



ATTACHMENT C

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## EMISSIONS INVENTORY REPORT

**VENTURA COUNTY**  
**AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Laura Hocking/Dawnyelle Addison, Planning

DATE: September 23, 2009

FROM: Alicia Stratton

SUBJECT: Request for Review of Master Plan Update for the Camarillo Airport,  
Ventura County Department of Airports (Reference No. 09-044)

Air Pollution Control District staff has reviewed the subject project, which is a proposal for a short-term, intermediate term, and long term capital improvement program at the Camarillo Airport. A number of potential physical improvements are proposed, including rehabilitation projects or improvement of existing facilities. These include short-term improvements of rehabilitation of Runway 8-26 and two ramp areas, development of a second parallel taxiway to serve airfield operations, widening of Taxiway B pavement fillets (for "high-speed" exit opportunities), a new apron in the eastern terminal and 60 new hangars with a mix of executive and T-hangars. Intermediate term improvements include expansion of the eastern terminal apron, development of 50 T-hangars and eight executive box hangars, and airfield navigational improvements including a medium intensity approach lighting system with runway alignment lights, and an upgrade to a four-box precision approach path indicator. Long term improvements include extension of the parallel taxiway, decommissioning of the very high frequency omni-directional range navigational aid, and installation of an MALS on Runway 8 (to allow Runway 8 to provide approach minimums as low as 0.75 mile visibility. Long term planning includes development of 50 T-hangars in the central terminal areas and an extension of Taxiway F. This Master Plan update represents an increase of 148 new hangars. The project location is 555 Airport Way in the City of Camarillo.

The application is complete for the purpose of evaluating air quality impacts. No significant air quality impacts are expected to result from the project. Attached are APCD's responses to Section 3 (Air) of the initial study checklist for the subject project. The following statements support each finding in Section 3.

**Item 3(a): Regional Air Quality Impacts**

Based on information provided by the applicant and the URBEMIS 2007 computer model (ver. 9.2.4), air quality impacts will be below the 25 pounds per day threshold for reactive

organic compounds and oxides of nitrogen as described in the Ventura County Air Quality Assessment Guidelines (5.19 lbs/day and 4.05 lbs/day respectively – see attached computer print-out). Therefore, the project will not have a significant impact on regional air quality.

### **Item 3(b): Local Air Quality Impacts**

Based on information in the project application, the subject project will generate local air quality impacts but those impacts are not likely to be significant.

Although the project is not expected to result in any significant local air quality impacts, the District recommends the following conditions be placed on the permit to help minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site:

All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).

### **Project Conformity**

This project appears to be subject to the requirements of the federal General Conformity regulation. Conformity is defined in the Clean Air Act as conformity to an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment. Section 176(c) of the Clean Air Act requires the EPA to develop criteria and procedures for determining the conformity of transportation and nontransportation (general) projects that require federal agency approval or funding with the applicable air quality plan.

On November 23, 1993, a rule entitled "Determining Conformity of General Federal Actions to State or Federal Implementations Plans" was published in the Federal Register. This rule states that a federal agency may not "engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an applicable implementation plan." For additional information on addressing this issue, the Federal Register notice contains background and explanatory material, and the Environmental Protection Agency has issued supplemental guidance on implementing the federal General Conformity rule. Ben Cacatian of APCD can assist you further. He may be reached at (805) 645-1428.

If you have any questions, please call me at (805) 645-1426.

### INITIAL STUDY CHECKLIST

Project: Camarillo Airport Master Plan Update

Planner: Laura Hocking/Dawnyelle Addison

	Project Impact Degree of Effect*				Cumulative Impact Degree of Effect*			
	N	LS	PS-M	PS	N	LS	PS-M	PS
3. Air								
a. regional	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Explanation: Degree of Effect  
N = No impact  
LS = Less than significant impact  
PS-M = Potentially significant impact - mitigation incorporated  
PS = Potentially significant impact

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Ventura County  
Air Pollution Control District

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b. local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 PS = Potentially significant impact



Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: Camarillo Airport Master Plan Update

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOX	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.12	0.02	1.55	0.00	0.01	0.01	2.81

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOX	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.07	4.03	44.54	0.04	0.33	0.20	4,036.08

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOX	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.19	4.05	46.09	0.04	0.34	0.21	4,038.89

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	0.00						
<b>TOTALS (lbs/day, unmitigated)</b>	<b>0.12</b>	<b>0.02</b>	<b>1.55</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>2.81</b>

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM25	CO2
Hangars	5.07	4.03	44.54	0.04	0.33	0.20	4,036.08
<b>TOTALS (lbs/day, unmitigated)</b>	<b>5.07</b>	<b>4.03</b>	<b>44.54</b>	<b>0.04</b>	<b>0.33</b>	<b>0.20</b>	<b>4,036.08</b>

Operational Settings:

- Includes correction for passby trips
- Does not include double counting adjustment for internal trips
- Analysis Year: 2011 Temperature (F): 85 Season: Summer
- Emfac: Version : Emfac2007 V2.3 Nov 1 2008

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Hangars	4.10	unknown		148.00	606.80	4,149.62
					606.80	4,149.62

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.7	1.1	98.7	0.2
Light Truck < 3750 lbs	8.7	2.3	93.1	4.6
Light Truck 3751-5750 lbs	23.6	0.4	99.6	0.0
Med Truck 5751-9500 lbs	11.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.8	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.7	0.0	28.6	71.4
Heavy-Heavy Truck 33,001-60,000 lbs	0.2	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	0.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.8	63.0	37.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.5	0.0	86.7	13.3

Travel Conditions

Urban Trip Length (miles)	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work
	10.8	7.3	7.5	9.5	7.4
					Customer
					7.4

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Rural Trip Length (miles)	15.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Hangers	2.0	1.0	97.0
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ATTACHMENT D

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## **NOISE EXPOSURE ANALYSIS**

## Attachment D NOISE EXPOSURE ANALYSIS

*Camarillo Airport*

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### NOISE

The Community Noise Equivalent Level (CNEL) is accepted by FAA for use in California to assess the extent of aircraft noise within a community. Cumulative noise metrics such as CNEL and the Yearly Day-Night Average Sound Level (DNL) are accepted by the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as appropriate measures of noise exposure. These three agencies have each identified the 65 CNEL or DNL noise contour as the threshold of incompatibility. Noise exposure contours are overlaid on maps of existing and planned land uses to determine areas that may be affected by aircraft noise at or above 65 CNEL. The noise exposure contours are developed using the FAA-approved Integrated Noise Model, Version 7.0a, which accepts inputs for several airport characteristics including: aircraft type, operations, flight tracks, time of day, and topography.

For the purposes of this overview, noise contours were prepared for the existing condition and the long range condition with the construction of the parallel runway.

**Exhibit D1** depicts the existing (2009) noise condition for Camarillo Airport. As shown on the exhibit, the 65 CNEL noise contour extends off airport property to the north over a light industrial area and parcels devoted to agricultural uses. No noise-sensitive land uses of significance are contained within this contour. **Exhibit D1** also depicts the long range condition noise contours. As shown on the exhibit, the noise exposure contours experience a general increase in size due to the forecast increase in operations and the addition of the parallel runway to the south of the primary runway. As with the existing condition, the long range noise contours extend off airport property to the north over a light industrial area and parcels used for agriculture. A portion of the noise contour also extends off airport property to the west and south over areas used for agriculture. No noise-sensitive land uses are contained within the long range 65 CNEL noise contour.

*Initial Study* (Section Three)

**See Exhibit – D1**

Existing and Ultimate Noise Contours

# Section FOUR



## Mitigation Measure Monitoring Plan



**CAMARILLO AIRPORT MASTER PLAN UPDATE  
MITIGATION MEASURE MONITORING PROGRAM**

Before implementation of each short, intermediate, and long term improvement listed in **Table 1** below, the Ventura County Department of Airports, as the responsible agency, will undertake and document completion of the prescribed mitigation measure as deemed necessary in the *2010 Initial Study for the 2009 Camarillo Airport Master Plan Update*.

<b>TABLE 1 Camarillo Airport Master Plan Improvements</b>
<b>SHORT TERM IMPROVEMENTS</b>
Upgrade Runway to LED lights
Property Exchange
<b>INTERMEDIATE TERM IMPROVEMENTS</b>
Install Localizer Antenna
Replace PAPI-2 with PAPI-4 Units on Runway 8-26
<b>LONG TERM IMPROVEMENTS</b>
Connecting Taxiway
Install MALS on Runway 8
Construct New East Terminal Access Road (approx. 1,000')
Remove Portions of Existing Taxiways D and E
Upgrade Parallel Taxiway for Use as Parallel Runway (increase width to 75')
Install PAPI-2 on Parallel Runway

The recommended mitigation measures for the *2009 Camarillo Airport Master Plan Update* projects are provided in the **Table 2** below. The timing of the short, intermediate, and long term improvements are highly dependent upon aviation demand, availability of funding, and ever changing Federal Aviation Administration safety mandates. Therefore, a specific monitoring schedule is not practicable and project specific monitoring of mitigation measures and verification reports will be undertaken as the improvements listed in **Table 1** are pursued.

The Ventura County Department of Airports will comply with all applicable local, state, and federal laws when implementing the improvements listed in **Table 1**. Where appropriate, the Ventura County Department of Airports will incorporate mitigation measures as outlined in **Table 2**. Following completion of any project listed in **Table 1**, Ventura County Department of Airports staff will prepare a report documenting the relative success of the measures. The mitigation implementation report will be maintained at the Ventura County Department of Airports offices and made available upon request.

<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<b>PLANNING-1</b> The County should pursue re-designation of the unincorporated portion of airport property from Agriculture Exclusive to an airport development compatible designation prior to pursuing the MALS for Runway 8.	Ventura County	Coordinate with County Planning on an airport development compatible designation for the unincorporated portion of airport property	Prior to pursuing the MALS for Runway 8	
<b>PLANNING-2</b> The County should pursue an amendment to the Airport Comprehensive Land Use Plan for Ventura County to incorporate the planned parallel runway location.	Ventura County	Coordinate with Airport Land Use Commission on an amendment to the Ventura County Airport Land Use Compatibility Plan	After adoption of the Airport Master Plan	
<b>AIR QUALITY-1</b> To minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site, the following conditions should be placed on any building permits obtained at the airport: All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPD rules and regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).	Ventura County	Include mitigation in construction bid specifications	Preparation of bid specifications	

**TABLE 2 (Continued)**

**Mitigation Monitoring Plan for Camarillo Airport Master Plan**

Mitigation Measure	Responsibility For Implementation	Method For Compliance	Timing of Compliance	Monitoring Completed
<p><b>AIR QUALITY-2</b> Projects included in the <i>2009 Camarillo Airport Master Plan Update</i> are subject to General Conformity regulations under the <i>Clean Air Act</i>. General Conformity determinations will be made on a project-by-project basis prior to undertaking construction, in compliance with the <i>Clean Air Act</i> and FAA regulations.</p>	Ventura County	Include mitigation in construction bid specifications	Preparation of bid specifications	
<p><b>WATER RESOURCES-1</b> Installation of the Runway 8 MALS approach lights at the airport requires coordination with the Watershed Protection District.</p>	Ventura County	Coordination with the Watershed Protection District should occur during the design phase of the Runway 8 MALS approach light system	The design phase of the MALS for Runway 8	
<p><b>WATER RESOURCES-2</b> Converting the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road at the airport requires an update of the airport's SWPPP and conformance with NPDES requirements.</p>	Ventura County	Update of the airport's SWPPP to reflect the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road. Conformance with NPDES requirements during construction.	Conformance with NPDES requirements during construction. Update the SWPPP after the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road are constructed.	

**TABLE 2 (Continued)**  
**Mitigation Monitoring Plan for Camarillo Airport Master Plan**

Mitigation Measure	Responsibility For Implementation	Method For Compliance	Timing of Compliance	Monitoring Completed
<p><b>BIOLOGICAL RESOURCES-</b>  <b>1</b> All migratory nongame native bird species, are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503,3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the listed project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.</p>	<p>Ventura County</p>	<p>Development should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the listed project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.</p>	<p>Prior and during construction on acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.</p>	

**TABLE 2 (Continued)**

**Mitigation Monitoring Plan for Camarillo Airport Master Plan**

Mitigation Measure	Responsibility For Implementation	Method For Compliance	Timing of Compliance	Monitoring Completed
<p><b>BIOLOGICAL RESOURCES-</b>  <b>2</b> Specific burrowing owl surveys should be conducted prior to development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road in grassland areas within 500 feet of listed project activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found on the Department's webpage (<a href="http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf">http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf</a>). If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.</p>	<p>Ventura County</p>	<p>Conduct burrowing owl surveys prior to construction on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road in grassland areas within 500 feet of listed project activities are pursued.</p>	<p>Prior and during construction on acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.</p>	

<b>TABLE 2 (Continued)</b>				
<b>Mitigation Monitoring Plan for Camarillo Airport Master Plan</b>				
<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<b>BIOLOGICAL RESOURCES</b> -3 The Department recommends that the Airport work jointly with the CDGF to develop a long-term conservation strategy for wildlife issues during the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.	Ventura County	Work jointly with the CDGF to develop a long-term conservation strategy for wildlife issues during if the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road projects are pursued.	Prior and during construction on acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.	

**TABLE 2 (Continued)**

**Mitigation Monitoring Plan for Camarillo Airport Master Plan**

<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<b>BIOLOGICAL RESOURCES-4</b> Field surveys may be necessary for Installation of the MALS approach lighting to Runway 8 to determine the potential impacts to this drainage.	Ventura County	Conduct field wetland surveys as necessary.	During FAA NEPA environmental process and prior to design of the Runway 8 MALS approach light system	
<b>BIOLOGICAL RESOURCES-5</b> If the MALS approach lighting for Runway 8 is pursued, early consultation with the CDGF will be undertaken to avoid or reduce impacts to fish and wildlife resources.	Ventura County	Coordinate with CDGF to avoid or reduce impact to fish and wildlife resources if the Runway 8 MALS project is pursued	During design of the Runway 8 MALS project.	
<b>PALEONTOLOGICAL RESOURCES-1</b> In the unlikely event that paleontological resources are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified specialist.	Ventura County	Conduct field surveys as necessary.	Monitor during project-related activities.	
<b>CULTURAL RESOURCES-1</b> Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to the installation of the proposed MALS approach lights for Runway 8 and northeast access road and submit the report to the FAA and the SHPO, and abide by the suggested recommendations.	Ventura County	Conduct cultural resource surveys as necessary and coordinate with FAA and SHPO.	During FAA NEPA environmental process and prior to design of the Runway 8 MALS approach light system.	

**TABLE 2 (Continued)****Mitigation Monitoring Plan for Camarillo Airport Master Plan**

<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<p><b>SEISMIC HAZARDS-1</b> Where deemed necessary, the Runway 8 MALS approach light structures and development on the acquired parcel in the central terminal area should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of foundation design. MALS approach light structures shall also conform to the requirements of the Uniform Building Code.</p>	Ventura County	Conduct geotechnical study.	The design phase of the MALS for Runway 8 and development on the acquired parcel.	
<p><b>HYDRAULIC HAZARDS-1</b> Drainage improvements for the impermeable surface areas added as a result of development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will be designed to manage stormwater flows so that they do not exceed the carry capacity of Wood Creek Channel and the Camarillo Hills Drain.</p>	Ventura County	Design projects to manage stormwater flows so that they do not exceed the carry capacity of Wood Creek Channel and the Camarillo Hills Drain.	During project design.	
<p><b>HYDRAULIC HAZARDS-2</b> The two MALS light structures located adjacent to the Camarillo Hills Drain will be in compliance with the Ventura County Floodplain Management Ordinance.</p>	Ventura County	Design MALS light structures to be in compliance with the Ventura County Floodplain Management Ordinance.	During project design.	



<b>TABLE 2 (Continued)</b>				
<b>Mitigation Monitoring Plan for Camarillo Airport Master Plan</b>				
<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<p><b>TRANSPORTATION/ CIRCULATION-1</b> Detailed design, an additional traffic study, and coordination with the Public Utilities Commission will be undertaken before the northeast airport access road onto Las Posas is pursued.</p>	Ventura County	Conduct traffic study on proposed northeast access road.	During project design.	
<p><b>WASTE TREATMENT/ DISPOSAL-1</b> Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:</p> <p><i>Recyclable Construction Materials</i> Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, rebar, wood, and metal) generated during all phases of this ongoing project be recycled at an authorized or permitted recycling facility. All non-recyclable materials shall be disposed of at a permitted disposal facility.</p> <p><i>Sediment and Soil - Recycling &amp; Reuse</i> The contract specifications for this project shall include a requirement that sediment and soil not reused on-site during all phases of this ongoing project will be transported to an authorized or permitted facility for recycling or reuse. Illegal disposal and land filling of soil is prohibited.</p>	Ventura County	Follow contract specifications for recyclable/ reuse of construction materials, sediment and soil, and green materials.	During project design and construction.	

<b>TABLE 2 (Continued)</b>				
<b>Mitigation Monitoring Plan for Camarillo Airport Master Plan</b>				
<b>Mitigation Measure</b>	<b>Responsibility For Implementation</b>	<b>Method For Compliance</b>	<b>Timing of Compliance</b>	<b>Monitoring Completed</b>
<p><b>WASTE TREATMENT/ DISPOSAL-1 (Continued)</b></p> <p><i>Green Materials - Recycling &amp; Reuse</i></p> <p>The contract specifications for this project shall include a requirement that wood waste and vegetation removed during all phases of this ongoing project be diverted from the landfill. This can be accomplished by on-site chipping and land application at the project site(s) or by transporting the material(s) to an authorized or permitted green waste facility in Ventura County.</p>	Ventura County	Follow contract specifications for recyclable/reuse of construction materials, sediment and soil, and green materials.	During project design and construction.	

***Mitigated Negative Declaration*** (Section One)

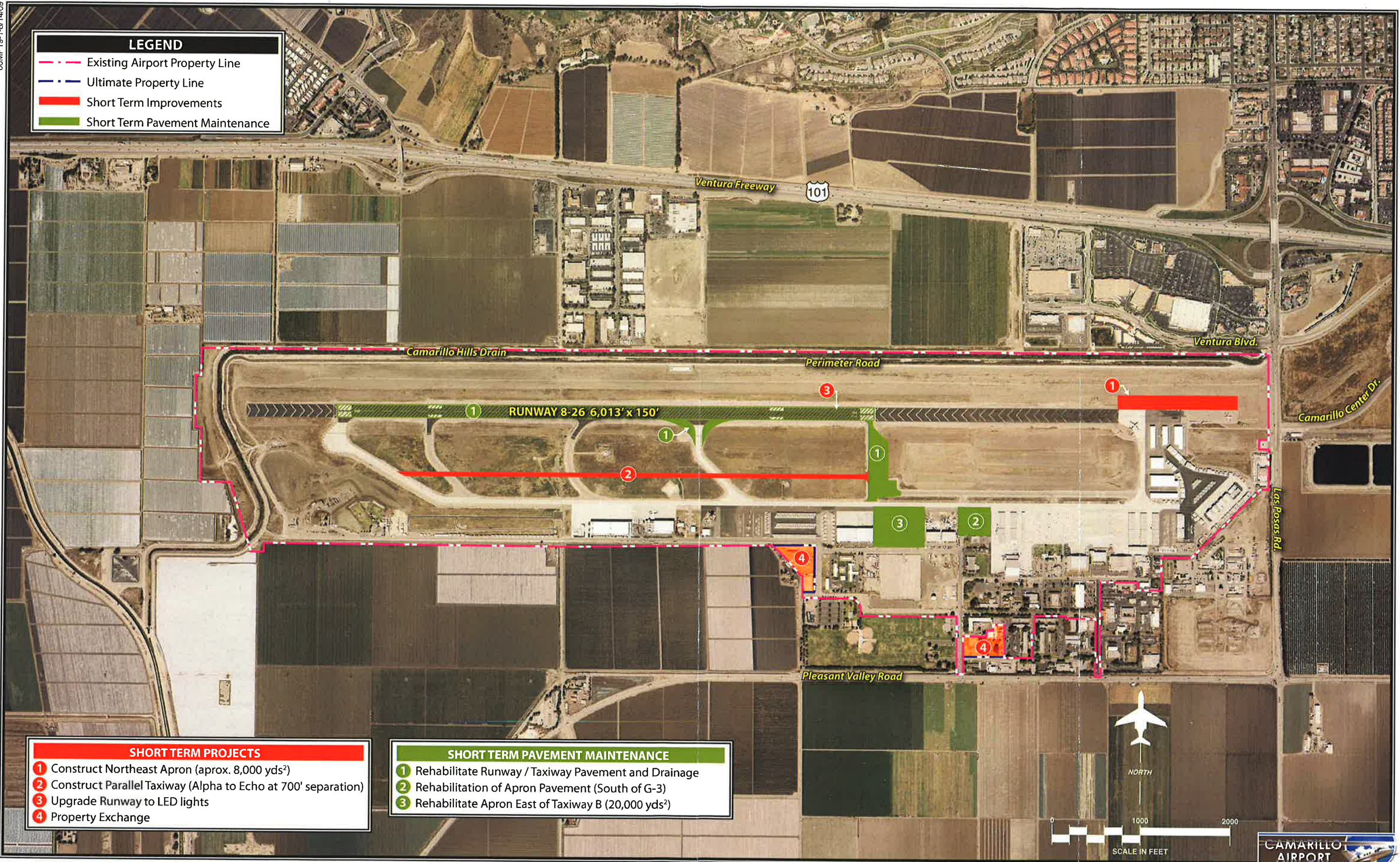
# Exhibits

#1, 2, 3 & 4



**LEGEND**

-  Existing Airport Property Line
-  Ultimate Property Line
-  Short Term Improvements
-  Short Term Pavement Maintenance

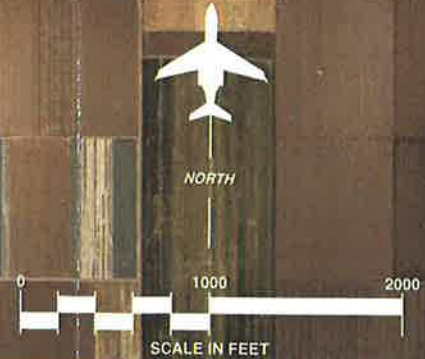


**SHORT TERM PROJECTS**

- 1** Construct Northeast Apron (aprox. 8,000 yds<sup>2</sup>)
- 2** Construct Parallel Taxiway (Alpha to Echo at 700' separation)
- 3** Upgrade Runway to LED lights
- 4** Property Exchange

**SHORT TERM PAVEMENT MAINTENANCE**

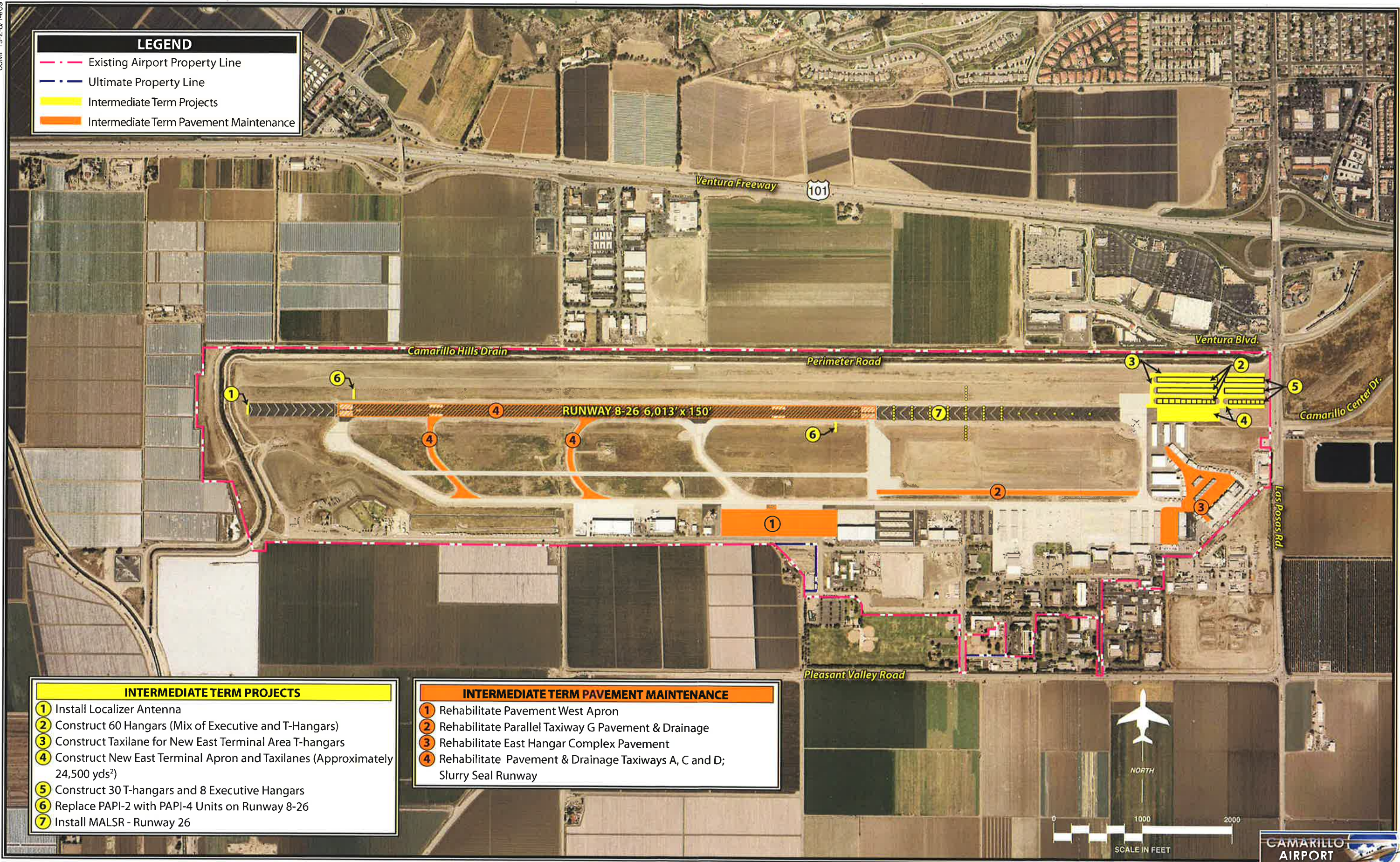
- 1** Rehabilitate Runway / Taxiway Pavement and Drainage
- 2** Rehabilitation of Apron Pavement (South of G-3)
- 3** Rehabilitate Apron East of Taxiway B (20,000 yds<sup>2</sup>)





**LEGEND**

-  Existing Airport Property Line
-  Ultimate Property Line
-  Intermediate Term Projects
-  Intermediate Term Pavement Maintenance



**INTERMEDIATE TERM PROJECTS**





- 1 Install Localizer Antenna
- 2 Construct 60 Hangars (Mix of Executive and T-Hangars)
- 3 Construct Taxiway for New East Terminal Area T-hangars
- 4 Construct New East Terminal Apron and Taxiways (Approximately 24,500 yds<sup>2</sup>)
- 5 Construct 30 T-hangars and 8 Executive Hangars
- 6 Replace PAPI-2 with PAPI-4 Units on Runway 8-26
- 7 Install MALSR - Runway 26

**INTERMEDIATE TERM PAVEMENT MAINTENANCE**

- 1 Rehabilitate Pavement West Apron
- 2 Rehabilitate Parallel Taxiway G Pavement & Drainage
- 3 Rehabilitate East Hangar Complex Pavement
- 4 Rehabilitate Pavement & Drainage Taxiways A, C and D; Slurry Seal Runway



**LEGEND**

-  Existing Airport Property Line
-  Ultimate Property Line
-  Long Term Projects
-  Pavement to be Removed



**LONG TERM PROJECTS**

- 1 Construct Parallel Taxiway (Bravo to Echo at 400' Separation)
- 2 Install MALS on Runway 8
- 3 Construct New East Terminal Access Road (Approximately 1,000')
- 4 Expand East Terminal Apron (Approximately 11,100 yds<sup>2</sup>)
- 5 Construct Taxilanes for 50 T-hangars
- 6 Construct 50 T-hangars
- 7 Remove Portions of Existing Taxiways D and E
- 8 Extend Parallel Taxiway F and Reconfigure Taxiway E
- 9 Upgrade Parallel Taxiway for Use as Parallel Runway (Increase width to 75')
- 10 Install PAPI-2 on Parallel Runway





**LEGEND**

- Existing Airport Property Line
  - Ultimate Property Line
  - Master Plan Improvement Projects
  - July 1999 Environmental Assessment (EA) / Environmental Impact Report (EIR)\*
  - 2003 Environmental Impact Report Addendum
- \* 1996 Camarillo Airport Master Plan

**MASTER PLAN IMPROVEMENT PROJECTS**

- 1 Upgrade Runway to LED lights
- 2 Property Exchange
- 3 Install Localizer Antenna
- 4 Replace PAPI-2 with PAPI-4 Units on Runway 8-26
- 5 Construct Connecting Taxiway
- 6 Install MALS on Runway 8
- 7 Construct New East Terminal Access Road (approx. 1,000')
- 8 Remove Portions of Existing Taxiways D and E
- 9 Upgrade Parallel Taxiway for Use as Parallel Runway (Increase width to 75')
- 10 Install PAPI-2 on Parallel Runway

**JULY 1999 EA / EIR**

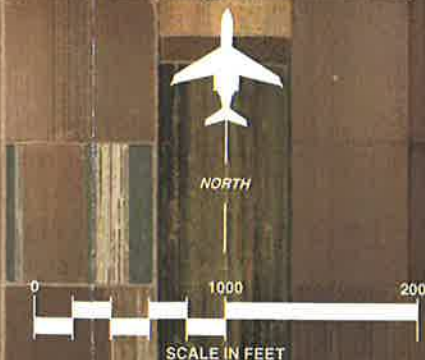
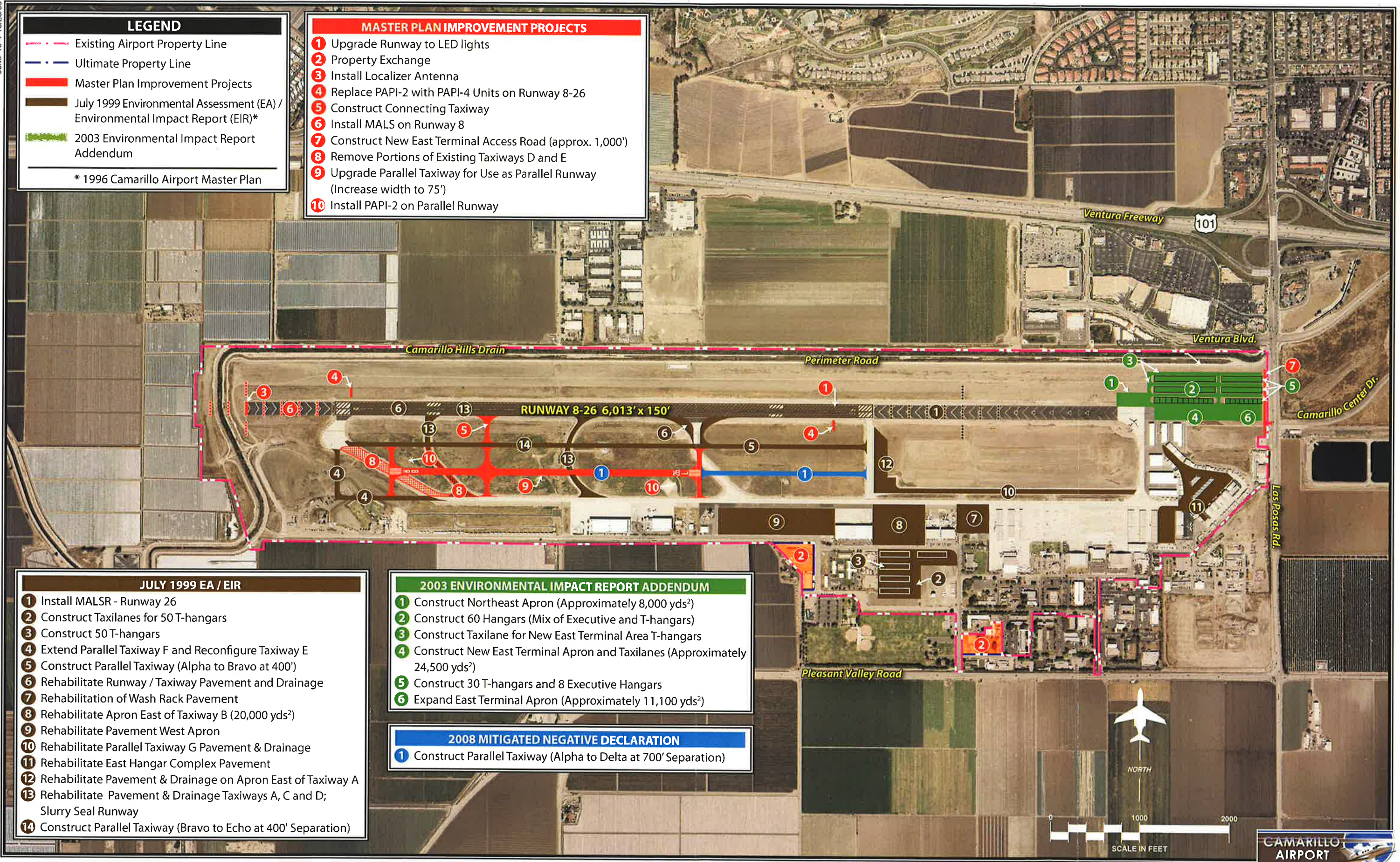
- 1 Install MALS - Runway 26
- 2 Construct Taxilanes for 50 T-hangars
- 3 Construct 50 T-hangars
- 4 Extend Parallel Taxiway F and Reconfigure Taxiway E
- 5 Construct Parallel Taxiway (Alpha to Bravo at 400')
- 6 Rehabilitate Runway / Taxiway Pavement and Drainage
- 7 Rehabilitation of Wash Rack Pavement
- 8 Rehabilitate Apron East of Taxiway B (20,000 yds<sup>2</sup>)
- 9 Rehabilitate Pavement West Apron
- 10 Rehabilitate Parallel Taxiway G Pavement & Drainage
- 11 Rehabilitate East Hangar Complex Pavement
- 12 Rehabilitate Pavement & Drainage on Apron East of Taxiway A
- 13 Rehabilitate Pavement & Drainage Taxiways A, C and D; Slurry Seal Runway
- 14 Construct Parallel Taxiway (Bravo to Echo at 400' Separation)

**2003 ENVIRONMENTAL IMPACT REPORT ADDENDUM**

- 1 Construct Northeast Apron (Approximately 8,000 yds<sup>2</sup>)
- 2 Construct 60 Hangars (Mix of Executive and T-hangars)
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- 5 Construct 30 T-hangars and 8 Executive Hangars
- 6 Expand East Terminal Apron (Approximately 11,100 yds<sup>2</sup>)

**2008 MITIGATED NEGATIVE DECLARATION**

- 1 Construct Parallel Taxiway (Alpha to Delta at 700' Separation)





*Initial Study* (Section Three)

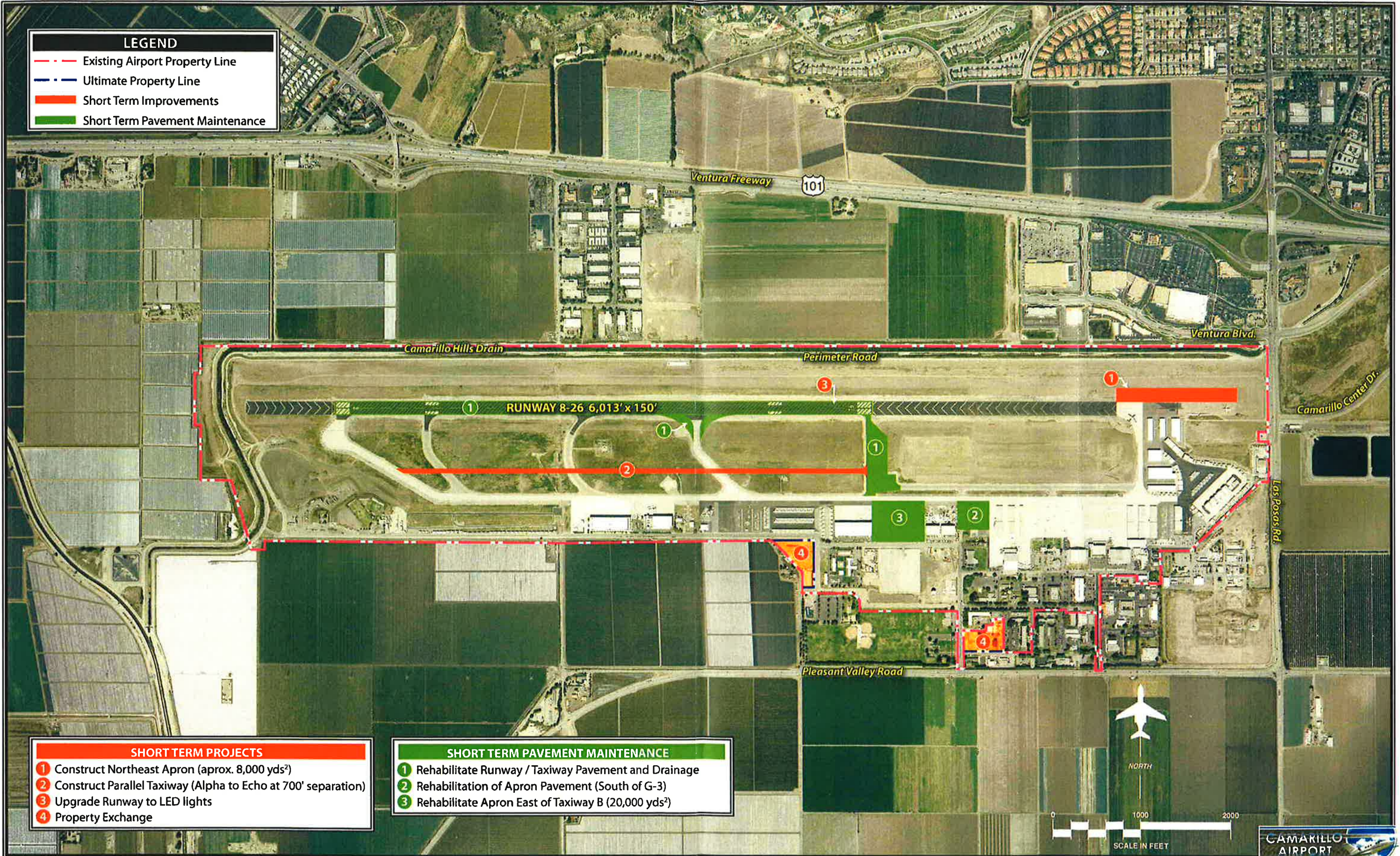
# Exhibits

#1, 2, 3, 4 & D1



**LEGEND**

- - - Existing Airport Property Line
- - - Ultimate Property Line
- █ Short Term Improvements
- █ Short Term Pavement Maintenance



**SHORT TERM PROJECTS**

- 1 Construct Northeast Apron (aprox. 8,000 yds<sup>2</sup>)
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- 3 Upgrade Runway to LED lights
- 4 Property Exchange





**SHORT TERM PAVEMENT MAINTENANCE**

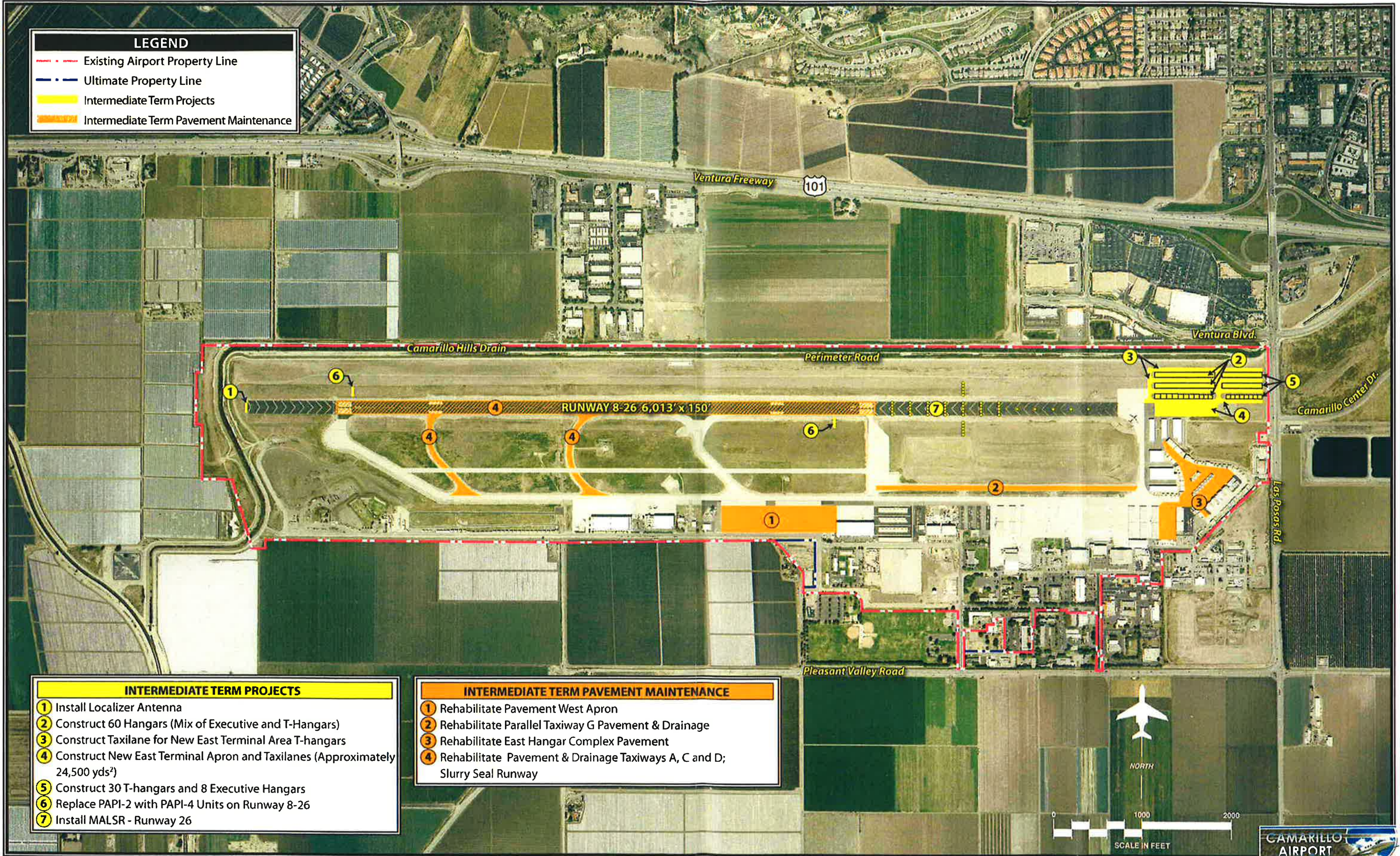
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**LEGEND**

-  Existing Airport Property Line
-  Ultimate Property Line
-  Intermediate Term Projects
-  Intermediate Term Pavement Maintenance

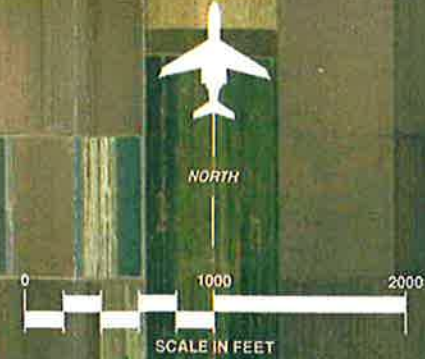


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**LEGEND**

- - - Existing Airport Property Line
- - - Ultimate Property Line
- █ Long Term Projects
- Pavement to be Removed








**LONG TERM PROJECTS**











- 1 Construct Parallel Taxiway (Bravo to Echo at 400' Separation)
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**LEGEND**

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**MASTER PLAN IMPROVEMENT PROJECTS**

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**JULY 1999 EA / EIR**

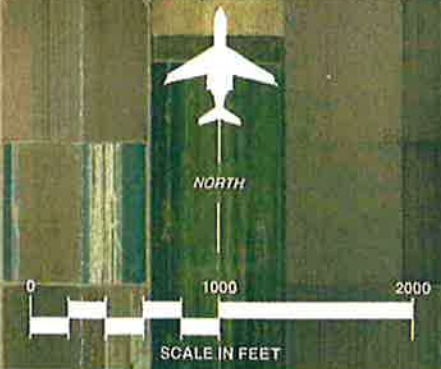
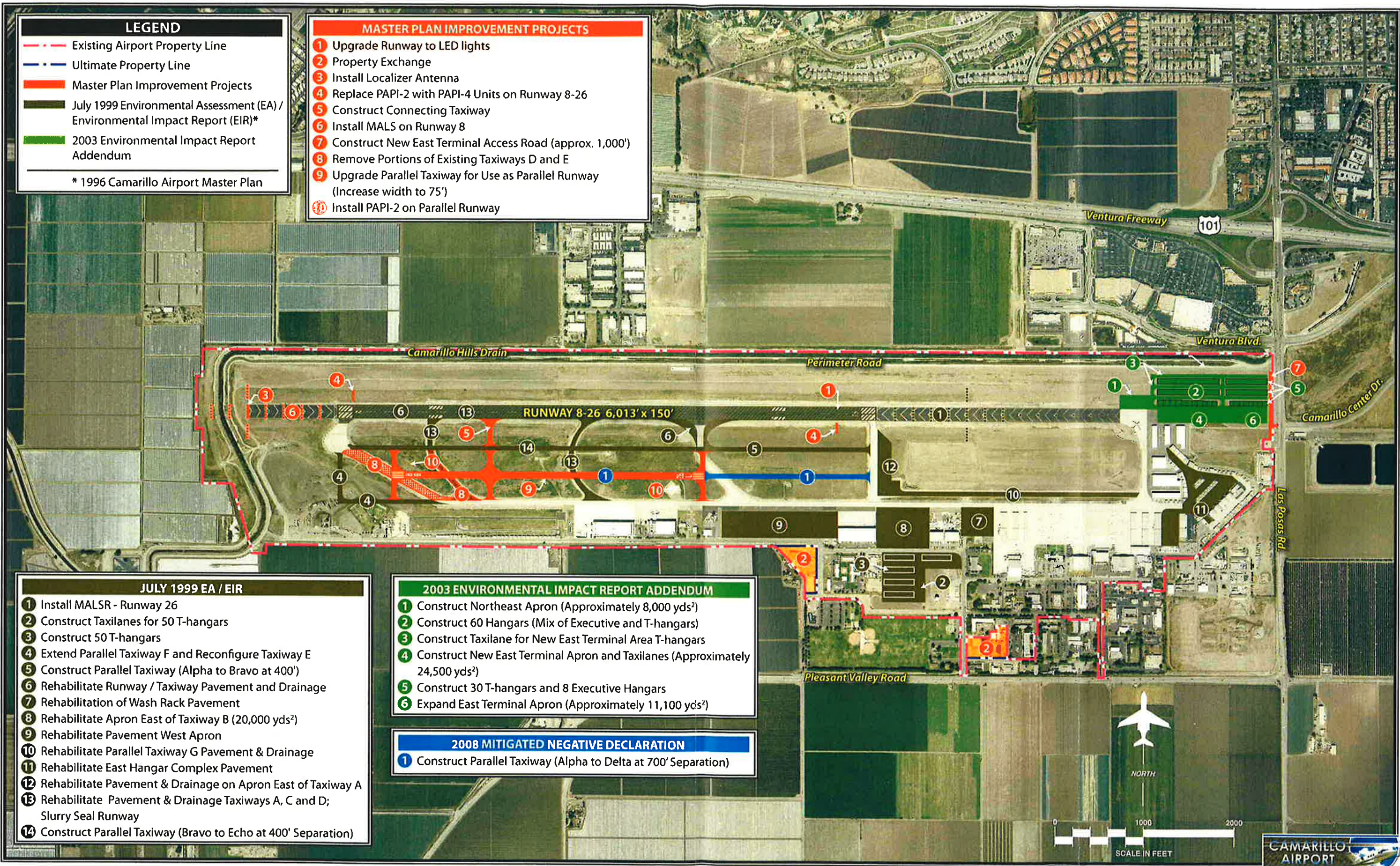
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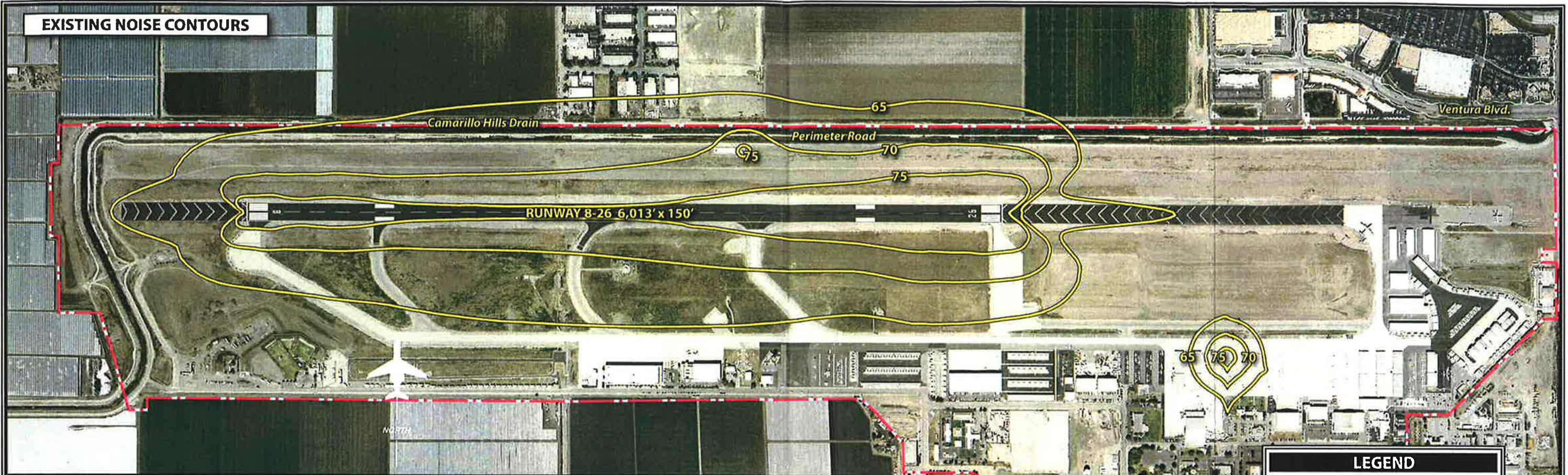
**2008 MITIGATED NEGATIVE DECLARATION**

-  Construct Parallel Taxiway (Alpha to Delta at 700' Separation)





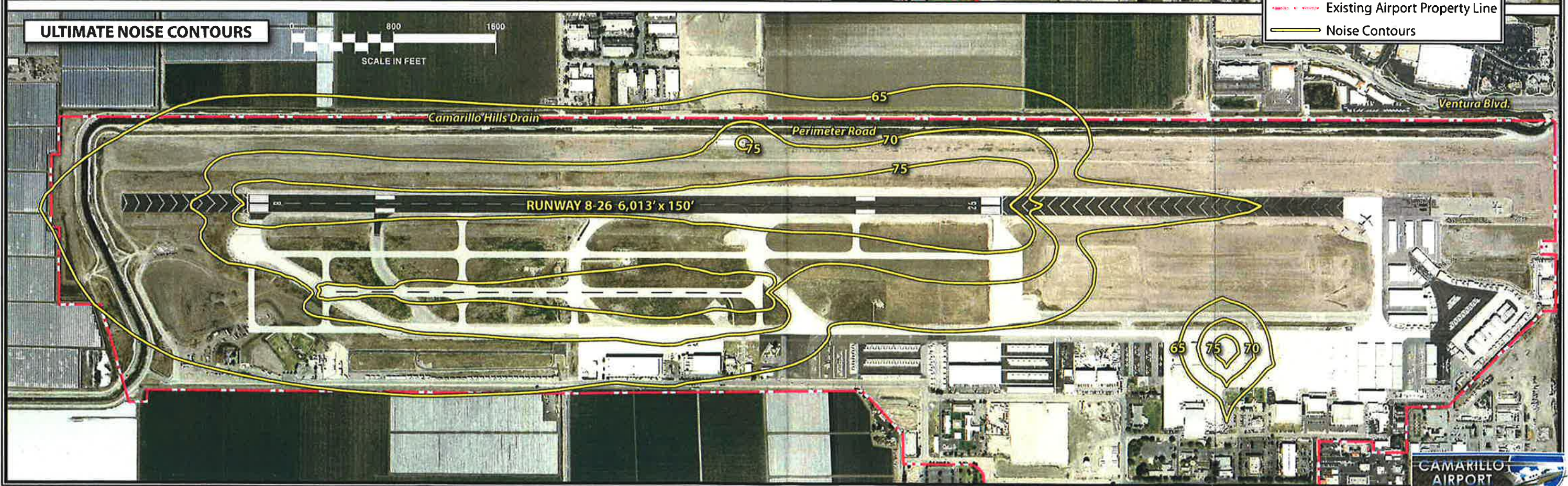
**EXISTING NOISE CONTOURS**



**LEGEND**

- Existing Airport Property Line
- Noise Contours

**ULTIMATE NOISE CONTOURS**



CAMARILLO AIRPORT





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