

CAMARILLO AIRPORT



**AIRPORT MASTER PLAN
EXECUTIVE SUMMARY**

CAMARILLO AIRPORT



Camarillo Airport (CMA) was originally constructed in 1942 and served as an air base for the U.S. Army Air Force and the Marine Corps. In 1947, the Flight Strip portion was returned to Ventura County and was used jointly by the Army, California National Guard, and the Navy. The federal government regained control in May of 1951 and used the airfield as an Air Force Base until it was ultimately phased out and closed in 1969, and declared surplus property and ownership was transferred to the County of Ventura. The facility was re-opened as the Camarillo Airport in 1976 for use as a general aviation airport.

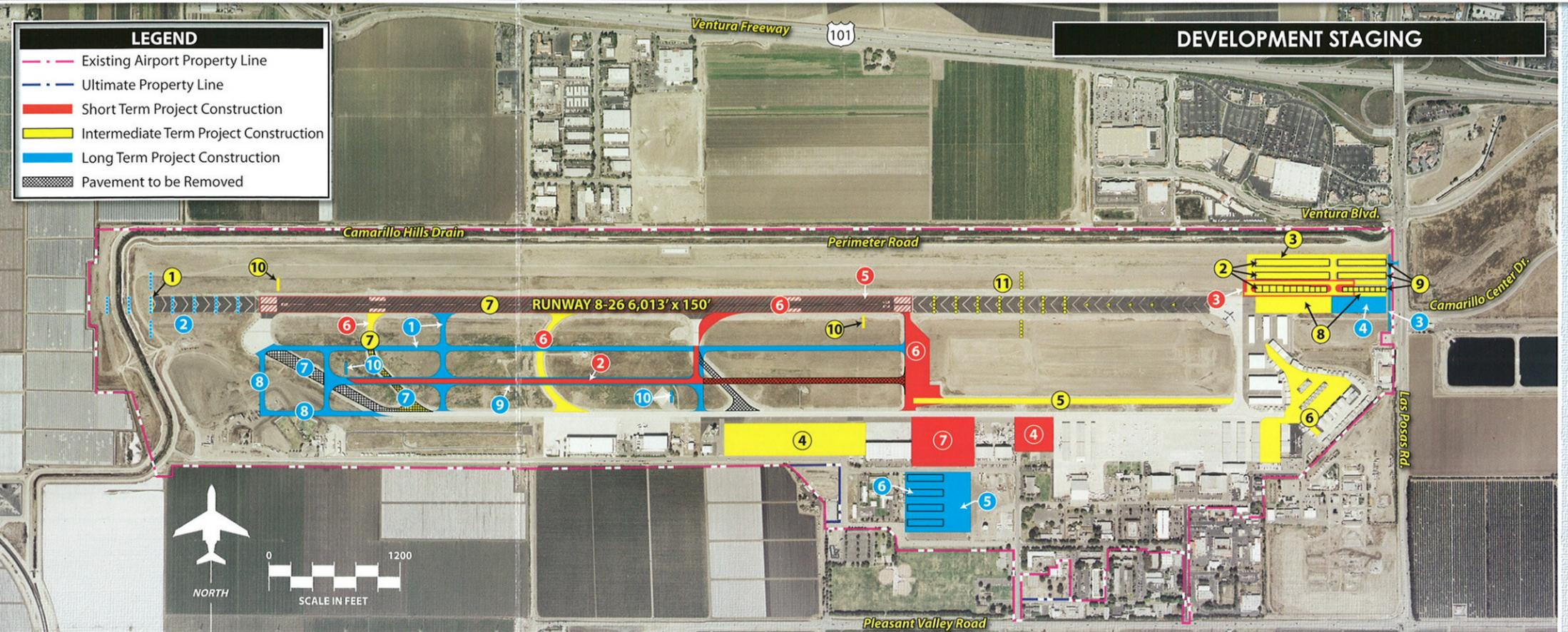


MASTER PLAN PROCESS AND RECOMMENDATIONS

The Camarillo Airport Master Plan Update was undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall maintenance, development, and operation.

In general, an Airport Master Plan is intended to be a proactive document which identifies and then plans for future facility development well in advance of the actual need for the facilities. This is done to ensure that the Ventura County Department of Airports can coordinate project approvals, design, financing, and construction to avoid experiencing detrimental effects due to inadequate facilities.

The Master Plan Update was developed in three phases with the support of a Planning Advisory Committee (PAC). The PAC was a public group having a vested interest in the airport and the community as a whole which included airport administration, Ventura County representatives, airport tenants, City of Camarillo representatives, and the Federal Aviation Administration (FAA). The PAC served a key role in reviewing study materials as completed allowing for



informed comments and input on the draft materials. As a result, the recommendations in the Master Plan include not only the technical expertise of the consultant but also the informed input from local representatives.

Camarillo Airport serves as a vital economic asset for Ventura County and the surrounding region. As such, it should be carefully and thoughtfully planned and subsequently developed in a manner which matches the developmental goals of the community. The preparation of the Master Plan is evidence that Ventura County recognizes the importance of air transportation to the community, as well as the unique challenges operating an airport presents. The investment in an airport yields many benefits to the community and the region. With a sound and realistic Master Plan, Camarillo Airport will remain an important link to the regional and national air transportation system for the community and maintain the existing public and private investments in its facilities.

FORECAST SUMMARY

	Base Year	2013	2018	2028
ANNUAL OPERATIONS				
<i>Itinerant</i>				
Air Taxi	2,249	2,640	3,310	5,130
General Aviation	70,190	88,000	94,000	106,900
Military	101	200	200	200
Total Itinerant	72,540	90,840	97,510	112,230
<i>Local</i>				
General Aviation	66,788	61,200	68,100	84,000
Military	620	500	500	500
Total Local	67,408	61,700	68,600	84,500
TOTAL OPERATIONS	139,948	152,540	166,110	196,730
Annual Instrument Approaches	2,055	2,270	2,440	2,810
BASED AIRCRAFT				
Single Engine	429	456	501	596
Multi-engine	51	51	52	55
Turboprop	11	14	18	24
Jet	22	28	35	45
Helicopter	20	21	24	30
Total Based Aircraft	533	570	630	750
OPERATIONAL PEAKING FORECASTS				
Peak Month	13,414	15,101	16,445	19,476
Design Day	433	503	548	649
Busy Day	538	622	677	802
Design Hour	71	83	90	107

DEVELOPMENT STAGING

SHORT TERM PROJECTS

- 1 Acquire Airport Sweeper (not pictured)
- 2 Construct Parallel Taxiway @ 700' Separation from Runway (Alpha to Echo)
- 3 Construct Northeast Apron (approx. 8,000 sq. yds.)
- 4 Rehabilitate Apron Pavement (South of G-3)
- 5 Upgrade Runway to LED lights
- 6 Rehabilitate Runway and Exit Taxiway Pavement and Drainage
- 7 Rehabilitate Apron South of Taxiway B (20,000 sq. yds.)

INTERMEDIATE TERM PROJECTS

- 1 Install Localizer Antenna
- 2 Construct 60 Hangars (Mix of Executive and T-Hangars)
- 3 Construct Taxilane for Northeast Terminal Area T-Hangars
- 4 Rehabilitate Pavement West Apron
- 5 Rehabilitate Parallel Taxiway G Pavement & Drainage
- 6 Rehabilitate East Hangar Complex Pavement
- 7 Rehabilitate Pavement & Drainage Taxiways A, C and D; Slurry Seal Runway
- 8 Construct New East Terminal Apron and Taxilanes (Approx. 24,500 sq. yds.)
- 9 Construct 30 T-Hangars and 8 Executive Hangars
- 10 Replace PAPI-2 with PAPI-4 Units on Runway 8-26
- 11 Install MALSR on Runway 26

LONG TERM PROJECTS

- 1 Construct Parallel Taxiway (Alpha to Echo at 400' Separation)
- 2 Install MALS on Runway 8
- 3 Construct Northeast Terminal Access Road (approx. 1,000')
- 4 Expand East Terminal Apron (approx. 11,100 yds²)
- 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

FINANCIAL PROGRAM

The recommended development program will require the investment from public and private entities. In total, projects associated with the recommended development plan are estimated to cost approximately \$39.8 million dollars. Approximately \$31.9 million could be eligible for grant funding under the Federal Airport Improvement Program (AIP), while up to \$563,265 could be eligible for California Transportation (CALTRANS) Division of Aeronautics grant funds. The remaining \$7.35 million would be the responsibility of local funding resources. The local portion may include funding from resources available to the Ventura County Department of Airports or from private entity investments.

The Airport Master Plan is based on a 20-year planning horizon and improvements are proposed for specific periods within the planning horizons. However, flexibility is built into the plan to allow the Ventura County Department of Airports to respond to changing needs or compliance requirements. Some projects, such as hangar construction and the development of a parallel runway for small aircraft, should only be undertaken as demand dictates. Others, including maintenance projects, will be needed based on age and condition of existing facilities. Each year, the airport is required to submit an updated list of priority projects to the FAA and CALTRANS. The Airport Master Plan provides documentation and support for those projects identified in the capital improvement program submitted to these agencies.

Total Cost	FAA Share	State Share	Local Share
Short Term Program			
\$11,315,000	\$10,749,250	\$97,731	\$468,019
Intermediate Term Program			
\$15,021,000	\$10,194,450	\$235,264	\$4,591,286
Long Term Program			
\$13,463,500	\$10,937,825	\$230,270	\$2,295,405
Total Program Costs			
\$39,799,500	\$31,881,525	\$563,265	\$7,354,710



AIRPORT ECONOMIC BENEFITS

One of the more important reasons for a public entity to own and operate an airport is its economic value to the community. This includes the benefits related to aviation business activities in the form of revenues generated by on-airport businesses as well as expenditures by air travelers for lodging, restaurants, ground transportation, retail goods and services, etc. A more significant benefit is the value of the airport to the sales and production capabilities of local business and industry. Finally, there is the value of the role the airport plays in attracting new business and industry to the community.

The table below presents the results of an economic benefit study prepared for Camarillo Airport in conjunction with the Master Plan. The study used the results of surveys of airport businesses, tenants, and air travelers to determine its findings. In summary, the annual economic benefits to the area due to the presence of the airport total over \$163 million which supports 830 jobs and payroll/earnings of over \$40 million.

EXPENDITURES IN THE ECONOMY

DIRECT BENEFITS

Airport Operations



INDIRECT BENEFITS

Visitor Spending



INDUCED BENEFITS

Multiplier Effects



TOTAL ECONOMIC BENEFITS



SUMMARY OF ECONOMIC BENEFITS: FY 2008

Source	Revenues	Earnings	Employment
On-Airport Economic Benefits	\$83,613,000	\$19,417,000	379
Air Visitor Benefits	3,339,000	1,300,000	48
Secondary Benefits	76,648,000	19,982,000	403
Total Benefits	\$163,600,000	\$40,699,000	830

For further information, please contact:

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