPS (Global position system – uses satellites), and the VOR (Very High Frequency Omni directional Range Station – provides location and distance from the airport to the pilot)**

**Runway 7 has only one non-precision instrument approach using GPS.**

**Both runways 7 and 25 can be used with a visual approach where the pilot guides the aircraft by sight rather than navigational aids to locate the runway in good weather conditions.**