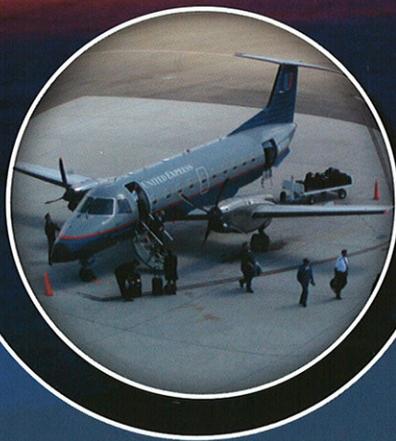
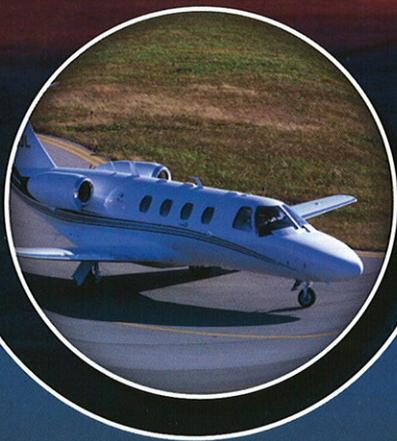


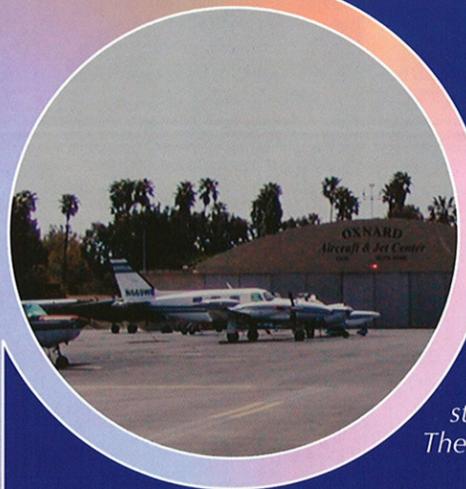
AIRPORT MASTER PLAN

# OXNARD

# AIRPORT



**EXECUTIVE SUMMARY**



## Background

Oxnard Airport (OXR) is located on 216 acres of land in the northwest portion of the City of Oxnard. Oxnard Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a primary commercial service airport. This designation is reflective of the important link that OXR is to the national air transportation system. As a commercial service airport, OXR serves scheduled commuter airline operations as well as private business and recreational aircraft.

The Oxnard and Camarillo Airports are owned and operated by Ventura County. The Oxnard Airport Master Plan was prepared to reflect the mission statements of Oxnard Airport and the Ventura County Department of Airports. The mission statements are included on the back page of this brochure.

An important part of the Master Plan process was stakeholder and public involvement. A cross-section of community members and interested persons was involved as members of a Planning Advisory Committee that met three times during the study. Other citizens were also able to review and comment on the study through a series of public information workshops. All draft study materials were also made available on the internet.

## Demand-based Planning

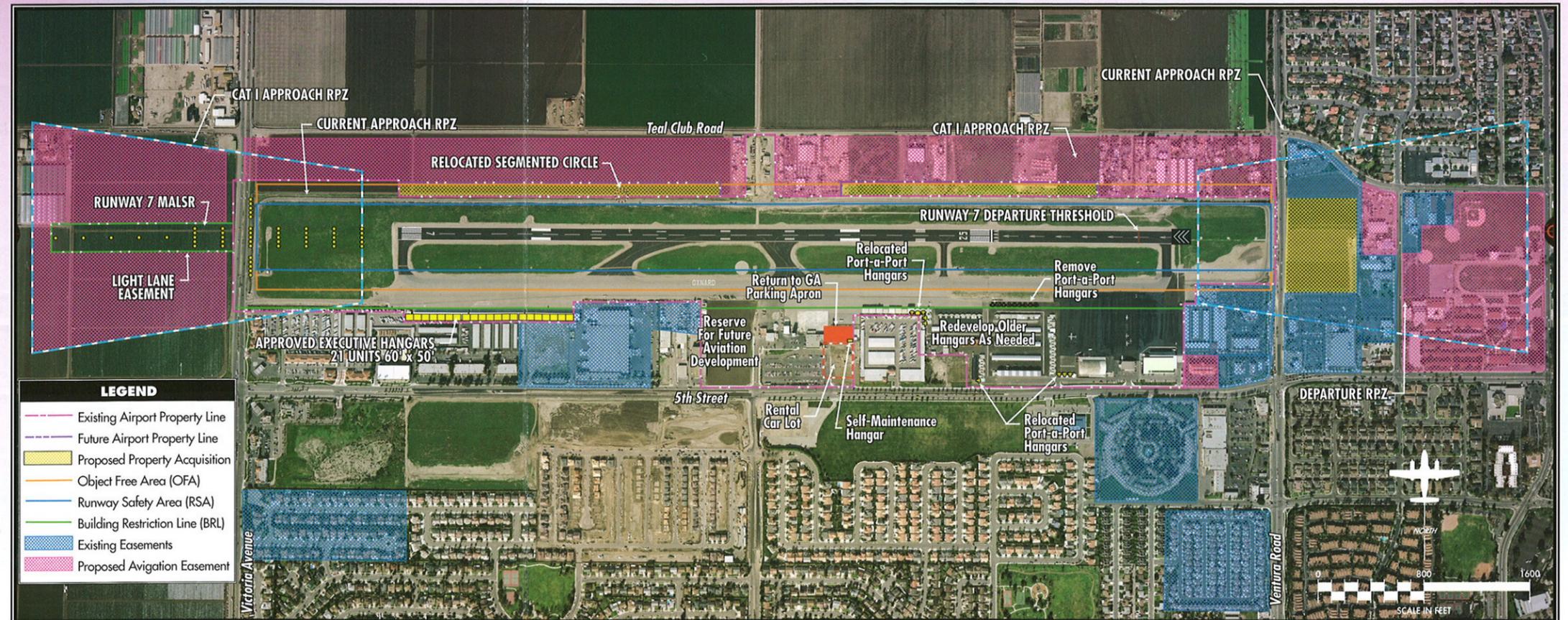
The proper planning of a facility of any type must consider the demand that may occur in the future. For Oxnard Airport, this involved updating forecasts to identify potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking five, ten, and twenty years into the future.

Recognizing this reality, the Master Plan is keyed to potential demand "horizon" levels more than future dates in time. These "planning horizons" were established as levels of activity that will call for consideration of the implementation of the next step in the Master Plan program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will serve as a safe and efficient aviation facility which will meet the operational demands of its users while being developed in a cost efficient manner. This program allows the County to change specific development in response to unanticipated needs or demand.

The forecasts of aviation activity at Oxnard Airport were developed taking into account the two mission statements. This results in forecasts that are somewhat constrained compared to those developed by previous planning efforts. In fact, the long term planning horizon activity levels for based aircraft and operations will remain well below levels attained in the 1990s. The long term horizon for passenger enplanements is just slightly above the 1990 high level. The forecast planning horizons are summarized in the table on the next page.

## Recommended Development Program

The principal airfield recommendations focus on safety, security, and compatibility. It is of key importance to ensure that airport design standards are upheld to the maximum extent feasible, particularly in relation to the



runway safety area (RSA). Other recommendations are provided to improve the efficiency and circulation on the airfield.

Recommended landside improvements are primarily associated with maintenance, redevelopment, and modernization of existing facilities. The facility requirements indicated that with the addition of previously approved executive hangars and the replacement of Hangar One, the facilities area should be adequate from a space standpoint. Older hangar facilities may require replacement during the planning period. In addition, future mandates in security could require alterations in the terminal area.

The primary improvement items over the planning horizons include the following:

### Short Term

- Meet changing security needs
- Continue pavement rehabilitation and maintenance
- Correct extended RSA off east end of runway
- Construct blast pad off east end of runway
- Safety enhancements including relocation of the displaced threshold along with fee simple and easement acquisitions
- Repair and maintain existing structures as necessary
- Make security improvements as may become necessary

## AVIATION DEMAND PLANNING HORIZONS

	Short Term	Intermediate Term	Long Term
<b>Annual Operations</b>			
Commuter	4,500	5,600	6,500
Air Taxi	11,500	12,600	14,500
Military	1,500	1,500	1,500
General Aviation	78,200	83,900	92,700
<b>Total Operations</b>	<b>95,700</b>	<b>103,600</b>	<b>115,200</b>
<b>Annual Passengers</b>			
Enplanements	35,000	45,000	60,000
Based Aircraft	150	158	170

### Intermediate Term

- Improve Runway 7 GPS approach minimums by installing approach light system
- Continue airport facility rehabilitations and modernizations
- Remodel terminal building

### Long Term

- Continue rehabilitation and modernization of facilities as necessary

## 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 presents the results of an economic benefit study prepared for Oxnard 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 \$80 million which supports 635 jobs and payroll/earnings of \$25 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
<b>On-Airport Benefits</b>			
Aviation	\$30,328,000	\$7,036,000	150
Capital Projects	1,730,000	971,000	16
Air Visitor Benefits	7,284,000	2,892,000	102
Secondary Benefits	40,848,000	13,847,000	367
<b>Total Benefits</b>	<b>\$80,190,000</b>	<b>\$24,746,000</b>	<b>635</b>



## Department Of Airports Mission Statement

- ➔ To provide safe, efficient, maintained, and accessible facilities for the provision of general aviation and limited commuter airline service needs of the citizens of Ventura County.
- ➔ To limit the development of Camarillo and Oxnard Airports to meet the forecasted needs of general aviation and commuter airline services in a manner that will complement each other.
- ➔ To optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.

## Oxnard Airport Mission Statement

### Oxnard Airport shall:

- ➔ be a publicly owned, operated, and managed general aviation airport with a strong emphasis on safety, cooperation with its neighbors, and responsible flight operations.
- ➔ maintain a viable center for air commerce, which enhances trade and business for the economic development and transportation needs of the City of Oxnard and Ventura County.
- ➔ make every reasonable effort to limit the hours of air operations through a curfew, and to reduce noise and air pollution nuisances caused by airport users and operations.
- ➔ provide the region with safe and efficient access to the national air transportation system and general aviation.
- ➔ continue to search for a regional airport to serve the air carrier and commercial needs of the City of Oxnard and Ventura County.

**For further information, please contact:**

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**[www.iflyoxnard.com](http://www.iflyoxnard.com)**

