

RE: Review of the draft elements of the development of the Part 150 Study.

1. Essential information was left out of the AIRPORT HISTORY. During the 1970s after major battles with the Board of Supervisors regarding attempts to enlarge or intensify the activities at both Oxnard and Camarillo Airports agreements were reached among the agencies to form Airport Authorities that would protect the Cities by keeping the Airports from intensifying their activities. Airports destroy cities. We remember when Inglewood, Pomona, Burbank, Long Beach, and many others were nice cities.

The main objective of Draft Airport Master Plan Update for Oxnard Airport "to accommodate projected future aviation demand" contradicts the agreements that were reached in forming the Authorities. We do not want our Cities destroyed by taking care of regional airport supposed "needs".

2. The report only talks about CNEL. It is the Single Event Noise that destroys cities as well. The airplanes landing at Oxnard do not follow the narrow lines drawn on the maps in this report. They roar low over my house several times a day.

3. This Part 150 Study and the Draft Master Plan appears to be a deliberate attempt by the Director of Airports to take control of the land use planning away from the elected City Councilmembers. Involving the Federal Government in this study would do just that.

4. The forecast for growth at Oxnard Airport is a greater percentage growth than is expected in the region or the state, Why?

5. The maps inaccurately show mobile homes and multifamily dwellings.

. I oppose the adoption of the proposed Master Plan and this Noise Study means of by-passing the elected officials authority over the Airport in Oxnard. I request that this Noise Study be brought back to the Noise Study Commission before it is adopted or presented to the Federal Government.