

## Part 150: Records of Approval

### Camarillo Airport, California

Approved on 5/4/01

#### INTRODUCTION

The Camarillo Airport, Camarillo, California, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning. The program recommends a total of twenty-three measures to prevent the introduction of additional noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include fourteen noise abatement measures, four land use measures, and five program management measures.

The measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the county of Ventura recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of the Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental approval and other procedures or requirements.

#### 1 - NOISE ABATEMENT ELEMENT

1. Continue prohibiting formation takeoffs and landings without prior permission from the Director of Airports. (Page 6-2) Description: This measure recommends that the Department of Airports continue its existing policy of prohibiting formation takeoffs and landings without prior permission from the Director of Airports. Formation takeoffs and landings produce significantly greater single event noise than do operations by single aircraft. For example, a formation takeoff by two identical aircraft will produce single event noise three decibels louder than a takeoff by a single aircraft. This is an existing county policy which promotes both noise abatement and safety.

FAA Action: APPROVED for purposes of Part 150 as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

2. Continue advising north traffic to fly the downwind leg along U.S. Highway 101. (Page 6-2) Description: This measure recommends that the Department of Airports continue to advise aircraft flying downwind north of the airport to fly along U.S. Highway 101. U.S. Highway 101 is

nearly parallel to Runway 8-26. By flying along the highway, aircraft will avoid residential areas to the north.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

3. Continue advising Runway 26 arrivals to make base leg turns west of Las Posas Road. (Page 6-3) Description: This measure recommends that the Department of Airports continue to advise aircraft arriving on Runway 26 to make base leg turn west of Las Posas Road. This policy is intended to keep the traffic pattern as compact as possible and avoid overflights of residential areas to the east.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

4. Continue advising pattern traffic on Runway 8 to turn to the crosswind leg prior to Las Posas Road. (Page 6-3) Description: This measure recommends that the Department of Airports continue to advise aircraft operating within the airport traffic pattern for Runway 8 to turn the crosswind leg prior to Las Posas Road. The intent is to ensure that aircraft taking off to the east on Runway 8 turn to the crosswind leg quickly before reaching residential areas to the east.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

5. Continue advising right traffic on Runway 8 so as to avoid low overflights of the City. (Page 6-4) Description: This measure recommends that the Department of Airports continue to promote the use of a right hand traffic pattern on Runway 8 so as to avoid low overflights of the city. A right traffic pattern on Runway 8 helps avoid low overflights of residential areas north of the airport.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

6. Advise straight-in VFR approaches to Runway 26 to remain south of U.S. Highway 101 and south of housing areas. (Page 6-4) Description: This measure recommends that the Department of Airports advise aircraft on straight in VFR approaches to Runway 26 to remain south of U.S. Highway 101 and south of housing areas. This measure is intended to ensure that approaches from the east to Runway 26 remain south of residential areas east of the airport.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

7. Advise Runway 26 departures to fly west and north of City when turning right. (Page 6-5) Description: This measure recommends that the Department of Airports advise aircraft departing on Runway 26 to fly west and north of the city when turning right. This measure is intended to ensure that takeoffs to the west on Runway 26 fly past the city before turning north and that if they are headed back to the east or northeast that they avoid direct overflights of the city.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

8. Require aircraft over 80,000 pounds to land on Runway 8 and depart on Runway 26 whenever safe and practicable. (Page 6-5) Description: This measure recommends that the Department of Airports require aircraft over 80,000 pounds to land on Runway 8 and depart on Runway 26 whenever safe and practicable. This measure is intended to ensure that takeoffs and landings by large aircraft are made to and from the west whenever possible. This would avoid overflights of residential areas east of the airport.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

9. When landings on Runway 26 are necessary, require aircraft over 80,000 pounds to make offset visual approaches from the southeast over farmland. (Page 6-6) Description: This measure recommends that the Department of Airports require aircraft over 80,000 pounds to make offset visual approaches from the southeast over farmland when landing on Runway 26. This measure is intended to work together with Measure 8 above to ensure that large aircraft approaches avoid direct overflights of residential areas.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

10. Promote use of NBAA standard noise abatement departure procedures by jets. (Page 6-6) Description: This measure recommends that the Department of Airports actively encourage jet operators to use the National Business Aviation Association (NBAA) Standard Noise Abatement Departure Procedures, or equivalent quiet flying procedures developed by aircraft manufacturer.

FAA Action: APPROVED as a voluntary measure only.

11. Promote use of AOPA Noise Awareness Steps by light single and twin engine aircraft (Page 6-7). Description: This measure recommends that the Department of Airports promote the use of AOPA Noise Awareness Steps and publish them in a convenient format for insertion in pilot manuals and inclusion in a pilot guide. The Aircraft Owners and Pilots Association (AOPA) encourages quiet and neighborly flying by distributing generalized noise abatement procedures for use by propeller aircraft.

FAA Action: APPROVED as a voluntary measure only. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval. Signs and other publications must not construe the procedure as mandatory.

12. Continue promoting a standard left hand traffic pattern on Runway 26. (Page 6-8) Description: This measure recommends that the Department of Airports continue to promote the use of a standard left hand traffic pattern on Runway 26. Currently, a standard left hand traffic pattern is used on Runway 26 by approximately 75 percent of the traffic at the airport. This promotes noise abatement by keeping aircraft on the south side of the airport, away from the neighborhoods north of the U.S. Highway 101.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

13. Designate Runway 26 as the calm wind runway. (Page 6-8) Description: This measure recommends that the Department of Airports adopt a policy noting that Runway 26 is the calm wind runway and the preferred runway for noise abatement. This measure also recommends the Department of Airports request that this policy be reflected in FAA Airport Traffic Control Tower procedures. Runway 26 is currently used approximately 85 percent of the time, primarily because of the prevailing winds from the west. Since the area west of the airport is undeveloped, in contrast with the residential development about one and one-half miles to the east, this runway use promotes noise abatement.

FAA Action: APPROVED as a voluntary measure only. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

14. Advise departures on Runway 8 to make right turns to avoid overflights of City. (Page 6-8) Description: This measure recommends that the Department of Airports establish a policy of advising aircraft departing Runway 8 to turn right to avoid overflights of residential areas. This measure also recommends that this policy be published in policy advisories, published in a pilot guide, and be coordinated with the FAA Airport Traffic Control Tower.

FAA Action: APPROVED as a voluntary measure. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

## 2 - LAND USE MANAGEMENT ELEMENT

1. Use combined 2003 and 2018 noise contours as basis for noise compatibility planning. (Page 6-9) Description: This measure recommends that the city of Camarillo and Ventura County amend their general plans to show the updated noise contours for Camarillo Airport. In a letter dated July 18, 2000, the county of Ventura indicated that, if approved, this measure will be implemented based on the 2003 NEM (Exhibit 2) accepted by the FAA on September 10, 1998.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

2. Set 60 CNEL as the threshold for promoting airport compatible development. (Page 6-10) Description: This measure recommends that the city of Camarillo and Ventura County amend their general plans to establish 60 CNEL as the threshold for compatible land use planning around airports. In a letter dated July 18, 2000, the county of Ventura indicated that 60 CNEL is to be used as a threshold to promote land use compatibility only and that the standards specified in Table 1 of FAR Part 150, reference 65 CNEL, will continue to be used as the threshold of significance for noise impacts and in compatible land use determinations.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure. The FAA's proposed Aviation Noise Abatement Policy 2000, states that the FAA will support local efforts to establish noise buffers below DNL 65 dB, where such buffers can reasonably be established and where local jurisdictions firmly and consistently act to reduce, prevent, or mitigate noise sensitive development.

3. Preserve airport-compatible land use designations within 60 CNEL and beneath the close-in traffic pattern. (Page 6-11) Description: This measure recommends that the city of Camarillo and Ventura County retain compatible land use designations, within their respective general plans, within the 60 CNEL noise contour and beneath the close-in traffic pattern.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure. The FAA's proposed Aviation Noise Abatement Policy 2000, states that the FAA will support local efforts to establish noise buffers below DNL 65 dB, where such buffers can reasonably be established and where local jurisdictions firmly and consistently act to reduce, prevent, or mitigate noise sensitive development.

4. Establish noise compatibility guidelines for the review of development projects within the "compatible land use preservation area" and require fair disclosure agreements and covenants for noise-sensitive uses granted a development permit. (6-13) Description: This measure recommends that the city of Oxnard and Ventura County adopt, through general plan amendments, project review criteria for development projects within the "compatible land use preservation area" which is defined as the area within the 60 CNEL contour and the land near the airport under the close-in traffic patterns.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure. The FAA's proposed Aviation Noise Abatement Policy 2000, states that the FAA will support local efforts to establish noise buffers below DNL 65 dB, where such buffers can reasonably be established and where local jurisdictions firmly and consistently act to reduce, prevent, or mitigate noise sensitive development.

### 3 - PROGRAM MANAGEMENT ELEMENTS

1. Maintain and enhance system for receiving, analyzing, and responding to noise complaints. (Page 6-15) Description: This measure recommends that the Department of Airports maintain and enhance the system of receiving, analyzing, and responding to noise complaints.

FAA action: APPROVED.

2. Review Noise Compatibility Plan implementation (Page 6-15) Description: This measure recommends that the Department of Airports monitor compliance with the noise abatement element and maintain communications with the airport users and planning officials of the city of Camarillo and Ventura County, to follow their progress in implementing the land use management elements of this Noise Compatibility Program.

FAA action: APPROVED.

3. Publish pilot guide. (Page 6-16) Description: This measure recommends the Department of Airports prepare and distribute a pilot guide describing airport noise abatement information.

FAA action: APPROVED. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval.

4. Update Noise Exposure Maps and Noise Compatibility Program. (Page 6-16) Description: This measure recommends that the Department of Airports review the Noise Exposure Maps and the Noise Compatibility Program and consider revisions and refinements as necessary.

FAA action: APPROVED.

5. Acquire noise monitors. (Page 6-17) Description: This measure recommends that the Department of Airports acquire up to two noise monitor and consider installing them at permanent locations, one of each runway end. The permanent monitors would supplement the portable noise monitors which the Department of Airports already owns.

FAA action: APPROVED. For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.