



RICHARD J. MAGGIO  
Community Development Director

July 22, 1999

Mr. Rodney L. Murphy, CAE  
Director of Airports  
555 Airport Way  
Camarillo, CA 93010

Subject: Conceptual Points for Consideration by the Oxnard Airport Authority Pertaining to the Future of Oxnard Airport and the *Draft Revised Master Plan* and *EA/EIR*

Dear Mr. Murphy:

At the conclusion of the meeting with the Oxnard Airport Authority held last July 8, the Authority directed both City and County staff to work together to see if some of the outstanding issues pertaining to the future of Oxnard Airport and the *Revised Oxnard Airport Master Plan* and related environmental document (*EA/EIR*) could be resolved. In keeping with the Authority's direction, we met in my office on July 14 to review the future role of Oxnard Airport, characteristics of the data in the draft planning documents, and the public's perception of this data.

Toward the end of our review, points were identified that we feel warrant further consideration by the Airport Authority—these points include:

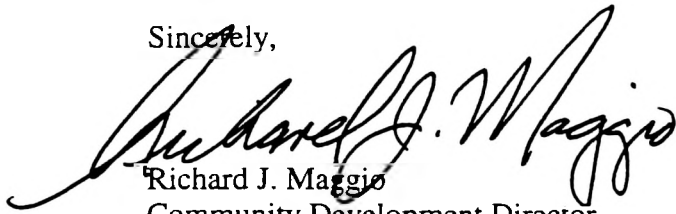
1. Recognizing as a policy that Oxnard Airport is too severely constrained to serve as an interregional airport and that it should be maintained and enhanced to serve only as a general aviation airport. Thus, proactive steps should be taken to utilize Point Mugu Naval Air Station and when this becomes available, approach and departure traffic should be routed so as not to negatively impact County residents. In the interim, any leases at Oxnard Airport for scheduled air carrier or freight traffic operations that are considered for renewal should have a provision included that reflects the concept of moving to Point Mugu.
2. Deleting any improvements from the *Draft Revised Airport Master Plan* and *EA/EIR Table 1H* that may encourage or increase the capacity of scheduled passenger aircraft service—as an example, delete from the proposed project description (proposed actions) the two exit taxiways and any further expansions of the terminal building.

3. A revision to the noise impact analysis included in the *EA/EIR* that is based upon deleting the aircraft identified under the *Itinerant Operations - Commuter* and *Airline Fleet Mix* headings that were previously used in the noise model that was run for the *EA/EIR* and the *Part 150 Noise Study*. After the revised data is run through the model again, some typical charts should be prepared for the long-range planning horizon. Also, after the new chart is available, related tables in the *EA/EIR* (i.e., *Tables 4E* and *4F*) and *Part 150 Noise Study* (i.e., *Tables 6B* and *6C*) should be reviewed by both City and County staff to see if there are any significant differences.
4. A revision to the *EA/EIR* that includes the safety (risk/hazard) study identified in the City's letter of June 22. This should also include a review of the *Emergency Service Plan* for Oxnard Airport to ensure that there is adequate equipment and personnel available, under existing or proposed standards (either on-site or through Mutual Aid agreements), to respond to situations involving structural and vehicle fires, hazardous materials, provision of emergency medical aid, and aircraft crashes. The City will assist in recommending to the Oxnard Airport Authority and Board of Supervisors that the revision is adequately funded.
5. Constructing new leases for commercial air carriers to include provisions related to controlling hours of operation so as to be compatible with the existing community based upon historic flight operations (i.e., 11:00 p.m. to 5:15 a.m.).
6. Working with the control tower manager to place more emphasis on advising pilots to utilize noise abatement procedures when conducting their flying activities over the City of Oxnard and surrounding area. As an example, tower personnel should place increasing emphasis on advising pilots in the traffic pattern to maintain designated pattern altitude. Quarterly progress reports should be made to the Oxnard Airport Authority. These efforts should also include a dynamic approach to working directly with pilots through personal contact and visual reminders such as signage at critical points on the airport surface. Airport handouts with suggested flying routes and identification of noise sensitive areas should also be provided.
7. Expediting the installation of the Visual Approach Slope Indicator (VASI) as a means of helping pilots maintain higher altitudes over populated areas in the City.
8. Acknowledging that no change to the runway orientation, length, width, displaced threshold, or pavement strength is needed to accommodate the forecasted operational demands. Also, that no change to the existing full-length parallel taxiway or connection taxiways is required.

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After our review meeting this Thursday, we went over the references in the *Master Plan* and *EA/EIR* as you suggested and found a statement related to removing obstructions as a prerequisite to reducing minimum visibility under instrument conditions from one to one-half mile (*AMP* p 6-5). This statement causes some concern and we would like to discuss its intent during our next meeting. Please advise as to the process needed to assist in providing these concepts to the Oxnard Airport Authority at their next available meeting. Thank you.

Sincerely,

A handwritten signature in black ink, reading "Richard J. Maggio". The signature is fluid and cursive, with the first name "Richard" and last name "Maggio" clearly legible.

Richard J. Maggio  
Community Development Director

cc: Edmund F. Sotelo, City Manager  
Gary Gillig, City Attorney  
Bow Bowman, Public Works Director  
Joe Milligan, Fire Chief  
Tom Berg, Director, Resource Management Agency  
Keith Turner, Ventura County Planning Director  
Tony Boden, Director of Planning and Community Development, Camarillo  
Members, Oxnard Airport Authority