



September 14, 2005

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VENTURA COUNTY GRAND JURY

Honorable John R. Smiley, Presiding Judge
Superior Court of California, Ventura County
Hall of Justice, #2120
800 S. Victoria Avenue
Ventura, CA 93009

**Subject: Responses To The Final Report Of The Ventura County Grand Jury
2004-2005**

Honorable Judge Smiley:

On behalf of the County of Ventura Department of Airports, please find below the responses to the Ventura County 2004-2005 Grand Jury Report entitled, *Elementary School Site Selection Adjacent to Oxnard Airport*.

Grand Jury Recommendation R-02: *The County of Ventura Airport Authority should publish a public informational document that would present future planning for the use of the Ventura County Airport facility.*

Response: *The County of Ventura Department of Airports agrees with Recommendation R-02. The recommendation has not yet been implemented, but will be completed in the future. The timeframe for implementation is to have the document available for public distribution on or before March 1, 2006.*

The County's planning for the future use of the airport is set forth in the *Airport Master Plan for Oxnard Airport, August 2004*, a document available to the public at the office of the Clerk of the Board, the Department of Airports administration offices, and the Oxnard Public Library. Department staff recommends that an executive summary of the document be published and distributed to the public, noting that there should be a special focus on *Chapter Two: Forecasts*, and *Chapter Five: Development Planning Program*. The summary would be an 8.5" x 11" tri-fold color brochure, which will cost approximately \$3,550 for 2,000 copies. The document would be distributed to various public agencies and would also be made available at both airports and on the County's Department of Airports' website.

Grand Jury Findings F-06: *The OSD (Oxnard School District) will work with the Oxnard airport, the Federal Aviation Administration and local helicopter operators to redirect paths to the Teal Club Road route as recommended in the June 18, 2002, Aircraft Hazard and Land Use Risk Assessment.*

Response: *The Department of Airports partially disagrees with Finding F-06.*

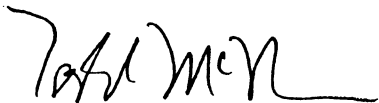
The finding appears to pre-suppose that the relocation of the established helicopter flight paths is a desired outcome based on the suggestion found in the Aircraft Hazard and Land Use Risk Assessment. The suggestion, on its face, would appear to be logical; however, there is no evidence that it was offered in the context of the particular operational idiosyncrasies related to the flow of both helicopter and fixed-wing aircraft operations at Oxnard Airport and the air traffic patterns at Camarillo Airport and Pt. Mugu.

1. *Reference is made to the "Teal Club Road" route, but no such route exists or has existed at the Oxnard airport.*
2. *The path of helicopter flights for helicopters transiting on an east-west axis, and for helicopters arriving to land mid-field at the airport from the south, has long been established to provide safe separation from fixed-wing aircraft patterns as well as offering efficient access to the airport for helicopters.*
3. *The nature of the local airspace is complex with the protected zones for the three different airports (Pt. Mugu, Oxnard, and Camarillo) intruding upon one another. As in most dynamic situations, altering one part of the airspace puzzle can force changes and impacts on other parts.*
 - a. *Aircraft arriving Oxnard from the north are usually brought into the airport from the northwest or from the Financial Plaza to the north side of the field. Such traffic cannot travel too far east before becoming a factor for traffic at Camarillo Airport. Mixing in helicopter traffic has the potential to cause that to happen.*
 - b. *A north pattern would force helicopters to make numerous crossings of the runway area to get in and out of the airport and require filtering through the fixed-wing traffic. The impacts include decreased safety and the potential for extension of the fixed-wing pattern into the Camarillo airport airspace.*
 - c. *A busier north traffic pattern would require careful integration with the south traffic pattern and would, at times, cause either pattern to be extended with appurtenant additional noise impacts and potential encroachment into the Camarillo airport airspace.*

- d. *The W. Fifth St. helicopter route is specifically used for operations during special (marginal) visual-flight-rules weather conditions, referred to as SVFR. Shifting the flow to the north side of the airport would also cause situations where helicopters going east would often be required to cross back over to the south to reach their destination. This would cross them back through the fixed-wing approach path to the airport, and this type of procedure introduces increased risk.*

- e. *The historical location of the helicopter flight path over W. Fifth Street keeps the east/west helicopter traffic south of the Camarillo airport runway extended centerline, and this is a safety enhancement. Shifting the flow to the north side of the Oxnard airport would greatly diminish that protection by placing eastbound helicopters into the extended centerline flow from Camarillo Airport.*

Thank you for the opportunity to provide the above responses. If you have any questions concerning this item, please call me at 388-4200.



TODD McNAMEE, AAE
Director of Airports

c: County Executive Office
Grand Jury

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