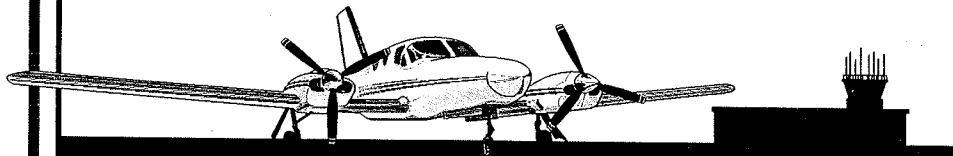


Camarillo Airport

F.A.R. Part 150 Noise Compatibility Study

*Noise Exposure Maps:
Supporting Information On
Project Coordination and
Local Consultation*

Ventura County, California



Prepared by:

COFFMAN ASSOCIATES

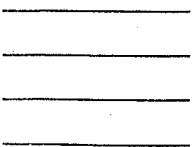
May 1998

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CAMARILLO AIRPORT Camarillo, California

NOISE EXPOSURE MAPS: SUPPORTING INFORMATION ON PROJECT COORDINATION AND LOCAL CONSULTATION

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INTRODUCTION

SUPPORTING INFORMATION ON PROJECT COORDINATION AND LOCAL CONSULTATION

*F.A.R. Part 150 Noise Compatibility Study
Camarillo Airport*

INTRODUCTION

As part of the planning process, the public, airport users, and local, state, and Federal agencies were given the opportunity to review and comment on the Noise Exposure Maps and supporting documentation. Materials prepared by the consultant were submitted for local review, discussion, and revision at several points during the process. The Planning Advisory Committee (PAC) reviewed and commented on these submissions and was requested to provide direction for future study efforts. Most comments were made orally during the meetings, but many comments were followed by written confirmation. All comments were appropriately incorporated into this document or otherwise addressed.

The PAC met three times during the preparation of the Noise Exposure Maps. An introductory meeting was held for committee members by Ventura County Aviation Staff July 8, 1997. On December 2, 1997 a meeting was held to introduce the participants, describe the study process, discuss goals and objectives, review Chapter One, Inventory, and hear comments and views pertaining to conditions at the airport. Many comments and questions were raised at the meeting. A number of questions related to the forecasts and methodologies that would be used for the noise analysis. One question related to the potential impact of making NAWS Point Mugu a joint use facility.

The third PAC Meeting was held on January 6, 1998. Working papers on

aviation noise and noise impacts were presented and discussed. Many questions and comments were raised about the noise analysis. These included questions about the relationship of the updated noise contours to the contours previously developed for the airport. There were also questions about the potential impact of a proposed parallel runway shown on the airport layout plan. The next step of the study, involving the analysis of noise abatement and land use management alternatives was also discussed. The group identified several issues to address in the alternatives analysis.

In addition to the Planning Advisory Committee Meetings, the general public was invited to one public information workshop. Structured as an open house, with display boards and information posted throughout the meeting room, the meeting was intended to encourage two-way communication between the airport staff and consultants and local citizens.

The public information meeting was held on December 2, 1997. The material presented was the same as was discussed at the Planning Advisory Committee meeting earlier in the day.

In addition to these formal meetings, many written and verbal contacts were made between project management staff and officials of local, state, and Federal agencies and representatives of various aviation user groups. These were related to the day-to-day management of the project, as well as the resolution of specific questions and concerns arising from the working papers.

ABOUT THIS VOLUME

This volume contains detailed information in support of the Noise Exposure Maps document. It includes copies of meeting announcements, summary notes from the meetings, sign-in sheets, and all written comments received on the Noise Exposure Maps study.

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NOISE COMPATIBILITY STUDY
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T/U Mr. Steve Barber
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T/U Mr. Gary Stickler
President
EAA Chapter 723
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Camarillo, CA 93010

T/U Mr. Pat McGonigle
President
Ultralight Society
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Camarillo, CA 93010
(805) 903-1170

T/U Mr. David W. Berger
CMA Hangar Owners Association
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Westlake Village, CA 91361
(805) 494-3342

R Mr. David A. Timms
2571 N. Parkdale Ave.
Simi Valley, CA 93063
(805) 583-2810

RESIDENT

RESIDENT

RESIDENT (?)

- 2* STAFF
- 7* TECHNICAL
- 4* ELECTED / POLITICAL
- 3* AT LARGE RESIDENT
- 5* TENANT / USER

GENERAL CORRESPONDENCE

MEMORANDUM

October 15, 1997

To: Members of the Planning Advisory Committee, Camarillo Airport
From: Mark R. Johnson, Study Technical Manager
Re: F.A.R. Part 150 Noise Compatibility Study for Camarillo Airport - Distribution of Study Workbooks

Transmitted herewith is a copy of the Study Workbook we will use during the Part 150 Study process. The divider tabs indicate the place where you can file future working papers. Immediately behind this memo is a section explaining the role of the Planning Advisory Committee. Behind the last tab are five technical information papers (TIPs) explaining different technical aspects of noise compatibility planning. These will be helpful during the study if you have technical questions as you are reviewing the study working papers. The TIPs include a Glossary of Noise Compatibility Terms, The Measurement and Analysis of Sound, Effects of Noise Exposure, Measuring the Impact of Noise on People, and Noise and Land Use Compatibility Guidelines. We encourage you to review the TIPs to familiarize yourselves with some basic information we will be referring to during the study.

We expect to mail the first three working papers to you within the next few weeks. These will include Chapter One, Inventory, Chapter Two, Aviation Noise, and Chapter Three, Noise Impacts. We will be notifying you of the next meeting of the Planning Advisory Committee soon.

Please call me at 1-800-892-7772 if you have any questions.

November 4, 1997

To: Planning Advisory Committee,
Camarillo Airport F.A.R. Part 150 Noise Compatibility Study
From: Mark R. Johnson, Project Technical Manager
Re: Next Planning Advisory Committee Meeting

The next meeting of the Planning Advisory Committee (PAC) for the Camarillo Airport Noise Compatibility Study has been scheduled for *Tuesday, December 2, 1997, at 3:00 p.m.* We will meet in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

The agenda for the meeting is as follows.

- Presentation of Chapter One, Inventory
- Presentation of Chapter Two, Aircraft Noise
- Presentation of Chapter Three, Noise Impacts
- Preliminary Discussion, Noise Abatement and Land Use Management Alternatives

The above-referenced working papers will be shipped to you 10 to 14 days before the meeting.

In addition to the PAC meeting, a public information meeting will be held on the evening of December 2 from 7:00 to 9:00 p.m. The intended audience includes local residents and airport users. Members of the PAC are invited to attend. (We will inform you of the meeting location in future correspondence.)

Thank you for your willingness to participate in this project. Please contact me at 1-800-892-7772 if you have any comments or questions about the study or the meeting schedule.

Steve Vahovich, 05:10 PM 11/20/97, Ultralight subs

X400-Received: by mta MTAdot2 in /c=US/admd=ATTMAIL/prmd=gov+dot/; Relayed;
20 Nov 1997 17:10:29 -0500
X400-Received: by /c=US/admd=ATTMAIL/prmd=gov+dot/; Relayed;
20 Nov 1997 17:10:29 -0500
X400-MTS-Identifier: [/c=US/admd=ATTMAIL/prmd=gov+dot/; 066E23474B555109-MTAdot2]
Content-Identifier: 066E23474B555109
Content-Return: Allowed
X400-Content-Type: P2-1988 (22)
Conversion: Allowed
Original-Encoded-Information-Types: IA5-Text
Priority: normal
Disclose-Recipients: Prohibited
Alternate-Recipient: Allowed
X400-Originator: Steve.Vahovich@faa.dot.gov
X400-Recipients: non-disclosure;
Date: 20 Nov 1997 17:10:29 -0500
From: Steve Vahovich <Steve.Vahovich@faa.dot.gov>
To: dfitz@coffmanassoc.com (IPM Return requested) (Receipt notification requested)
Return-Receipt-To: Steve Vahovich <Steve.Vahovich@faa.dot.gov>
Subject: Ultralight subs

The INM database does not have a good substitutes for ultralight aircraft. However, if you wish to use the INM, please use INM aircraft GASEPF as a substitute for ultralight aircraft.

MEETING ANNOUNCEMENTS AND HAND-OUTS

**CAMARILLO AIRPORT
Camarillo, California**

**F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members**

November 21, 1997

Enclosed is a draft working paper for the F.A.R. Part 150 Noise Compatibility Study. It will be presented at the first PAC meeting scheduled for **Tuesday, December 2, 1997 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

**F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER ONE - INVENTORY**

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)*

Please mail this response sheet by December 30, 1997 to:

**COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson**

Name: _____
Representing: _____
Phone: _____

by the U.S. Conference of Mayors found that 276 of 347 responding cities had a nighttime curfew. Seventy-six had a daytime curfew as well. That's an increase over a similar survey the mayors group did in 1995 when more cities responded, but fewer said they were using curfews. In that survey, 270 of 387 cities had a nightly curfew.

"Curfews are not the end-all. It's just one tool in the toolbox," said Louisville Mayor Jerry Abramson, chairman of the mayors' conference task force on youth violence.

Abramson said curfews should be just one part of juvenile crime prevention. He cited survey results that showed officials in 247, or 90 percent, of the cities that had curfews, thought it was a good use of police officers' time. The rest of the cities thought curfew enforcement

mayor of Louisville

wasted police time.

In Tulsa, Okla., officials surveyed said there generally is no useful purpose for children to be out late at night. In Charlotte, N.C., officials said the curfew could stop teens from getting into trouble and that many parents didn't even know their children were outside the home.

Officials in Claremont said the city's day and nighttime curfews free up police officers for other

curfew offenders because parents often aren't home. City officials in Freeport, Ill., said curfew enforcement turns officers into baby sitters.

According to the survey, 56 percent, or 154, of the surveyed cities have had a youth curfew for at least 10 years. Officials in half these cities say juvenile crime has dropped since the curfew was imposed; 11 percent say the number of juvenile crimes has remained steady; and 10 percent have had an increase in juvenile-related crime.

BR

1600 West Go

visit o

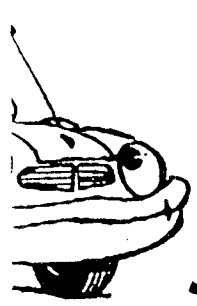
NOTICE

er's shipping delay, Goldeneye Nintendo 64 on page 31 of Sun. Advertising supplement will not be. ks will be issued but may not be holidays.

venience this may cause.

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1-800-255-1414

* 12/1/97 STAR pg A10

PUBLIC INFORMATION MEETING

on the Noise Compatibility Study for
CAMARILLO AIRPORT

The Ventura County Department of Airports is in the preliminary stages of preparing an Airport Noise Compatibility Study. This study provides ways to help reduce adverse effects of noise on local residents. It will also consider land use planning actions to promote compatible land uses near the airport.



Open House format...drop by anytime.

Browse the displays, talk with airport officials and consultants, provide input, find out about the study process, discuss concerns, make written comments.

TUESDAY, DECEMBER 2, 1997 • 7:00 -9:00 P.M.

Pleasant Valley Recreation & Parks District Building
1605 E. Burnly, Camarillo

For information call: 388-4200

This is the first in a series of public forums that will be held during the study.

NOTICE OF FILING REGARDING INDUSTRIAL

NOTICE IS HEREBY GIVEN that the Council of the City of Oxnard (the "Public Hearing Authority") is holding a public hearing on information concerning the proposed Financing Authority for a series of its variable rate bonds. Collectively, the "Bonds" are the "Borrower" of the "Borrowing" of the (1) acquisition of lot #23 located in California (the "Project") and the manufacturing expansion of interest and certain facilities located by Tubed Products. The Facilities are tubes for the food of other tangible personal property repayments by the State of California credit nor the tax revenue of the State of California or any agency or premium, if any, of the State or any agency or be liable or obligated to the Bonds.

The Public Hearings are held in the offices of Section 10 of the City of Oxnard.

Those wishing to comment on the Facilities and the Bonds may either appear in person or submit a written comment to the City Council, City of Oxnard, 300 West

Notice is further given that the Public Hearing Authority in conducting the Public Hearings, and the Public Hearings, are held in the offices of Section 10 of the City of Oxnard.

**CAMARILLO AIRPORT
Camarillo, California**

**F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members**

December 1, 1997

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study. Please put these behind the appropriate tabs in your notebooks. They will be presented at the next PAC meeting scheduled for **Tuesday, December 2, 1997 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way. (Also enclosed is an updated list of PAC members.)

F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER TWO - AVIATION NOISE
CHAPTER THREE - NOISE IMPACTS

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)*

Please mail this response sheet by January 16, 1998 to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson

Name: _____
Representing: _____
Phone: _____

**CAMARILLO AIRPORT
Camarillo, California**

**F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members**

December 16, 1997

Enclosed are materials for the F.A.R. Part 150 Noise Compatibility Study. Please put these behind the appropriate tabs in your notebooks. The next PAC meeting is scheduled for **Tuesday, January 6, 1998 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

Updated PAC List

Minutes of 12/2/97 PAC Meeting

Minutes of 12/2/97 Public Information Meeting

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)*

Please mail this response sheet by January 20, 1998 to:

**COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson**

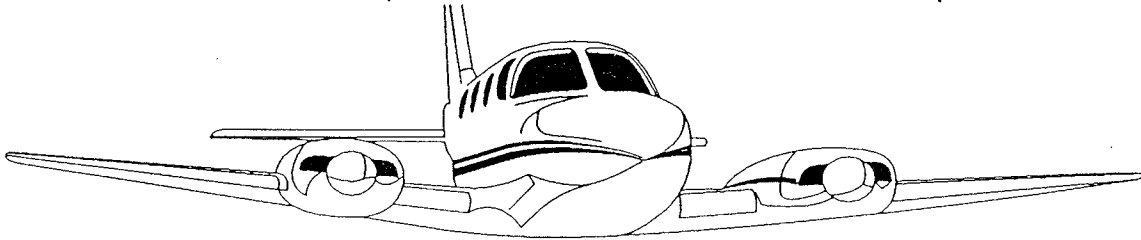
Name: _____
Representing: _____
Phone: _____

PUBLIC INFORMATION MEETING

on the Noise Compatibility Study for

CAMARILLO AIRPORT

The Ventura County Department of Airports is in the preliminary stages of preparing an Airport Noise Compatibility Study. This study provides ways to help reduce adverse effects of noise on local residents. It will also consider land use planning actions to promote compatible land uses near the airport.



Open House format...drop by anytime.

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TUESDAY, DECEMBER 2, 1997 • 7:00 -9:00 P.M.

Pleasant Valley Recreation & Parks District Building
1605 E. Burnly, Camarillo

For information call: 388-4200

This is the first in a series of public forums
that will be held during the study.

MINUTES OF MEETINGS

CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY GROUP

July 8, 1997

The signing of this register is voluntary. All persons may attend this meeting whether or not the register is signed.

<u>Name</u>	<u>Organization</u>
Donald L. Dechiline	County of Ventura, D.O.A.
Charles Lieber	FAA
DAVID W. BERGER	CMA HANGAR ASSOC. REPR.
Chris Stephens	Ventura County Transportation Commission
Patrick Keenan	EAA CHAPTER 723
FRED STOLIKER	CAMARILLO RESIDENT
GARY BARBER	CRAF - AVIATION ADVISORY BOARD
Bill Little	City of Camarillo
Tony Boden	City of Camarillo
Robert Fowler	CMA Hangar Assoc.
HOWARD MAROZ	CMA Hangar Assoc.
TAD DOUGHERTY	DEPT. OF AIRPORTS - OXR AIRPORT

CAMARILLO AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE MEETING
December 2, 1997

Location: Ventura County Airport Department Offices
Attendance: See attached sign-in sheets

The meeting was opened at 3:10 p.m. by Rod Murphy, Director of Airports. Those in attendance introduced themselves. Jim Harris of Coffman Associates, the prime consultant on the project, presented an overview of the planning process. Dave Timms asked that the consultant provide the Planning Advisory Committee (PAC) with a copy of the project flow chart. Kathy Long asked how this project related to the update of the Comprehensive Land Use Plan (CLUP) for the Ventura County airports. Jim Harris explained that this project would focus on the production of noise contours and potential noise abatement measures at Camarillo. The noise contour information developed in this study will be used for the CLUP. Mark Johnson of Coffman Associates added that the CLUP would be limited to considering only land use planning in the vicinity of the airports in the County.

Mark Johnson was asked to explain how the boundaries of the study area were determined. He said that the study area was drawn to include all land within the boundary of the F.A.R. Part 77 conical surface. That extends 14,000 feet from the runway centerline and the runway ends.

Dave Berger noted that the study area does not include the Leisure World retirement community. Rod Murphy noted that Leisure World residents rarely complained about noise at Camarillo. Charlotte Craven, Mayor of Camarillo, noted that the residents of that community were bothered most by noise from aircraft using Point Mugu. Art Thompson noted that the ultralight operators get complaints from Leisure Village residents.

Mark Johnson reviewed Chapter One, Inventory. He began with a review of the Federal regulations relating to aircraft noise. Fred Stoliker asked if Part 36 classified helicopters as Stage 1, 2, and 3. Mark Johnson said it did not.

Mark Johnson then reviewed the operations forecasts, explaining that the time frame of the forecasts was for 2003 and 2018. David Berger asked questions about the table listing aircraft operations. He asked how local and itinerant operations were identified. Sharon McClanahan, ATC Manager, explained that the Tower controllers recorded these operations. Aircraft that stayed in the local traffic pattern were classified as local operations. All others were itinerant. Mr. Berger asked what traffic constituted "military". Rod Murphy explained that sometimes aircraft from Pt. Mugu might shoot an approach to Camarillo. Sharon McClanahan noted that

aircraft with a military call sign were classified as "military" for purposes of the Tower activity counts. Mr. Berger asked what traffic constituted "air taxi". Rod Murphy said this included traffic using an "air taxi" call sign.

Bruce Smith asked if greenhouses in agricultural areas were classified as "industrial" on the existing land use map. Mark Johnson said they were. He noted that all buildings associated with intensive agricultural activities, such as food processing, packaging, and warehousing also were classified as "industrial". Rod Murphy suggested that the maps of existing and future land use would be easier to interpret if the airport was classified and colored the same on both maps.

Dave Fitz of Coffman Associates then reviewed Chapter Two, Aviation Noise. He started by explaining basic information about noise metrics. He then reviewed the basic input data used for the computer noise analysis.

It was pointed out that the arrival flight tracks from the northwest should be shifted closer to Central Avenue. Regarding the VOR arrival from the east, it was noted that some traffic on this route flies further north than shown.

Chris Stephens asked how the traffic patterns were determined. Dave Fitz said that the consultant interviewed airport users and air traffic control personnel. There was some discussion about the size of the traffic pattern at different times. It was suggested that a worst case for the traffic pattern should be assumed. Rod Murphy explained that the traffic pattern varied in size depending on the number of aircraft in the pattern. It was noted that the ultralight traffic pattern was shown on the map as about twice its real size. Dave Fitz explained that the ultralight traffic had to be modeled using the INM's single-engine piston aircraft. (Ultralight aircraft are not in the INM data base.) He said that the pattern shown on the map is as small as it can be given the operating parameters of that aircraft. He noted that it had negligible affect on the noise contours.

A question was asked about the altitudes of aircraft assumed in the noise analysis. Dave Fitz explained that the pattern altitude was assumed as 800 feet above airfield elevation. The altitude of aircraft on arrival was based on an approach slope of three degrees. The INM calculated altitudes on departure based on performance coefficients in the model. Brad Coler noted that one issue of concern in his neighborhood is low-flying aircraft coming in much lower than assumed by the model. Rod Murphy noted that use of the PAPI (a lighting system providing visual cues for a proper rate of descent) should help reduce this problem.

A committee member noted that a DC-6 was equated with a Constellation in one of the tables, yet they were completely different aircraft. Mark Johnson explained that the table in question showed the types of aircraft identifiers used in the actual noise modeling input batch. He said the INM data base does not include the Constellation, although it does include the DC-6. The FAA has authorized the use of the DC-6 as an appropriate substitute for the Constellation for purposes of noise analysis.

A question was asked about whether the future parallel runway shown in the Airport Master Plan had been included in any of the noise analysis. It was noted that this runway should be included in the analysis. David Timms asked if this runway was included in the noise analysis if the airport would have to do any more noise analysis in the future before building the runway. Mark Johnson replied that the airport would have to do an environmental impact report before starting construction, and this would have to include an up-to-date noise analysis.

There was some discussion of the need for a “worst case” noise analysis instead of simply an average condition. Charlotte Craven said that if a “worst case” analysis is done, it should be a realistic worst case. Mark Johnson explained that F.A.R. Part 150 requires that the noise exposure maps show noise on an average day during the study year (the current year and a five-year forecast). There was some discussion of this point. Some people noted that it was not the CNEL noise levels that people actually heard, it was the single events. A question was asked as to whether the consultants could consider other ways of describing noise than just CNEL. Dave Fitz explained that a grid point analysis can be done to reveal CNEL levels and SEL (sound exposure levels) for single events at different points around the airport. Mark Johnson added that the INM allows for another metric known as “Time Above” to be computed. This metric computes the amount of time that noise is above a certain decibel level at a given point in the airport area. While Part 150 requires the use of the CNEL metric, these other metrics also can be used. They are likely to be most helpful in evaluating alternative noise abatement procedures.

Fred Stoliker asked why there was such a big difference between these new noise contours and the contours developed in the old ANCLUC study. Rod Murphy noted that the ANCLUC contours had been developed with a very old version of the INM. He also added that he thought those contours were based on an operations forecast that was much larger than the forecasts used in this Part 150 Study.

Fred Stoliker asked if more jet aircraft were forecasted to use Camarillo Airport in the future. Dave Fitz noted that this was discussed in Chapter Two. He said that while the number of jet aircraft was assumed to increase in the future, the proportion of jets would remain below one percent of total operations.

Fred Stoliker said one of his concerns was the use of a north side traffic pattern. He said that the downwind leg of the pattern flew directly over a residential area and several schools and other institutions.

David Berger said that after the Part 150 study is completed, any new homes built in the area should be built to higher standards. Mark Johnson noted that the City’s General Plan requires homes built within areas exposed to 60 CNEL or higher, regardless of the noise source, should be studied for possible sound insulation. Within the 65 CNEL, sound insulation is definitely required.

It was announced that the next PAC meeting would be held on Tuesday, January 6 at 3:00 p.m. at the same location.

David Berger noted that in a letter he received from the consultant explaining the noise analysis, no mention was made of any on-site noise monitoring. Dave Fitz noted that no noise monitoring was done. He noted that it is not required by the FAA and is not necessary to correctly run the INM. He said the decision to do local noise monitoring is up to the airport operator. Rod Murphy noted that his department had noise monitoring equipment and would be willing to do some noise measurements at some future point as a follow on activity.

David Berger requested that the consultant send him copies of the airport's record on nighttime operations, logs of aircraft over 12,500 pounds, and tower activity counts. Mark Johnson agreed to send the information.

The meeting was closed at approximately 5:00 p.m.

Prepared by Mark R. Johnson, Coffman Associates

F.A.R PART 150 NOISE COMPATIBILITY STUDY
MEETING ATTENDANCE RECORD



For Camarillo Airport, Camarillo CA

Page 1 of 2

Meeting PAC MEETING #2 Date: 12/2/97 Time: 3:00 pm
 Place: DEPARTMENT OF AIRPORTS OFFICES
 Please print neatly

NAME	REPRESENTING	PHONE NUMBER
1. JIM HARRIS	COFFMAN ASSOCIATES	602-993-6999
2. DAVE FITZ	COFFMAN ASSOC.	816-524-3500
3. Mark Johnson	Coffman Assoc.	816-524-3500
4. Christine Berhard	CommuniQuest	310-546-5713
5. Chris Stephens	VCTC	805-642-1591 (ext 105)
6. FRED STOLIKER	SELF	805-482-7633
7. DICK DYER	CALTRANS - AERO	916-654-5509
8. Charlotte Craven	City of Camarillo	(805) 482-4730
9. BRAD COLE	LOCAL RESIDENTS	(805) 482-2748
10. GARY BARBER	AVIATION ADVISORY	H 805-659-4319
11. Michael Musca	Dept of Airports	805-388-4201
12. SHERI McCLANAHAN	FAA CMA ATCT	805-388-9730
13. Donald L. Occhiline	Camarillo Airport	805-388-4246
14. DAVE TIMMS	VENTURA COUNTY AAC	583-2810
15. DAVID W. BERGER	CMA HANGAR OWNERS ASSOC.	805-494-3342
16. ARTHUR D. THOMPSON	VENTURA COUNTY ULTRALIGHT AIRCRAFT SOCIETY (VQUAS)	(805) 492-2673
17. KATHY LONG	SUPERVISOR - County	654-2276
18. Rod Murphy	Dir. of AIRPORTS	(805) 388-4200
19. Howard Murphy	Camarillo Hangar Assoc	(818) 5978410
20. TAD DOUGHERTY	OXNARD AIRPORT MGR	805-382-3024

21. Barbara Sominsky Airports Projects Administrator 805-388-4205

F.A.R PART 150 NOISE COMPATIBILITY STUDY
MEETING ATTENDANCE RECORD

For Camarillo Airport, Camarillo CA



Page 2 of 2

Meeting PAC MEETING #2 Date: 12/2/97 Time: 3:00 p.m.

Place: Department of Airports

Please print neatly

offices

NAME	REPRESENTING	PHONE NUMBER
1. BRUCE SMITH	CO. OF VENTURA - PLANNING	654-2497
2. CURTIS UPDIKE	Supervisor Kathy Long	654-2276
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**CAMARILLO AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

**PUBLIC INFORMATION MEETING
December 2, 1997**

LOCATION: Pleasant Valley Recreation and Parks District Building, 1605 E.
Burnly, Camarillo

ATTENDANCE: See attached sign-in sheets

The meeting was opened at 7:00 p.m. and continued until 9:00 p.m. An informal open house format was used for most of the evening. Materials were on display around the meeting room and airport officials and consultants were posted at different stations.

Rod Murphy, Director of Aviation, and Mark Johnson of Coffman Associates gave brief presentations at 7:45 p.m. explaining the study process and describing initial findings of the study.

The following issues and concerns were raised by people at the meeting.

- Use left hand pattern exclusively.
- Move VOR approach to the south.
- Use high overhead approach.
- There should be a holding pattern southeast of Airport (like Alondra Park).
- Look at patterns at HHR (Hawthorne Airport).
- Restrict touch-and-goes to certain hours, esp. weekends.

F.A.R PART 150 NOISE COMPATIBILITY STUDY
PUBLIC MEETING ATTENDANCE RECORD

For Camarillo Airport, Camarillo CA



1

Meeting PUBLIC INFO. MTG Date: 12/2/97 Time: 7:00 pm

Place: _____

Please print neatly

NAME	ADDRESS	PHONE NUMBER
1. Anne & Barbara Wharton	1150 VENTURA BLVD # 113	(805) 987-8696
2. CARLOS & MARIA PIZARRO	1150 VENTURA BLVD. # 116	PER) 388-2666
3. Alan Allen	1150 Ventura Blvd #89	(805) 384-9293
4. James R. Cook	1150 VENTURA BLVD #89	(805) 384-9293
5. Bill Newby	910 TARBOR CIR	805 482 1801
6. Pity L Newby	"	"
7. Cynthia ELLISON	2126 GRANDVIEW DR.	805/484-0308
8. Harold Wilson	386 Mesa Drive	805/482-9988
9. Sheri Horning	169 Via Rosal CAM	484-0164
10. Larry Horning	-	-
11. HOWARD SCITAD	704Y QUITO CT	987 1595
12. Mary Heck	224 Gardenia AVE CAM	
13. Doug & Diane Off	316 Los Tueros CT	484-3254
14. Mac Dalgleish	1076 Mesa Pt	388-0117
15. Dora Dalgleish	"	"
16. TAD DOUGHERTY	302 BENT TWIG AVE, CAM.	482-7762
17. DAVID FITZ	COFFMAN ASSOCIATES	816-524-3500
18. Michael Musca	Dept of Airports	388-4201
19. PAT THOMAS	Vth Co. Air. Adv. Comm	
20. Robert MACKIE	195 BARCELONA ST. Cam	482-4830

Don Hollingsworth 877 Camino Concordia 482-0164

F.A.R PART 150 NOISE COMPATIBILITY STUDY
 PUBLIC MEETING ATTENDANCE RECORD

For Camarillo Airport, Camarillo CA



2

Meeting PUBLIC INFO. MTA Date: 12/2/97 Time: 7:00 pm

Place: _____

Please print neatly

NAME	ADDRESS	PHONE NUMBER
1. MARK JOHNSON	Coffman Assoc.	816-524-3500
2. CHRISTINE EDWARDS	CommuniQuest	310-546-5713
3. Donald L. Occhiline	555 Airport Way, Camarillo, CA 93010	805-388-4246
4. Rod Murphy	AIRPORT	805/388-4200
5. Jim HARRIS	COFFMAN ASSOC.	602-993-6999
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**CAMARILLO AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

**PLANNING ADVISORY COMMITTEE MEETING
January 6, 1997**

Location: Ventura County Airport Department Offices

Attendance: See attached sign-in sheets

The meeting was opened at 3:05 p.m. by Mark Johnson of Coffman Associates. Those in attendance introduced themselves. Mr. Johnson then presented an overview of the planning process.

Dave Fitz of Coffman Associates gave a presentation of Chapter Two, Aircraft Noise Exposure. Questions and discussion followed.

Fred Stoliker said that a departure track involving a left turn for Runway 8 departures is not reflected on the flight track exhibit. He said this flight route is used. He cited an example he had made a note of on December 8, 1997. He said he is bothered by the averaging involved in the computation of CNEL noise contours. He said it is the single events that disturb him. He noted that while events over his home may not be as frequent as they are in other areas around the airport, they are disturbing. He said the CNEL method basically discounts them.

There was some discussion of the need for departures on Runway 8 when winds are from the east. Charlotte Craven noted that when winds are from the east, they tend to be strong.

Gary Barber and Bill Little suggested that rarely used flight tracks should be noted in some way on the maps. Perhaps they could be shown as dashed lines with a note as to how often they are typically used. There was also a suggestion that perhaps a special noise contour map could be developed showing the noise on an atypical day, such as a day when an east traffic flow is being used. It was also suggested that a grid point analysis might be used to shown what the noise levels were beneath infrequently used flight tracks outside the noise contours. This led to a discussion of the CNEL metric and various ways of quantifying noise.

Fred Stoliker said that overflights of his area north of the airport and the schools and churches north of the airport and west of his neighborhood were disturbing and should be avoided or discontinued. He said that aircraft frequently seem to drop below 800 feet over his neighborhood when they are turning to a base leg for a Runway 26 turn. He said that pilots should be held accountable for complying with the requested noise abatement procedures at the airport.

Bruce Smith asked why the updated noise contours in the Part 150 Study do not reflect the flight track turning to the northwest the way the old noise contours do. He also asked why the old contours look so different than the updated contours in other areas. Mark Johnson explained that much had changed since the old noise contours were developed. He said the Integrated Noise Model had been significantly upgraded since the old contours were prepared. He said it had a much more detailed fleet of aircraft in the data base and some of the noise computation algorithms had been refined to more accurately reflect sound propagation. He added that more sophisticated features had been added to the model, changes made possible by the tremendous advances in computational power of computers in the last several years. Among these is the capability of dispersing flight tracks. This new feature allows the model to account for traffic along a given route to be dispersed in a realistic way rather than being concentrated along precisely the same flight track. This feature tends to result in noise contours that are wider and more rounded than contours developed using the older versions of the model. Another thing accounting for the different contours are smaller operations forecasts.

Bruce Smith asked when the consultant would decide to do additional types of noise analysis such as grid analysis and time above.. Mark Johnson said these ways of describing noise will be used as appropriate in the analysis of noise abatement alternatives. He said they would help in quantifying the effects of potential noise abatement alternatives beyond the noise contours.

Bruce Smith and Bill Little said that the potential benefit to the community of a parallel runway needed to be demonstrated in the noise analysis.

Mark Johnson then discussed what would be involved in the analysis of noise abatement and land use management alternatives, the next phase of the study.

The meeting was closed at about 5:00 p.m.

Prepared by Mark R. Johnson, Coffman Associates

F.A.R PART 150 NOISE COMPATIBILITY STUDY
MEETING ATTENDANCE RECORD



For Camarillo Airport, Camarillo CA

Meeting PLANNING ADVISORY Date: 1/6/98 Time: 3:00 pm
COMMITTEE Place: Ventura Co. Aviation
Please print neatly Dept.

NAME	REPRESENTING	PHONE NUMBER
1. <u>Maul Thompson</u>	<u>Coffman Assoc</u>	<u>816-524-3500</u>
2. <u>David Fitz</u>	<u>" "</u>	<u>" " "</u>
3. <u>Chris Eberhart</u>	<u>CommuniQuest</u>	<u>310-546-5713</u>
4. <u>Jim Harris</u>	<u>Coffman Assoc</u>	<u>602-993-6999</u>
5. <u>Fred Stoliker</u>	<u>SELF/RESIDENTS</u>	<u>805-482-7633</u>
6. <u>Bruce Little</u>	<u>City of Camarillo</u>	<u>388 5307</u>
7. <u>Charlotta Crauer</u>	<u>" " "</u>	<u>482-4730</u>
8. <u>Tony Boden</u>	<u>" "</u>	<u>388 5361</u>
9. <u>SHERI McCLANAHAN</u>	<u>CAMARILLO AICT</u>	<u>388-9730</u>
10. <u>GARY BARBER</u>	<u>AVIATION ADVISORY</u>	<u>659-4319</u>
11. <u>DAVID W. BERGER</u>	<u>CMA HARBOR OWNERS ASSOC.</u>	<u>805-494-3342</u>
12. <u>ARTHUR THOMPSON</u>	<u>VCUAS (ULTRALIGHTS)</u>	<u>(805) 492-2673</u>
13. <u>Don Occhiline</u>	<u>Department of Airports</u>	<u>(805) 388-4246</u>
14. <u>Kari Giaketsis</u>	<u>Dept of Airports</u>	<u>805/388-4235</u>
15. <u>Hatley Long</u>	<u>Superior - County</u>	<u>654-2276</u>
16. <u>Rubon Sominsky</u>	<u>Dept. of Airports</u>	<u>(805) 388-4205</u>
17. <u>BRUCE SMITH</u>	<u>COUNTY PLANNING</u>	<u>654-2497</u>
18. <u>Chris Stephens</u>	<u>TRANSPORTATION COMMISSION</u>	<u>642-1591 (ext 105)</u>
19. <u>CURTIS UDOKE</u>	<u>Superior Long</u>	<u>654-2276</u>
20.		

WRITTEN COMMENTS RECEIVED

Coffman
Associates
Airport Consultants

November 24, 1997

David W. Berger
2910 Winding Lane
Westlake Village, CA 91361

Dear Mr. Berger:

This letter is in response to your request for information about the data collection procedures we are using for the Camarillo Airport F.A.R. Part 150 Noise Compatibility Study. We will be distributing a working paper at the upcoming Planning Advisory Committee meeting on December 2 discussing this matter in detail. In this letter, I explain our basic approach to the analysis and explain the sources of our information.

In the Noise Compatibility Study, we will be developing airport noise contour maps for 1997 conditions and forecast conditions in the years 2003 and 2018. The maps will show CNEL (community noise equivalent level) noise contours of 60, 65, 70, and 75 CNEL. Each set of contours will represent the total aircraft noise exposure on an average day during the study year. The noise contour maps will be produced using an FAA-approved computer simulation model -- the Integrated Noise Model (INM). The use of this model is required by the FAA in F.A.R. Part 150 studies.

The INM requires a variety of input data. The data and our sources are listing below.

- Airport elevation -- *Airport/Facility Directory*.
- Average annual temperature -- NOAA climatological data.
- Runway end coordinates (latitude and longitude) -- Airport Layout Plan developed in the Master Plan study.
- Annual takeoffs and landings. Data for the last 12 months were taken from Air Traffic Control activity counts. Forecast data for 2003 and 2018 were taken from the Airport Master Plan developed by our firm.
- Runway use percentages. No hard data on runway use exists. Estimates were given to us by the Air Traffic Control Manager.
- Location of arrival, departure, and touch-and-go flight tracks. These were developed by Coffman Associates through interviews with the Air Traffic Control Manager and local airport users.
- The existing fleet mix of aircraft using the airport. The airport has maintained a log of landings by aircraft over 12,500 pounds for several months. This log records the specific aircraft type. This was a very helpful information source for the aircraft which have the greatest influence on the noise contours. The mix of lighter aircraft using the airport was estimated by Coffman Associates using the based aircraft fleet mix as a guide.

Mr. David W. Berger
November 24, 1997
page two

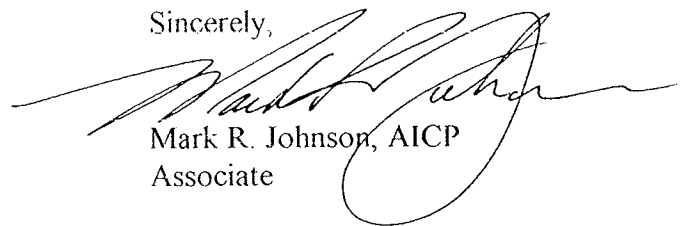
- The forecast operational fleet mix. This was developed by Coffman Associates from a combination of the activity forecasts from the Airport Master Plan and an extrapolation of the current operational fleet mix.
- Time-of-day estimates. This factor is important because the CNEL noise metric has weighting factors that apply to evening and nighttime operations. Operations between 7 p.m. and 10 p.m. are assigned an extra 4.8 decibels. Operations between 10 p.m. and 7 a.m. are assigned an extra 10 decibels. The Airport Traffic Control Tower's activity logs were used as a guide to the number of evening operations. Because the Tower closes at 9 p.m., we added an extra 33 percent to the tower-derived evening activity count. The airport operations staff has maintained a log of nighttime operations since August 8. Logs for the period from August 8 to November 11, 1997 were used by us in developing an estimate of nighttime operations.
- Arrival profiles. We assumed the use of a standard three-degree approach by aircraft on final approach to the airport. This is the standard profile used by the INM.
- Departure profiles. This is calculated by the INM itself using the temperature and elevation data for the airport together with the INM aircraft performance database.

The actual noise data used by the INM in computing the noise contours resides in a special database within the model itself. This database has been developed over a period of 15 years or more based on thousands of noise measurements. The noise data is in a series of tables which correlate noise with thrust and distance. Data is provided for a wide range of aircraft in the civilian fleet.

I hope this information is helpful. I think you will find our working paper will also be useful. Please understand that we will remain open to comments and suggestions even after distribution of the working paper. We will produce the final documents based on the comments we receive from the Planning Advisory Committee and the public.

Thank you for your interest in the study. Please call me again at 1-800-892-7772 if I can be of further assistance.

Sincerely,



Mark R. Johnson, AICP
Associate

cc: Rod Murphy, Ventura County Aviation Department
Jim Harris, Coffman Associates

**CAMARILLO AIRPORT
F.A.R. PART 150
NOISE COMPATIBILITY STUDY**

RECEIVED DEC 1 1997

Do you have airport noise compatibility issues or concerns that you want to bring to our attention? Do you have suggestions for noise abatement or mitigation measures? Please share your comments with us.

- ① ^{Fixed wing} Helicopters - overhead - Las Posas Hills / Spanish Hills
Sometimes very early in the morning 5-45 am - weekend & weekday
- ② Fixed wing doing reactive maneuvers overhead.
- ③ There has been less noise in the last few months from general airport use.
- ④ Weekends are very noisy - this noise is far greater than it was when we 1st arrived 20 years ago. You cannot enjoy being quiet in your backyard.

(Use other side if you need more space)

Optional:

Name D. OFF
Address 316 Las Posas Ct.
City, Zip Cambridge, Ca 93010

Please mail to:

Mr. Mark R. Johnson
Coffman Associates, Inc.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

FROM FRED STOLIKER
26 November 1997

RECEIVED DEC
2 1997

CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY

<u>Acronym</u>	<u>Meaning</u>	<u>Source</u>
AC	Advisory Circular	H/O*
AGL	Above Ground Level	X1D
AICUZ	Air Installation Compatible Use Zone	H/O,1-27
AGL	Above Ground Level	1-21
AIP	Airport Improvement Plan	1-4**
ALP	Airport Layout Plan	H/O,1-11
ALUC	Airport Land Use Commission	1-34
AMP	Airport Master Plan	H/O
ANCLUC	Airport Noise Control and Land Use Compatibility	1-35
ANCP	Airport Noise Compatibility Planning/Program	H/O
ANEM	Airport Noise Exposure Map	H/O
ANSI	American National Standards Institute	L11++
ANCLUC	Airport Noise Control and Land Use Compatibility	H/O
ANR	Airport Noise Report	L13
AOPA	(Aircraft Owners and Pilot's Association)	X1D
ARTCC	Air Route Traffic Control System	1-14
ARTS	Automated Radar Terminal-tracking System	1-15
ASNA	Aviation Safety and Noise Abatement	H/O,1-3
ATC	Air Traffic Control	1-16
ATCT	Air Traffic Control Tower	(H/O),1-10
Avgas	(Aviation Gasoline)	1-13
AWOS-3		(X1B***)
CAF	Confederate Air Force	1-13

CNEL	Community Noise Equivalent Level	H/O
CANCS	Camarillo Airport Noise Compatibility Study	H/O
CBD	Central Business District	1-9
CEQ	Council on Environmental Quality	H/O
CHABA	Committee on Housing, Biomechanics, and Biomechanics	TIP?
CNR	Community Noise Rating	L3
DME	Distance Measuring Equipment	1-19
DNL	Day/Night Average Sound Level (L_{dn})	H/O
DWL	Dual Wheel Loading	1-12
EA	Environmental Assessment	H/O
EIR	Environmental Impact Report	1-12
FAA	Federal Aviation Administration	H/O,1-2
FAR	Federal Aviation Regulation	H/O,1-2
FBO	Fixed Base Operator	X1B,1-13
FICON	Federal Interagency Committee on Noise	TIP?
FICUM	Federal Interagency Commission on Urban Noise	L6
FSS	Flight Service Station	1-18
GPS	(Global Positioning System)	(T1B***),1-19
HNL	Hourly Noise Level	TIP?
IFR	Instrument Flight Rules	1-14,1-21
ILS		T1B
INM	(FAA) Integrated Noise Model	H/O
LAFCO	Local Agency Formation Commission	1-30
LCA	Land Conservation Act	1-33
LUG	Land Use Guidance	L4
L_A	A-Weighted Sound Level (Sound weighted to approximate the human ear)	H/O

L _{dn}	Yearly Day-Night Average Sound Levels	H/O
L _{eq}	Equivalent Sound Level	H/O
MALSR		X1C
MSL	Mean Sea Level	1-16
NAS	National Airspace System	1-14
NAVAIDS	(Enroute) Navigational Aids	1-18
NAWS	(Naval Air Weapons Station)	1-9
NCCP	Noise Control Compatibility Planning	H/O
NCP	Noise Compatibility Program	H/O,1-1
NDB	Non-Directional Radiobeacon	X1E
NEF	Noise Exposure Forecast	L4
NEL	Noise Exposure Level	TIP?
NEM	Noise Exposure Map	H/O,1-1
NEPA	National Environmental Policy Act (of 1969)	H/O
NLR	Noise Level Reduction	H/O,L9
NPIAS	National Plan of Integrated Airports	1-8
PAC	Planning Advisory Committee	H/O,
PAPI		T1B
PFC	Passenger Facility Charge	1-4
P2L		T1B
OMB	Office of Management and Budget	H/O
RATCF	Radar Air Traffic Control Facility	1-15
R/D	Rate of Descent - feet per minute	H/O
REIL		(T1B)
R-values		(1-48)
SEL	Single (Noise) Event Level	H/O

SLUC	Suggested Land Use Compatibility	L7
SLUCM	Standard Land Use Coding Manual	H/O
	Sound Level Weighted Population	L3
SVFR	Special Visual Flight Rules	1-23
TAC	Technical Advisory Committee	H/O
TACAN	Tactical Air Navigation	1-19
TPA	Traffic Pattern Altitude	1-22
TVOR		(X1C)
VASI	()	G2
VFR	Visual Flight Rules	1-21
VHF	(Very High Frequency)	(1-19)
VOR	Very-high-frequency Omnidirectional Range	(X1B,T1B)+,1-19
VORTAC		(1-19)
VOR/DME		T1B,
YDNL	Yearly Day/Night Average Sound Level	H/O

- * H/O = Handout at 8 July 1997 Meeting
- ** Page Number, 1-4 = Page 1-4 in Inventory Section
- *** X = Exhibit, X1B = Exhibit 1B, T = Table, T1B = Table 1B
- + Acronym used without explanation
- ++ L = Land Use TIP, L11 = Land Use TIP page 11

10 July 1997

Questions for next CANCS PAC FROM FRED STOLIKER

Document containing aerial photos with CNELs:

1. These drawings are based upon "assumed operations data" (p 3-22). Is the assumed data based upon something similar to the handout "Camarillo Airport Noise Abatement, Arrival, Departure, and Pattern Procedure (VFR Only)"?

I would be willing to bet that these drawings are based on ONLY a left-hand landing pattern and a right-hand departure pattern for runway 26. (Look at the CNEL 60 "horns" at the approach end of 26 on CMA-4, CMA-5, and CMA-6 and the horns on the departure end of 26.)

(Do the CNELs include both take-off and landing operations?)

Why don't these charts show CNELs for takeoffs using runway 8?

Will the new study show data for runway 8 takeoffs?

Will the new study show the CNELs for some percentage of the runway 26 landings using the "instrument approach" and/or an extended downwind which overflies residences in Camarillo?

2. Reference CMA-4 and CMA-5: Why do the CNEL contours on CMA-6 contain less acreage than CMA-5 which contains less acreage than the equivalent contours on CMA-4?

Since these CNELs are "averaged" over 24-hours, shouldn't they all contain greater acreage on CMA-6 than CMA-5 than CMA-4 because of the increasing numbers of operations?

3. Assumptions for Case 2 and Case 3 include increasing numbers of "quiet jets" and "turboprop air taxi fleets". Those do not appear to be a valid assumptions for today's environment(?)

4. Reference CMA-9: Why are the equivalent CNELs so much smaller around the Oxnard Airport?

5. What is the highest CNEL recommended for airport operations on airport property? Off airport property?

6. AC 150/5020-1, Section 1, paragraph 5.h, seems to state that L_{dn} of 65, 70, and 75 are to be shown on the NEM? See also paragraph 32.

7. What's the difference between a "CNEL" and an " L_{dn} "?

8. AC 150/5020-1, section 2, paragraph 24, notes that FAR Part 36 contains "noise certification standards for most airplane types".

- Does that include BOTH takeoff and landing pattern data?
- Does that include "home built's"? If not, what are the criteria for noise standards for home built's?
- What checks are performed to assure that modifications are not made that will change the noise signature of an aircraft?

FROM: FRED STOLIKER
COMMENTS/QUESTIONS REGARDING

CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY

CHAPTER ONE INVENTORY

RECEIVED DEC 2 1997

<u>Page</u>	<u>Comment/Question</u>
---	Is the noise compatibility study concerned only with noise generated by aircraft when pilots are following " <i>recommended and encouraged</i> " procedures? What is done account for aircraft not following these procedures?
---	Where or how does the Airport management address the comments of people concerned about aircraft flying low over housing, schools, churches, community centers, etc.?
---	There were a significant number of acronyms used without explanation or are explained at a later point.
1-3	I have concerns over the methods used to generate the NEMs. I believe that these are generated using measured/assumed noise levels for aircraft that are presumed to be following the Camarillo Airport " <i>recommended and encouraged</i> " traffic patterns. Is that correct? Also, I understand there is an operable "instrument landing system" that brings aircraft in at an angle of approximately three degrees north of the runway centerline and over portions of the City of Camarillo. This does not comply with the " <i>recommended and encouraged</i> " traffic patterns. How is this noise accounted for?
1-10	(Bottom of column 2) I believe that you mean "Camarillo" rather than "Oxnard".
Table 1B	What do "Approach Slope Ratio" of 20:1 and 34:1 mean? (Descend one foot for each 20 feet of horizontal travel--20+ feet per mile--and 155 feet per mile for 34:1? If "yes", does this imply that an aircraft approaching from the east only has to be 155 feet above AGL when one mile from the runway threshold?)
1-12	(Column 1) You state that "11,000 feet" was mentioned earlier. All I can find is "9,000 foot runway" on page 1-10.
1-12	(Column 1) You state the agreement limits DWL to 115,000 pounds. Table 1B notes DWL is 65,000 and DTWL is 110,000. I don't understand.
1-12	(Column 1) How is the pavement strength to be increased from 65,000 pounds DWL to 70,000 pounds DWL? What are the corporate aircraft currently utilizing the airport? Are they turbo-jets?
---	What are the dates of the various tables and exhibits?
---	Where will you show approach and departure patterns? Will they be those that are " <i>recommended and encouraged</i> " or will they show actual patterns?
1-19	What is the purpose of including "Category II and III precision instrument approaches"?

(What are they?) Do we expect that they will be used at Camarillo Airport? If "yes", how will they impact the approach patterns and noise levels?

1-20 (Bottom column 2) Regarding the "VOR or GPS Runway 26 approach: Is this a "straight-in" approach or does it approach the runway from a slight angle toward the northeast? What glide slope angle is used in this "straight-in" approach?

1-21 You note that there are no VFR flyways "in the area". Let me note that there is a lot of traffic both east and west bound in the area between the freeway and the hills to the north. I have noted west-bound traffic over my house at approximately the same altitude as downwind traffic for runway 26. Also lots of helicopter traffic headed east and west.

1-22 There is a significant percentage of pilots who are not following the "Noise Abatement Procedures". They are well north and east of the "recommended and encouraged" patterns and are lower than "recommended" altitudes. They are often using significant power (and making noise) to arrest descents and/or maintain altitude with flaps and gear down.

1-23 Noise abatement procedures for runway 8 arrival state "Avoid overflight of the City of Camarillo when entering downwind". Does this imply that aircraft can only use a right-hand pattern? How is this enforced?

It's very interesting that these "letters of agreement" apparently do NOT address noise abatement or safety!

Exhibit 1F I believe that the "City Fix" for the helicopter "City Arrival" is incorrectly marked (or perhaps it is not properly described). Also, it would appear that this pattern of flying westbound over the freeway positions the helicopters directly in opposition to runway 26 traffic.

1-24 VERY noisy helicopters often fly directly over my house at low altitudes when departing from or arriving at Camarillo Airport. I am not under any of the SFVR "arrival/departure" patterns.

Why are they overflying my house? What are the minimum altitudes that they are to maintain while flying over housing areas?

Exhibit 1G "Woodley Rd." is actually "Wooley Rd."

1-25 Exhibits 1H and 1K do not include many noise sensitive areas. Some of these areas that are often under or near the "extended" flight patterns are:

- ✓ Pleasant Valley Baptist Church School and Child Care Center - *west of hill to north side*
- ✓ Wilshire Retirement Center-Heritage House - *west of Green St. (across street)*
- ✓ Camarillo Convalescent Hospital
- ✓ St. John's Regional Medical Hospital - *on hill*
- o Pleasant Valley Recreation and Park District
- o Community Center
- o Senior Center

attended meeting
12/2/97
in Camarillo

**CAMARILLO AIRPORT
F.A.R. PART 150
NOISE COMPATIBILITY STUDY**

RECEIVED DEC 11 1997
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Do you have airport noise compatibility issues or concerns that you want to bring to our attention? Do you have suggestions for noise abatement or mitigation measures? Please share your comments with us. Thank you for this opportunity!

In May 1994, we moved to this address. To stop the airplane and freeway noise, we have had to replace all our casement windows with dualpane. It has helped greatly on the freeway noise, but the airplane noise seems to be getting louder & more frequent right over us.

We were told at purchase that the landing path for the airport was over the strawberry fields behind our property.

We feel like an "accident ready to happen" due to the height of the hill we live on & it's proximity to the landing strip, the 60+100-ft. high blue gum trees which line the top of the hill pointing toward the landing strip and the city water tower on the very top of the hill, which not always has its light on top, on at night.

(Use other side if you need more space)

Optional:

Name Seth & Cynthia Ellison
Address 2126 GRANDVIEW DR.
City, Zip CAMARILLO, CA 93010-7951

Please mail to:

Mr. Mark R. Johnson
Coffman Associates, Inc.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

What about another runway w/over the fields direction?

We always dread the air shows because of the added plane noise and danger potential. Please help us!

Mark

Coffman
Associates
Airport Consultants

December 15, 1997

David W. Berger
2910 Winding Lane
Westlake Village, CA 91361

Re: Camarillo Airport F.A.R. Part 150 Noise Compatibility Study

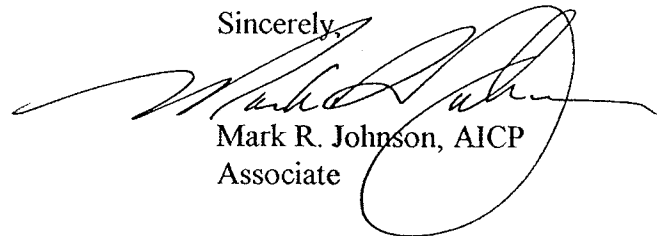
Dear Mr. Berger:

This letter is in response to the request you made at the December 2 PAC meeting for copies of activity data for Camarillo Airport. I have enclosed the following information:

- Monthly Air Traffic Records of the airport traffic control tower from January 1995 through November 1997.
- Hourly operations count worksheets of the airport traffic control tower for October 1997.
- A log of aircraft over 12,500 pounds landing at Camarillo from March 12 through October 27, 1997
- Nighttime activity log from August 1 through November 22, 1997. (Activity recorded during the hours the Tower is closed.)

Please let me know if we can be of further assistance (800-892-7772). Thank you for participating on the Planning Advisory Committee for this study.

Sincerely,



Mark R. Johnson, AICP
Associate

cc: Rod Murphy, Director of Aviation
Don Occhiline, Camarillo Airport Manager
Jim Harris, Coffman Associates

**CAMARILLO AIRPORT
Camarillo, California**

RECEIVED DEC 29 1997

**F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members**

November 21, 1997

Enclosed is a draft working paper for the F.A.R. Part 150 Noise Compatibility Study. It will be presented at the first PAC meeting scheduled for **Tuesday, December 2, 1997 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

**F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER ONE - INVENTORY**

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)* 12/25/97

1. THE DIMENSIONS OF THE ULTRALIGHT PARK ON PAGE 1-13 ARE INCORRECT. THE ULTRALIGHT PARK IS APPROXIMATELY 335' BY 1850'.
 2. LETTERS OF AGREEMENT, PAGE 1-23. ULTRALIGHT OPERATIONS REQUIRE INGRESS/EGRESS PATHS THAT ARE FREE OF OCCUPIED BUILDING AND CONGESTION IN ORDER TO COMPLY WITH FAR 103 REQUIREMENTS.
 3. PAGES 1-33 & 1-34. VENTURA COUNTY SHOULD BE SENSITIVE TO NOISE HAZARDS FOR LIVESTOCK BREEDING OPERATIONS. (PAGE 1-37 TOO.)
 4. HELICOPTER AND ULTRALIGHT OPERATIONS ARE REQUIRED TO BE AT PATTERN ALTITUDE THROUGHOUT THE STUDY AREA; THEREFORE, EXHIBIT 2F SHOULD SHOW BLUE PATHS FOR ULTRALIGHT INGRESS/EGRESS.
- Please mail this response sheet by December 30, 1997 to:*

**COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson**

Name: ARTHUR D. THOMPSON
Representing: VCCUAS (ULTRALIGHTS)
Phone: (805) 492-2673

RECEIVED DEC 31 1997

CAMARILLO AIRPORT
Camarillo, California

GENERAL COMMENTS AND COMMENTS ON TIP CAL.SOUND

The above referenced comment are attached.

Name: Fred Stoliker
Representing: Residents
Phone: 805-482-7633

ATTN: Mark Johnson

COMMENTS/QUESTIONS REGARDING
CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY

Technical Information Papers

Fred Stoliker
(805) 482-7633

TIP/Page

Comment/Question

CAL.SOUND/ExB

This Exhibit is an excellent example to illustrate my concerns about the sound-level averaging that goes on in the CNEL process. There are 19 aircraft noise events that exceed 65 Db. Four of these events are over 105 Db (which CAL.Sound Exhibit A characterizes as "deafening"; six additional are over 85 db ("very loud"); and nine more are above 65 Db ("loud"). I did not use evening and nighttime noise penalties in the above count. The "24-hour average CNEL" (with evening and nighttime penalties) is 71 DBA. And 71 dBA is in the lower one-third of the "loud" range.

Whether or not 71 DBA requires some action is not the point I wish to discuss. Rather, my concern is that 19 incidences above 65 DB means that almost every hour has a noise that is disrupting yet the CNEL is such that an unaffected observer could say "So what?". The point is that the CNEL process can effectively wipe out essentially hourly disturbances that include four in the deafening range and four that occur in the nighttime hours.

26 December 1997

GENERAL COMMENTS

CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY

Fred Stoliker
805-482-7633

1. I have been concerned, and continue to be concerned, that community concerns of low-flying and/or noisy aircraft will be dismissed as "single events".

As my understanding of the procedures by which "Community Noise Equivalent Levels (CNELs)" are computed--not measured, my concerns are heightened. Perhaps my concern can be well illustrated by reference to Exhibit C of "CAL.Sound TIP". Note that the result of this "Typical Noise Pattern and CNEL Summation" is a "24-hour average CNEL 71 Dba". Not a level to be concerned about. Right?

However, look a little more closely at Exhibit C (None of the SELs listed by me include the penalty for evening or nighttime exposure.):

- a. There are four incidences of "Sound Exposure Level (SEL) over 105 Db--which by CAL.Sound Exhibit A are "deafening". (One at night.)
- b. There are six incidences of SEL between 85 and 105 Db, "Very Loud" per CAL.Sound Exhibit A. (Two in the evening and one at night.)
- c. There are nine incidences of SEL between 65 and 85 Db, "very loud" per CAL.Sound Exhibit A. (One in the evening, two at night.)

This shows that there are nineteen incidences above 65 Db.

Exhibit 1J "Camarillo's Land Use Compatibility Matrix" denotes that CNEL below 60 are "Normally Acceptable" for "Residential - Low Density". CNELs below 70 are "Conditionally Acceptable" for "Single Family - Duplex". CNELs above 70 are "Normally Unacceptable" for "Residential Low Density; Single Family, Duplex; Mobile Homes; Residential - multi-family;" etc.

Granted that CNEL and individual occurrences cannot be directly equated; however, it would seem that 19 loud "incidences" have to take precedence over a CNEL of 71 which appears to be on the upper edge of "Conditionally Acceptable".

2. Now look at Exhibits 2B and 2C. From these figures I infer that aircraft overflying my house--even at altitudes of 1000 feet, and most are below 800 feet--in the landing approach configuration of flaps and gear down and high power settings are EACH generating at or in excess of 80 Db SEL. In my biased view, these are not sound levels that should be pushed aside as not falling within the computed CNELs within the airport boundaries.

3. My concerns are heightened by Table 1A "Historic and Forecast Operations" which shows a 20% increase in traffic in the next five years. This is especially important because the current overflight activity is highest on the days when the airport is busiest, i.e., the more traffic, the more aircraft that "extend their downwind leg".

4. Now to my particular case. On Thursday 4 December, there were six instances where there was sufficient noise to cause me to go outside to see what was happening. In at least two incidences there was more than one aircraft contributing to the noise. (In five cases, I called and reported these incidents. See "CALLS ON LOW-FLYING AND/OR NOISY AIRCRAFT",

attached to comments on Chapter 2.) In every case, the aircraft were not complying with the airport "*recommended and encouraged*" procedures nor were they following any of the routes shown in Exhibits as 2D and 2E as "Consolidated Arrival/Departure Track Spines" or "Sub-Arrival/Sub-Departure Tracks".

5. It is now patently obvious that the "Camarillo Airport Noise Compatibility Noise Study" will NOT address community concerns about noise or low-flying aircraft.

A very low-intensity survey of my neighbors indicates that their concerns are more with low-flying aircraft than they are with aircraft noise; however, there are individual aircraft overflights that do result in comments to me. Note that there are a significant number of aircraft that are overflying my area and these overflights do not agree with Exhibits 2D "Departure Tracks" and 2E "Arrival Tracks". Also, note that these aircraft are overflying many of the following "noise sensitive" facilities at low altitude:

- o Las Posas Elementary School
- o Valle Lindo School
- o Pleasant Valley Baptist Church School and Child Care Center
- o Monte Vista Intermediate School
- o Wilshire Retirement Center-Heritage House
- o The Church of Jesus Christ of Latter-Day Saints
- o Pleasant Valley Church of Religious Science
- o Los Primos Structured School
- o Camarillo Convalescent Hospital
- o St. John's Regional Medical Hospital
- o Pleasant Valley Recreation and Park District
 - oo Community Center
 - oo Senior Center

I have talked to several families that live in the residential areas on the approach-end of runway 26. Their concerns are: a. Noisy aircraft and b. Low-flying aircraft.

6. I strongly protest that the CNEL is the SOLE driver of the noise patterns around the airport. There is a LOT of noise and agitation that is generated by "single events" and these single events must be taken into account IF THE AIRPORT MANAGEMENT has ANY desires to keep the local populace "happy".

7. RECOMMENDATIONS:

- a. Stop overflights of POPULATED AREAS especially those that contain "Noise Sensitive" elements. Recognizing that is probably not entirely possible,
- b. Have aircraft including helicopters follow the *recommended and encouraged* traffic pattern altitudes,
- c. When advised by tower to extend downwind, have the aircraft maintain altitude of the "*recommended and encouraged*" patterns until they begin final descent (after they turn on "final") to the airport.
- d. Ensure that aircraft departing runway 8 do not make a left-hand departure over populated areas, i.e., turn to the right.
- d. If they don't already exist, establish minimum altitudes for aircraft and helicopters that are NOT in the departure or approach patterns.
- e. Establish minimum altitudes for aircraft and helicopters flying over populated areas EVEN if the aircraft are in a traffic pattern unless they are on FINAL approach.
- f. Establish means to identify procedure offenders.
- g. Enforce procedures especially for repeat offenders (i.e., deny them landing PRIVILEGES at Camarillo airport).

h. Require pilot's to justify, in detail, overflights of populated areas at altitudes less than 800 AGL for single-engine aircraft and 1000 feet AGL for twin-engined aircraft UNLESS they are on final approach.

**CAMARILLO AIRPORT
Camarillo, California**

**F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members**

November 21, 1997

Enclosed is a draft working paper for the F.A.R. Part 150 Noise Compatibility Study. It will be presented at the first PAC meeting scheduled for **Tuesday, December 2, 1997 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

**F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER ONE - INVENTORY**

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)*

- ① *First set of comments given to Mark Johnson and Christine Eberhard on 2 December.*
- ② *Second set (additional) comments are attached hereto.*

Please mail this response sheet by December 30, 1997 to:

**COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson**

Name: FRED STOLIKER
Representing: RESIDENTS
Phone: 805-482-7633

COMMENTS/QUESTIONS REGARDING
CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY
CHAPTER ONE INVENTORY/SECOND SET

Fred Stoliker (805) 482-7633

<u>Page</u>	<u>Comment/Question</u>
---	When, where, and/or how will I be advised as to what action is taken or not taken on my comments?
---	Do I correctly assume that there is almost no level of aircraft overflights that will get serious consideration based on CNEL computations?
1-4	(Bottom of column 1) How can "...airport operators prevent development of new non-compatible land uses around airports..."? Is the "airport operator" also the "Airport proprietor" noted on page 1-8?
1-6	(Column 2) "The FAA is responsible for the control of navigable airspace and the operation of air traffic control systems at the nation's airports. Airport proprietors have no direct control....". Does this tell me that I am wasting my time calling the Camarillo Airport noise complaint line about noisy and/or low-flying aircraft? If "yes", to whom should these comments be directed? Who/what person is the "...local air traffic control manager"?
1-7	(Top of column 2) What is "excessive noise"? Where defined?
1-9	(Middle of column 1) Isn't the airport seven miles north (or east) of the Pacific Ocean coastline rather than "...seven miles west.."? "Primary airport access is gained <u>from</u> Pleasant Valley Road.."? (Column 1) Where can I view a copy of the 1976 compromise between the City of Camarillo and Ventura County "...in which aircraft operations were restricted to control noise and air pollution"?
---	What are the dates of the various Exhibits and Tables?
1-17	(Column 2) Here you state that "Class G airspace lies between the surface and 700 feet above the surface...". Exhibit 1D shows Class G as both 700 ft AGL and 1200 ft AGL. ???
1-18	(Column 2) Camarillo Airport is bordered to the north and west by mountainous terrain...". Should this read "...north and east.."? (Column 1) Santa Ana winds normally come from the northeast. (If they were from the north, the slight difference in cross-wind and noise abatement would suggest that the aircraft continue to use runway 26.) (Column 1) "Instructions are outlined...at minimizing noise exposure over noise-sensitive area without compromising safety." "Pilot's are requested to follow published procedures unless it is considered unsafe.....". Who is it that decides what is or isn't safe? FAA? ATCT?

the pilot? Is it "safe" to be flying over schools, houses, nursing facilities, etc., at altitudes below 500 feet AGL? Isn't there a minimum altitude for flight over populated areas? If not, why not? Are pilots required to justify departing from published procedures? (If "yes", is more required than "In my view, it was not safe to follow procedures?")

- 1-23 (Column 2) "Route Foxtrot runs...east via Fifth Street to the shoreline". Shouldn't this read "...west to the shoreline."?
- 1-26 (Column 2) Saint John's Regional Medical Center is in Oxnard but it is on the east side of Rose Ave, just south of Gonzales Road.
- 1-27 (Column 2) Are the noise contours used for the Camarillo General Plan based on CNELs? If not, what is used?
- 1-30 (Column 1) Neither this paragraph or Exhibit 1K denote the industrial/commercial uses of property along Del Norte Ave between Fifth St. E and the Freeway or along Fifth St near Del Norte. (See Exhibit 1H.)
- 1-31 (Column 1) See the above comment about development along Del Norte Ave.
- 1-34 (Column 1) "To avoid accidents, land in airport approach and departure zones shall be designated Agriculture or Open Space...". Obviously, this is not occurring around the Camarillo Airport at the present time. With the projected large increases in airport operations, what is being done/planned to avoid/minimize overflights?
- (Column 1) How does one get access to the up-dating process on the County up-dates to the ACLUP?

RECEIVED DEC 3 1 1997

CAMARILLO AIRPORT
Camarillo, California

F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members

December 1, 1997

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study. Please put these behind the appropriate tabs in your notebooks. They will be presented at the next PAC meeting scheduled for **Tuesday, December 2, 1997 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way. (Also enclosed is an updated list of PAC members.)

F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER TWO - AVIATION NOISE
CHAPTER THREE - NOISE IMPACTS

- I have read the working paper and have no comments.*
- I have read the working paper and have the following comments. (Please add extra sheets if necessary.)*

Comments on Chapters 2 & 3 are attached

Please mail this response sheet by January 16, 1998 to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson

Name: FRED STOLIKER
Representing: RESIDENTS
Phone: 805-482-7633

COMMENTS/QUESTIONS REGARDING
 CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY
 CHAPTER TWO F.A.R. PART 150 NOISE COMPATIBILITY STUDY

Fred Stoliker
 (805) 482-7633

<u>Page</u>	<u>Comment/Question</u>
---	When, where, and/or how will I be advised as to what action is taken or not taken on my comments?
---	Do I correctly assume that there is almost no level of aircraft overflights that will get serious consideration based on CNEL computations?
2-1	"The 1998 noise contour map will show the current noise levels based on current operations." What are the assumptions upon which "current operations" are based?
2-2	(Column 1) At the risk of beating a "dead horse", what are the "flight tracks" that are used to compute the noise exposure? (Column 2) Does the "noise curve data" include the "experimental" (home-built) aircraft? If not, how do you factor "experimental" aircraft into your computations? (Column 2) Is the "mathematical description of ground tracks above which aircraft will fly" based upon actual or "recommended" ground tracks?
Table 2A/2B	What percent of this mix is "experimental" (home-built) aircraft?
Table 2B	I recognize that the percentage of operations attributable to the Constellation is small; however, the use of DC-6 data does not appear to accurately reflect Constellation noise (even if FAA approved the substitution). The DC-6 uses R-2800 engines (about 2500 horsepower) while the Constellation uses R-3350 Compound engines with 3500 horsepower. It would appear that the any noise considerations of the Constellation based on DC-6 data should be increased by 40%. I don't find the C-46, F8F, T-6/SNJ, and/or F-51 in this list. How are they accounted for?
Exhibit 2B	Do I correctly infer that a Lear 35, a Cessna Citation, or a Gulfstream IV flying directly overhead in a landing approach pattern at or below 1000 feet AGL routinely develops in excess of 80 Db SEL?
Exhibit 2C	Do I correctly infer that a Super King Air, Piper Navajo, Beech Bonanza, or a Beech King Air flying directly overhead in a landing approach pattern at or below 1000 feet AGL will routinely develop in excess of 80 Db SEL?
2-6	Did the nighttime activity logs cover the multiple low-approaches made by a Constellation at approximately 2130 hours on 17 August? It was slightly north of my house on its downwind legs.

- Exhibit 2D This Exhibit does NOT show north departure tracks over Camarillo from aircraft using runway 8.
- Exhibit 2E This Exhibit does NOT show runway 8 downwind (arrival) legs that overfly portions of Camarillo NORTH of Ponderosa. Also, it does not show the significant number of overflights of Camarillo north of Ponderosa and east of Las Posas. The AVOR Arrival Track, in my view, does not accurately reflect that aircraft routinely fly north of the AVOR Arrival Track and the Sub-Arrival Track. See "CALLS ON LOW-FLYING AND/OR NOISY AIRCRAFT" that is attached. (This document DOES NOT attempt to document ALL the aircraft and helicopter overflights. I called on those overflights that were particularly noisome and where I could provide some identifying information on a particular flight. I contend that this listing shows that there are a SIGNIFICANT number of aircraft who are not complying with the Camarillo Airport "*recommended and encouraged*" traffic patterns.
- Exhibit 2F See comments previously submitted on Exhibit 1F.
- Where do you describe the various track descriptors, i.e., AG, SH-1, AG-3? Is "TG" touch and go? I would guess that the touch and go patterns would only hold true on low traffic days. I have seen apparent touch and go patterns over my house.
- 2-8 "A&D associated with 'City Fix' are rarely used." I cannot agree with that description.
- 2-9 (Column 1) Flight Profiles: I contend that there are significant variations to the "three-degree approach at the Camarillo Airport (but I also strongly suspect that even if I'm correct that the 65 CNEL will not be appreciably affected). I'd be happy to further discuss this issue!
- 2-11 Summary: My concern is that the CNEL process very effectively screens out the impact of days like 4 December where there were many noisy operations in areas that are not shown as areas under either "Departure Tracks" or "Arrival Tracks". (See 4 December in "CALLS ON LOW-FLYING AND/OR NOISY AIRCRAFT", attached.)

CALLS ON LOW-FLYING AND/OR NOISY AIRCRAFT

<u>DATE</u>	<u>TIME</u>	<u>COMMENTS</u>
5/16/97	1245	low-wing, single-engine, piston, low, noisy
	1253	low-wing, twin-turbo-prop, wing tiptanks, retractable gear, low, very noisy. Followed by a low, noisy low-wing, single engine aircraft. About 10 minutes later, a low (under 500 feet), very noisy flyover (departure?), by low-wing, twin turbo-prop with tip tanks.
5/23/97	0932	low-wing, single-engine, retractable gear. Under 200 feet and very noisy.
5/23/97	1245	A gentleman called asking for more info. Passed on that the aircraft was north of me -- about over Valle Lindo School -- when it turned base leg. Repeated altitude under 200 feet. Couldn't get color because of sun or tail number.
6/15/97	1105	Airshow going on. Lots of low flying aircraft. Finally called to report one very low flying aircraft: red, high-wing, tail-dragger. While talking to someone a second low-flyer, high wing, white with blue trim looked like a tail dragger flew over so reported him. Gentleman on the phone suggested that I call tower, alert them to condition, and gave me the tower number 388-9730. Tower answered and I tried to explain. He said call department of airports. Told him I had and they told me to call tower and gave me the number. He responded "I doubt that they did. This number is for emergencies. We're too busy to talk." He hung up.
7/16/97	1557	Low flying--about 400 feet, noisy, low-wing, single-engine with retractable gear. Light color with dark trim. Distinctive, noisy whistle. Had a call back but I was out.
	1633	Low-flying--about 300 feet, high wing, fixed gear, single engine, light color, dark trim.
7/17/97	1645	No call. Quite noisy aircraft on "Instrument approach". It looked like a single-engine, low-wing, retractable gear. Est height when

due south, 400 feet.

1700 No call. "Connie" passed almost overhead headed ENE. Est altitude 800 feet.

1900 Very low (~200 ft), Instrument approach, about half-way between 101 and my house. Low-wing, single-engine, t-tail. Possibly white with dark trim. Call back.

7/29/97 ~1600 Low-wing two-engine aircraft, retractable gear. Approached from NE, about due south of my house made a left turn of about 45 degrees to get lined up with runway. Altitude ~500 feet.

1614 Low-wing, single engine, retractable gear, white with gold and blue trim. At about 400 feet made a 180 to the left.

1616 Same aircraft, "T"-tail, made low pass over house, about 400 feet. Turned base about City Hall. He was closely followed by a high-wing, Fixed gear, single-engine aircraft, also at low altitude. Turned base east of City Hall.

7/30/97 1240 Low-flying, high-wing, fixed-gear, white with red trim. Altitude about 400 feet. Was turning base leg slightly south of my house. (call back.)

1443 Low-flying, high-wing, fixed-gear, white with dark (Red, brown, black) trim. Altitude about 400 feet. Turned base leg just about over my house.

7/31/97 ~1215 (Unfortunately, did not record details.)

1615 Low-flying, low-wing, retractable gear, single-engine, white with blue (or dark) trim. 4-500 ft. turned base over house, whistling noise. (Same aircraft as 7/16, 1557?) Talked to someone.

1813 Low-flying, low-wing, retractable gear, single-engine, T-tail, light color. Aircraft has a whistling noise. Altitude 4-500 feet.

8/1/97 1038 S-e, l-w, r-g, White, red trim, alt 4-500 ft., turned base east of house. Loud whistling noise.

1108 s-e, h-w, f-g, 4-500 ft altitude.

~1220 Call from Don Ottheline, Camarillo Airport Manager, 388-4206. Wanted to advise that he knew I was calling and talked about traffic patterns. I got the impression he was just trying to calm me down by telling me pilots were charged with flying safely. I told him I was concerned that pilots were not following recommended procedures with increasing frequency.

2 Aug 1246 l-w, s-e, r-g, white with blue trim, bottom of horizontal stabilizer was red. 5-600 ft. Turned base east of house, then added power, retracted gear, and turned into the wind (west) between Ponderosa and Freeway.

1427 H-w. s-e, f-g, light color with dark (blue) trim. Turned base about due south of house, about half-way between here and Freeway.

There were a number of aircraft overflying at low altitude that I didn't report between 1246 and 1742. Traffic appeared light at time of overflights.

~1830 h-w, s-e, f-g 4-500 feet. Called it in-- didn't have many details.

1842 h-w, s-e, f-g, 500 ft. or less, carrying lots of power. Turned base over City Hall.

4 Aug 97 1046 Not called in. s-e, h-w, f-g. Couldn't get colors or other ID. Turned base over house.

1055 Called in. s-e, l-w, r-g. Low 3-400 feet. Couldn't get color or markings other than a light color. Turned base over house.

9 Aug 1338 l-w, s-e, r-g, about 400 ft, dark color with light color strip under each wing at about 3/4 span. Turned base over house.

1344 l-w, s-e, r-g, vee-tail, light color with dark stripe about 3/4 of span, about 500 feet. Turned base over house.

10 Aug 1343 l-w, s-e, r-g, horizontal half-way up vertical fin. About 4-500 feet carrying lots of power--very noisy. Downwind north of me, base turned about City Hall.

h-w, s-e, f-g, light color, about 400 feet. Turned base west of my house.

1552 l-w, s-e, noisy, 400 feet. Talked to someone, couldn't give them any colors.

1602 l-w, s-e, r-g, vee-tail, white with red trim, about 400 feet, base leg due south of house.

11 Aug 1352 2 aircraft: both l-w, s-e, r-g, 4-500 feet. No other info on first aircraft except he turned base well east of house. Second aircraft white with dark blue trim. turned base about over the house.

12 Aug 1352 L-w, s-e, r-g, dark color about 500 feet. Turned base east of house.

1412 l-w, s-e, r-g, about 400 feet and very noisy. Dark blue with white (possibly a T-34). Turned base over house. (This same aircraft made a pattern at about 1100 flying about 500 feet.)

1842 h-w, s-e, f-g, 500 ft, white with dark blue trim. Turned base north and east of house.

13 Aug 1110 h-w, s-e, f-g, White w/blue trim, 4-500 ft. Started to turn base just west of house.

1523 l-w, s-e, gear down, about 500 ft., White, noisy, moving fast.

14 Aug 1656 Just prior to reaching house, applied a lot of power and departed to the east. l-w, s-e, gear down (and never saw it retract). Was at about 400 feet and climbing when I saw him. White with red, longitudinal stripes about 80% of wing span. (Jill's comment: Sounded like he was going to land on the roof.)

15 Aug 1141 l-w, s-e, r-g, blue bottom, white top, red trim in between, blue wing tips. 3-400 feet, noisy. Turned base over Rosewood.

1147 h-w, s-e, f-g, white with blue trim, noisy 4-500 ft, turned base over Rosewood.

1507 l-w, s-e, r-g, blue bottom and white top, 4-500 ft. Turned base over house.

17 Aug 1522 First of three aircraft within three minutes. All at about 500 feet. l-w, s-e, couldn't get

a color. Turned base west of house.
Second aircraft: l-w, f-g, s-e, White with blue trim. Turned base just east of house.
Third aircraft: l-w, s-e, vee-tail, white with blue trim. Very noisy, carrying lots of power. Turned base about over City Hall.

~2130 A large, very-noisy, multi-engine aircraft made several passes--each pass was slightly north of my house. I couldn't detect details of the aircraft but I could see the exhaust from four engines. Wild guess--A "Connie".

19 Aug 1749 l-w, s-e, white w/red trim. Turned base west of house at 4-500 feet.

22 Aug 1742 l-w, s-e, vee-tail, white w/blue trim, about 500 ft, noisy, turned base over the house.

23 Aug 0949 l-w, s-e, white w/red trim, about 500'. Turned base over Valle Lindo School.

23 Aug 1204 l-w, white,, blue trim, twin engine, tip tanks, flying at about 800 ft headed west over Ponderosa (opposite to traffic pattern). Spoke to someone.

1342 l-w, s-e, f-g?, white, red stripe up vertical, about 500 ft. Turned base over house.

24 Aug 1053 l-w, s-e, r-g, white with blue trim. Downwind was north of house, turned base over Monte Vista School. About 500 feet.

1126 l-w, s-e, r-g, dark blue bottom, white top. Appeared to have green trim between blue and white. Horizontal about 1/3 up the vertical. South of house on downwind, turned base east of house. Then turned east again. About 500'.

1733 Not called in. "Connie" made a pass to the west - appeared to be about over the Freeway.

1736 Connie (above) apparently made a left turn to downwind for a landing on runway 260. Made his turn to final directly south of house and was below 500 ft.

26 Aug 1500 l-w, s-e, r-g, under 500 ft and very noisy. White with dark trim. Started turning base over house.

1601 (logged) h-w, s-e, f-g, noisy, under 500 feet. Couldn't get colors. Turned base about over Monte Vista School.

30 Aug 0940 (not called in) l-w, s-e, VERY noisy. Downwind was north of house, base leg over Monte Vista school, about 500'.

~1000 (not called in.) l-w, s-e, vee-tail, Bonanza?. Flew directly over house on a climb-out to the east. Under 1000 feet.

1036 l-w, twin-e, r-g, about 500 feet. Turned base about over Rosewood.

1 Sept 1600 l-w, r-g, white top, gray bottom. Under 500', very noisy

3 Sept 1640 Under 500', very noisy Bonanza, white w/blue and red trim.

7 Sept 1306 l-w, s-e, r-g, white with blue trim. Noisy, under 500'.

1343 h-w, s-e, f-g, white w/turquoise trim. About 500'. Downwind north of house, turned base over Monte Vista School.

1348 l-w, s-e, r-g, white with dark trim, looked like a Navion. Very low, well under 500'.

1350 l-w, s-e, f-g, white w/ light blue trim, 500'. Turned base over house.

1605 2-e, l-w, r-g, very noisy, at or below 500'. White, couldn't get trim color.

s-e, h-w, f-g, white (couldn't get trim color). Noisy, about 500'.

1608 s-e, h-w, f-g, white w/red wing tips. Turned base east of house.

1701 l-w, s-e, appeared to be f-g. Basic color was white--couldn't get trim color, too low and too fast!

1735 l-w, s-e, r-g, White top, dark blue bottom, wings white with dark blue tips. Very noisy and under 500'. turned base over house.

1822 l-w, s-e, r-g, white. Turned base slightly

3888

west of house. Too low and fast to get trim color.

13 Sept 1648 DC-9, flaps and gear down, very noisy. Passed almost directly overhead headed due south. Est height 1500-2000 feet.

23 Sept 1712 l-w, s-e, r-g, white or cream, couldn't get trim color. Very noisy, ~500'. downwind north of house, turned base over Monte Vista School.

3 Oct 1803 L-w, s-e, r-g, under 500 ft. Flying low. fast and noisy. Couldn't get color or any tail numbers.

4 Oct 1422 VERY noisy, white Rutan-like aircraft. 5-600' directly over house. Turned base over City Hall.

1427 Same aircraft, not quite as noisy. Downwind about over Valle Lindo School, turned base over Monte Vista School.

10 Oct 1816 Very low and noisy--well under 500'. L-w, r-g, couldn't get color. Talked to Jerry.

3 Nov 1320 Huey, dark, military style paint job. Approached airport from NE, passed west of house, at or under 500 ft.

1327 Same (or identical) aircraft passed west of house heading NE. Not so noisy and appeared higher. (Not reported.)

4 Nov 1425 l-w, r-g, twin engine, light color, horizontal about 1/2-way up vertical. Approached from NE, passed east of house on a 45-deg heading to runway. Very noisy, under 500 ft.

8 Nov ~1230 l-w, twin-engine, approaching from NE, 45-degrees to runway. Well under 800 ft. Well north of "instrument approach". (Same aircraft?)

9 Nov 1028 l-w, s-e, r-g, light color, below 500', turned base over house, very noisy.

3 Dec East wind today. A number of aircraft have passed over the house, apparently on downwind, but I didn't sight them.

1100 Two aircraft apparently on a departure north

bound passed a little west of house. The first was s-w, h-w, f-g, white with dark stripe near wing tip. Second aircraft was noisier, l-h,s-e, f-g, white color.

Afternoon wind from the west.

- 4 Dec 1104 East wind again today. Very noisy aircraft took off from runway 8. Did about 120 degree turn to a NW heading. Passed east of house still climbing. s-e, h-w, f-g.
- 1205 Several aircraft westbound this side of freeway. Apparently downwind for runway 8. Didn't call in--no further info.
- 1212 2-e, h-w, f-g, well under 1000 ft, apparently on downwind for runway 8.
- 1234 s-e, l-w, r-g. Headed west at about 500 feet. Quite noisy.
- 1237 s-e, l-w, about 1000 ft, light color with dark stripes on wing tips, over house headed due north. VERY noisy, apparently climbing out after departing runway 8.
- 1418 Low-flying, noisy, fast, 2-e, l-w, between 5-800 ft. Gear down, apparently on downwind to runway 8.
- 15 Dec 1125 h-w, f-g, s-e, white with dark wing tips and dark longitudinal stripes at about 3/4-span. Under 500', approached from ENE, passed over house apparently on a downwind approach for a left-hand pattern to runway 8.
- 16 Dec 1137 l-w, r-g, ?-e, white, looked like blue and red trim. Passed north of house, low and noisy. When he turned base, he started/continued descent, i.e., got lower. Very distinctive whistle.
- 26 Dec 1030-1130 Strong east winds. During this hour about 4 aircraft made left-turn departures from runway 8 directly overhead. Several aircraft arriving from the northeast set up left-hand approach patterns north of Ponderosa Drive.

COMMENTS/QUESTIONS REGARDING
CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY
CHAPTER THREE "NOISE IMPACTS"

Fred Stoliker
(805) 482-7633

<u>Page</u>	<u>Comment/Question</u>
---	When, where, and/or how will I be advised as to what action is taken or not taken on my comments?
---	Do I correctly assume that there is almost no level of aircraft overflights that will get serious consideration based on CNEL computations?
3-3	(Column 2) "...avigation..."? "...avigation..." is also used on page 12, Land Use TIP.
3-5	When discussing Exhibit 3B, it is notes that "Exhibit 3B....shows the location of noise-sensitive land uses and the 1988 noise contours at Camarillo Airport." Have any surveys of aircraft noise ever been done outside of the airport, for example at the residential housing at the approach end of runway 26, housing under the VOR approach, and/or housing under the "extended" downwind patterns for runway 26. If not, why not? Do I properly understand that the CNEL charts are all computed and do not reflect actual measurements? The comments that the CNELs are largely contained on airport property may be valid for use of runway 26 but what about for runway 8 departures? Are the runway 8 departure CNELs above 60 obviated by the "sound averaging" done to determine CNELs?
Exhibit 3B	Does not contain many "noise-sensitive institutions" as noted in previous comments.
Exhibit 3C	Ditto above comment.
Exhibit 3D	Ditto above comment.
3-6	The last sentence of the "Summary", "Overall noise levels at the airport are projected to change only slightly throughout the next 20 years.", is no doubt pretty accurate as written. However, with the number of aircraft operations projected to increase by over 50% (Table 2A) I have to believe that the aircraft noise levels in housing areas under actual flight path WILL show substantial increases! Comment?

David W. Berger
Representative CMA Hangar Owners Association
2910 Winding Lane
Westlake Village, CA
91361-3211
Tel. (805) 494-3342

RECEIVED JAN 29 1997

January 26, 1998

CMA F.A.R. Part 150 Noise Compatibility Study, Working Group & Public Meetings
of January 6th, 1998

Mr. Mark R. Johnson, AICP
Associate
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Johnson,

After our last Working Group Meeting at CMA on January 6th, I spoke to you off the record about the discrepancies found in Table 1A, Historic and Forecast Operations For CMA. I gave you a copy of Table 1A showing what we calculated to be correct by adding up the CMA ATCT monthly activity reports for the years 1991, 1992 and 1994. I explained that the greatest error concerned the Military Operations listings.

Since our discussion on Jan 6th we have found additional discrepancies in Table 2A, Page 2-3, Chapter 2 of the Work Book. The primary discrepancy again concerns the listing for Military Itinerant Operations. For the year of 1998 the Table shows 37 Military Operations which we can accept. However, five years later for the year of 2003 the Table shows 2500 Military Operations, an increase of 675%. We would appreciate copies of the data and an explanation of the method and reasoning used to arrive at the 2500 figure for both the years 2003 and 2018. We note that the preceding information was acquired from the 1996 Camarillo Airport Master Plan, if this is correct it surely casts doubt as to the accuracy and integrity of other data that goes to make up the Airport Master Plan.

In all of your maps and graphs showing the noise sensitive areas for CMA they fail to show anything east of Lewis Road. We would like to know the reason why the large residential community of Leisure World and the Camarillo Springs development are not shown or considered as noise sensitive areas? Leisure World is directly under the instrument approach track to runway 26 and Camarillo Springs falls under the normal V.F.R. approach track from the east to runway 26. These communities consist of a great number of people whose previous concern and public testimony helped defeat the former proposal to Privatize CMA. We believe that when these people become aware of the fact that they have not been included in the CMA Noise Study in addition to the second runway proposal, their opposition could shoot down this whole project.

We respectfully suggest that these noise sensitive areas be included in your official documentation and that the people living in Leisure World and Camarillo Springs are shown to have been considered in the program, where they stand in relation to it, and especially how they are noise impacted during jet aircraft visual and instrument approaches to runway 26.

The following morning after the Public Meeting in the afternoon of Jan 6th, our local newspaper disclosed a plan to build 735 homes together with schools, shopping center and supporting businesses directly in line with the final approach to runway 26 at CMA. It is in the area west of Camarillo Springs and near the Trailer Park between the 101 Freeway and Pleasant Valley Road. The first step of approval for this project came the following day Jan 8th, from the Parks Dept. The newspaper article about the development stated that Mr. Tony Boden of the Planning Commission was involved with the proposed plan yet he never made any mention of it or it's possible impact on the Noise Study during his presence at the Public Meeting for the Noise Study on January 6th.

In the eventuality the proposed community of 735 homes to be placed on the final approach to runway 26 becomes a reality, resulting noise complaints and problems for CMA will be greater than anything ever transpired to date. Good community relations, which we as airport residents have prided ourselves on and strive to maintain, will be adversely affected as well as our general aviation activity. It is our understanding that the purpose of this Noise Study Program is to promote the general aviation activity at CMA and it was the primary reason the airport was dedicated for that purpose by the U. S. Government. While this Noise Study does not cover this most recent possibility of a large housing project on the final approach to runway 26, we mention it here for the record and as an imperative consideration.

F.A.R. 150.21(b) and .23(e)(7) make reference to the public's views & data, adequacy of the program, and that a copy of all written comments shall be filed with the FAA Regional Airports Divisional Manager with the Noise Study completed application. Based on the foregoing we would expect to see a copy of this letter in that file going to the FAA.

To refer again back to our last Working Group meeting on Jan 6th, we concur on record with the proposal of a second parallel runway at CMA to be one of the best ways possible to reduce noise over the city of Camarillo and surrounding areas.

Ventura County Airport Management is spending our tax dollars and airport appropriated funds on this study, we therefore feel it is our right to ask and see that the study is accurate and that it justifies it's intended purpose.

Respectfully,


David W. Berger

cc: Rod Murphy, Director of Airports, Ventura County

TABLE 1A
Historic And Forecast Operations
Camarillo Airport

Year	Air Taxi	General Aviation			Total
		Local	Itinerant	Military	
1990	5,799	115,285	91,346	1,243	213,673
1991	3,469	132,132	78,492	913	215,006
1992 352 DIFF	1,744	99,030	83,295	1,412	185,481
1993	1,721	98,857	77,474	973	179,025
1994 1826 DIFF	2,025	103,567	82,661	2,597	190,850
1995	1,366	90,737	74,179	834	167,116
1996	2,031	86,885	83,860	129	172,905
1997*	1,835	86,758	89,708	43	178,344
FORECAST					
Short Term	2,300	118,000	92,000	2,500	214,800
Intermediate Term	2,600	134,000	106,000	2,500	245,100
Long Range	3,300	168,000	132,000	2,500	305,800
1997 operational data is for the twelve-month period from November 1996 through October 1997. Sources: FAA Air Traffic Control Statistical Report. Forecasts from the Airport Master Plan for Camarillo Airport, August 1996, p. 2-14.					

99,382 TYPE
 78,402 ADDITIONAL PROB
 84487 TYPE
 1060 TYPE

771 TYPE

AIRPORT FACILITIES

Airfield facilities influence the utilization of airspace and are important to the noise compatibility planning process. These facilities include the runway and taxiway systems and aircraft and terminal activity areas. **Exhibit 1B** depicts an overview of the airfield facilities. As mentioned in the previous section, the airport master plan study was recently completed. The main focus of an airport master plan is to provide an Airport Layout Plan (ALP) which includes a graphical representation of existing and planned airport facilities. Because planned facilities will be considered in this study, **Exhibit 1C, Airport**

Layout Plan, has been included for reference.

RUNWAYS

Camarillo Airport is served by Runway 8-26 which is 6,010 feet long by 150 feet wide and aligned in an east-west direction. The runway surface is asphalt and is in good condition. The current *Airport/Facility Directory* listing for Camarillo Airport indicates runway load bearing strength for Runway 8-26 as 48,000 pounds for single wheel loading, 65,000 pounds for dual wheel loading, and 110,000 pounds for dual tandem wheel loading (National Ocean Service 1997a, p. 46).

RECEIVED FEB 16 1997

808 Skeel Drive
Camarillo, CA 93010-2964
11 February 1998

Coffman Associates, Inc.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063

Attn: Mark Johnson

Dear Mark -

Please find enclosed a "comment sheet" pertaining to the 12/2/97 Public Information Meeting and some comments concerning the meeting minutes from the 12/2/97 PAC meeting.

Sorry I blew the suspense date on the Public Information Meeting--it just got dropped from my memory bank.

I know that you did not request comments on the PAC meeting minutes but there were some items that I wanted to bring to your attention.

Thanks for your patience!

Sincerely,


Fred Stoliker

CAMARILLO AIRPORT
Camarillo, California

RECEIVED FEB 16 1997

F.A.R. Part 150 Noise Compatibility Study
Planning Advisory Committee Members

December 16, 1997

Enclosed are materials for the F.A.R. Part 150 Noise Compatibility Study. Please put these behind the appropriate tabs in your notebooks. The next PAC meeting is scheduled for **Tuesday, January 6, 1998 at 3:00 p.m.** The meeting will be held in the Ventura County Department of Aviation offices at Camarillo Airport, 555 Airport Way.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

Updated PAC List

Minutes of 12/2/97 PAC Meeting

Minutes of 12/2/97 Public Information Meeting

I have read the working paper and have no comments.

I have read the working paper and have the following comments. (Please add extra sheets if necessary.)

*Based on reading the minutes of the PIM,
I think some good ideas were
expressed.*

*Are these to be discussed/amplified
at a future PAC?*

Please mail this response sheet by January 20, 1998 to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Mark Johnson

Name: *Judith Stohler*
Representing: *Self/Residents*
Phone: *805-482-7633*

RECEIVED FEB 16 1997

COMMENTS/QUESTIONS REGARDING
CAMARILLO AIRPORT NOISE COMPATIBILITY STUDY
MEETING MINUTES, 2 DECEMBER 1997

<u>Page</u>	<u>Para</u>	<u>Comment/Question</u>
1	4	If helicopters are not classified as Stage 1, 2 or 3, how are they classified? (It's obvious that some, such as the UH-1/Huey, are much noisier than others? Are the noisy ones to be phased out? When?)
1	5	For what it's worth: I believe that "Sharon McClanahan" is "Sheri McClanahan". (See meeting attendance record.)
1	5	Do tower controllers record aircraft type and time as well as well as call sign and identifying aircraft as local or itinerant?
2	4	In my view, determining traffic patterns by interviewing users and air traffic control personnel is a good place to <u>start</u> . I believe that the users are probably going to tell you that they follow the " <i>recommended and encouraged</i> " patterns published by the airport. (Would you tell anyone that you didn't abide by those procedures?) However, then I think that you should interview people (probably those that complain about noise and/or low-flying aircraft) to get another view of what's happening. (A good place to start would be the log that is supposedly kept by Airport Operations of complaint calls received. That should give you an indication of the frequency of disturbing operations and names and phone numbers and callers.)
2	5	I think that now, especially after some of the discussions at the 6 January meeting, that aircraft are below 800 feet AGL during a great part of the "landing pattern". At what point in the pattern do you assume that they are on a three-degree glide slope? The arrival and departure tracks that are shown are apparently correct only for an "Average Day". Right? Projections are that the operations will increase by about 20% in the next five years. What will the average day arrival and departure tracks look like then? What is "PAPI"? When will it be installed? When it is installed will the arrival track still be over Camarillo? If it's a system that offers more precise approaches, why not shift it so that the approach is from the south side of the runway, not the north? (In what time frame do you anticipate that a "Landing GPS" system will be available and in common use?)
3	2	Will "grid point" and "time above" analyses be conducted? If "yes", will they be conducted for an "average day" or some kind of "average worst case"? You mention "alternative noise abatement procedures". Are these abatement procedures for people on the ground (noise insulating structures) or are they procedures that aircraft operators are to follow? If the latter, how are the procedures to be monitored and enforced? (Right now, there do not appear to be any procedures for monitoring aircraft operations unless they do something that someone {FAA?} considers "unsafe". Who defines what is "unsafe"?)

- 3 3 The question of why there were big differences between these new noise contours and the "old ANCLUC study" was raised again at the 6 January meeting. I've reviewed the portions of the study that I have and cannot reach any conclusions about the numbers of operations. I suggest that someone look at this issue and come up with a definitive answer.
- 4 2 If noise monitoring is to be done I suggest that it be done now rather than as a follow-on activity. Airport Operations personnel are welcome to set up noise monitoring equipment in my yard provided it is done for an extended period that includes at least one weekend that includes good weather. (Weather conducive to extensive flying activities.)

GENERAL QUESTIONS/COMMENTS

1. When are we going to discuss helicopter operations?
2. There is a fair amount of activity, such as aircraft apparently transiting the area that contributes to the "single events" that trigger my response. Will these events be discussed?
3. There are also many aircraft that appear to be departing runway 26 using a right-hand departure pattern (to head east) and over-flying the area between the freeway and the Camarillo Heights area. Will these events be discussed?



City Of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Office Of the Mayor
(805) 388-5307
Fax (805) 388-5318

February 23, 1998

Mr. Frederick N. Stoliker
808 Skeel Drive
Camarillo, CA 93010-2964

Dear Mr. Stoliker:

Thank you for your letter of February 11 in which you discuss the continuing problem of low-flying aircraft over city neighborhoods.

As a member of the Planning Advisory Committee studying the Camarillo Airport noise issues, I know you have expressed similar concerns at those meetings both in person and in writing. Representatives of the city, including the City Manager, have also called attention to this issue at the meetings. While I was not able to attend the last meeting, I am a member of the committee and plan to be at future meetings along with other representatives of the city. We will continue to press for solutions to this ongoing source of complaints from our citizens.

I am sure you are aware that the FAA (strengthened by certain court decisions) holds that local communities cannot impose any controls to ensure that aircraft are flying at the minimum allowable altitude or to direct them away from the city.

The recommendations contained in your letter represent a reasonable approach to this issue and I hope that you have passed them along to the FAA, the noise study consultants and the airport administration. As I previously mentioned, we will cooperate with you and others in the course of this study in attempting to come up with practical solutions to this longstanding problem.

Sincerely,

Charlotte Craven
Mayor

Stoliker.cc/jh
cc: City Council
Airports Administrator
Coffman & Associates: Mark Johnson, Jim Harris
FAA: Charles B. Lieber, Sheri McClanahan

RECEIVED MAR 20 1997

808 Skeel Drive
Camarillo, CA 93010-2964
17 March 1998

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

Mr. Charles B. Lieber, AWP-611.1
FAA Regional Office
Western Pacific Region
P.O. Box 92007, WWPC
Los Angeles, CA 90009

Coffman Associates, Inc.
Attn: Mr. Mark Johnson
237 N.W. Blue Parkway,
Suite 100
Lee's Summit, Missouri 64063

Gentlemen:

I had sent the attached letter to Mayor Charlotte Craven. In her reply she suggested that I send my comments and recommendations to the FAA, the noise study consultants, and the airport administration which I hereby do.

In her letter, Mayor Craven noted "I am sure you are aware that the FAA (strengthened by certain court decisions) holds that local communities cannot impose any controls to ensure that aircraft are flying at the minimum allowable altitude or to direct them away from the city." I think that I had been told that before but it had not previously completely registered.

This information leads me to ask if the Camarillo Airport Planning Advisory Committee will address the issues of low-flying and/or noisy aircraft? If not, then what person or group should be addressed with these concerns?

I look forward to your replies. I can be available to further discuss these issues.

Sincerely,


Frederick N. Stoliker

cc: Mayor Charlotte Craven w/o atch
Mr. Brad Coler w/o atch

808 Skeel Drive
Camarillo, CA 93010-2964
11 February 1998

Mayor Charlotte Craven
Member, Ventura County Aviation Commission
City of Camarillo
601 Carmen Drive
Camarillo, Ca 93010

Subject: Noisy and/or Low Flying Aircraft

Dear Mayor Craven -

This is a follow-up to my letter to you dated 14 April 1997, Subject: Low Flying Aircraft.

As you may recall, I am serving on the Planning Advisory Committee for the Camarillo Airport Noise Compatibility Study.

I have been troubled, and continue to be troubled, that my concerns, and community concerns of, low-flying and/or noisy aircraft will be dismissed as "single events". As my understanding of the procedures by which "Community Noise Equivalent Levels (CNELs)" are computed--not measured--my concerns are heightened.

From Exhibits 2B and 2C of the study I infer that aircraft overflying my house--even at altitudes of 1000 feet, and most are below 800 feet--in the landing configuration and with high power settings are EACH generating at or in excess of 80 Db SEL. In my biased view, these are not sound levels that should be ignored.

The "Historic and Forecast Operations" which shows a 20% increase in traffic in the next five years adds to my concern. This increase is important because the current overflight activity is highest on the days when the airport is busiest, i.e., the more traffic, the more aircraft that "extend their downwind leg".

Now to my particular case. On Thursday 4 December, there were six instances where there was sufficient noise to cause me to go outside to see what was happening. In at least two incidences there was more than one aircraft contributing to the noise. (In five cases, I called and reported these incidents. In every case where I called, the aircraft were not complying with the airport "*recommended and encouraged*" procedures nor were they following any of the routes shown as "Consolidated Arrival/Departure Track Spines" or "Sub-Arrival/Sub-Departure Tracks" in the study.) Also, note that many of these aircraft were overflying some or all of the following "noise sensitive" facilities at low altitude:

- o Las Posas Elementary School
- o Valle Lindo School
- o Pleasant Valley Baptist Church School and Child Care Center
- o Monte Vista Intermediate School
- o Wilshire Retirement Center-Heritage House
- o The Church of Jesus Christ of Latter-Day Saints
- o Pleasant Valley Church of Religious Science
- o Los Primos Structured School
- o Camarillo Convalescent Hospital
- o Pleasant Valley Recreation and Park District
 - oo Community Center
 - oo Senior Center

I strongly protest that the CNEL is the SOLE determinant of the noise patterns around the airport. There is a LOT of noise and agitation that is generated by "single events" and these single events must be taken into account and controlled if the airport management has any desires to keep the local populace "happy".

RECOMMENDATIONS:

- a. Stop overflights of POPULATED AREAS especially those that contain "Noise Sensitive" elements.
- b. Recognizing that is probably not entirely possible, have aircraft including helicopters follow the *recommended and encouraged* traffic pattern altitudes.
- c. When advised by tower to extend downwind, have the aircraft maintain altitude of the *recommended and encouraged* patterns until they begin final descent (after they turn on "final" approach) to the airport.
- d. Ensure that aircraft departing runway 8 do not make a left-hand departure over populated areas, i.e., they should turn to the right.
- d. If they don't already exist, establish minimum altitudes for aircraft and helicopters that are NOT in the departure or approach patterns.
- e. Establish minimum altitudes for aircraft and helicopters flying over populated areas EVEN if the aircraft are in a traffic pattern unless they are on FINAL approach.
- f. Establish means to identify procedure offenders.
- g. Enforce procedures especially for repeat offenders (i.e., deny them operating PRIVILEGES at Camarillo airport).
- h. Require pilots to justify, in detail, overflights of populated areas at altitudes less than 800 AGL for single-engine aircraft and 1000 feet AGL for twin-engined aircraft UNLESS they are on final approach.

My concerns are with noise, the low altitude of the overflights, and the number of "noise sensitive" facilities that are overflown.

I would be most happy to meet with you and/or your staff to clarify my concerns.

I look forward to your comments.

Sincerely,

Frederick N. Stoliker

cc: Mr. Brad Coler



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