

county of ventura
DEPARTMENT OF AIRPORTS



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

November 27, 1998

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CITY OF OXNARD
COMMUNITY DEVELOPMENT
ADMINISTRATION

Mr. Richard J. Maggio
Community Development and Special Projects Director
305 West Third Street
Oxnard, CA 93030

Dear Mr. Maggio:

After reading your November 19, 1998 letter and reviewing some previous correspondence, it looks as though there may be some misunderstanding as to the purpose of the study, how it will be used, and the approach the consultants took to develop it.

1. In accordance with their contract, Coffman Associates established public advisory committees (PAC's) to provide input toward the development of the study. The PACs are comprised of elected city and county officials, planners, aviation users, and the public. The PAC members were invited to participate in the review of the draft elements of the study and to provide comments during the development of the Part 150 Study.

A variety of issues were discussed at the meetings, although there were those who preferred submitting their concerns in written form to the City of Oxnard. All draft materials have been presented to the PAC members and, in turn, we have received their comments and made adjustments to the document. By this time, all PAC members should have received the final changes, the majority of which (requested by the City of Oxnard) have been incorporated into the document.

!! There isn't a need for more meetings with the PAC, but two public hearings have been scheduled for public comment. As you know, the first public hearing for the Oxnard Part 150 Noise Compatibility Study was held on November 19, 1998. The next one will be on December 9, 1998 at 7:00 p.m. in the Oxnard Library. A city representative is welcome to attend to express any remaining concerns.

2 The computer-generated **GRID POINT ANALYSIS** in Appendix D shows the CNEL and SEL noise impacts at various points within the recommended "Preserve Compatible Land Use" area, shown on Exhibit D1. The preservation area was established to show where the public could anticipate the worst noise levels. As you will note on Table D1, the CNEL for Grid Point D1 is 53.2 decibels, but the SEL has a range of 87.4 to 107.1. While the CNEL is low, the SEL is very high; this is what annoys the public and why the preservation area extends out to the shoreline. This area currently has compatible land-use; the part 150 study merely recommends that the planning agencies maintain them.

2 California Government Code Section 65302 (f) states that general plans shall include a noise section identifying and appraising noise problems in the community. This section should demonstrate noise contours, which are used for establishing a pattern of land use. This would aid in minimizing the exposure of community residents to excessive noise. The Oxnard Airport Part 150 noise study recommends this for the city and county.

3 The increased jet activity described in your letter is a forecast based on local and national trends in corporate aviation. Table 2B on page 2-4 shows the change in types of aircraft using the Oxnard airport now, as well as those anticipated in the future. You will notice that by 2018, there will be a phase-out of several of the older, noisier jets; the aircraft you described are the quieter type. The Citation 500 is the most quiet of all jets manufactured, making less noise than many of the propeller aircraft using the airport today.

The impacts on the residents along Teal Club and Little Farms roads will be *mitigated* through a voluntary program over the planning period. The properties will be converted to other uses, or homes will be attenuated to minimize the noise, thus meeting the city's general plan and the Part 150 recommendations.

4 The Part 150 study is not a project under CEQA nor does it propose any development; therefore it does not require an environmental review. The Oxnard Airport master plan is the Department of Airports' planning document, which is going through an environmental review. In addition, the Part 150 study does not require the county or city to make any land use changes; it only recommends *against* changing the present use. The study does not attempt to transfer any responsibility; again it only suggests that as "good planners" the city and county consider appropriate land use.

5 The airport operations officers will be working as noise/operations officers for both airports. This plan was approved by the Oxnard and Camarillo airport authorities on November 20, 1998, and will be greatly intensified over the next year.

6 The City of Oxnard may choose against using the recommended land-use or policies outlined in the Part 150 study. Again, there are no requirements; only good land-use techniques for the city to consider when developing land-use near an airport. The noise program being developed for both airports includes relatively inexpensive equipment. The more costly monitoring equipment outlined in the study would be purchased only if the noise problems are not modified through use of the less expensive type. The county will monitor the number of jets and evaluate all options to minimize the impacts of jet and other aircraft.

The joint powers' agreement between the city and county is a separate document standing on its own merits. However, those items related to noise have been included in the study. Aircraft exceeding the weight limits will not be allowed to use the airport.

Richard Maggio
November 27, 1998
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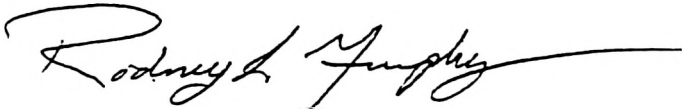
While this reduces the number of jets, it is an issue of safety and an indirect noise abatement procedure.

7 The Part 50 study stands alone and does not require any other studies to be completed. It is based on the approved airport layout plan, and the information in this study will be used in the comprehensive land use plan. Therefore, the dates for the other studies are not contingent upon each other.

I hope this information proves useful to you. Airports' staff will continue to work on the noise issues and the suggestions you brought to our attention. Please contact me if you have any other questions, comments or suggestions.

Sincerely,

DEPARTMENT OF AIRPORTS



RODNEY L. MURPHY, CAE
Director of Airports

slc/mswdocs/Oxnard/Maggio ltr 11 23 98
c: Lin Koester, Chief Administrative Officer
Aviation Advisory Commission
Camarillo Airport Authority
Oxnard Airport Authority