

**City of Hayward
777 B Street
Hayward, CA 94541**

**Council Airport Committee Meeting
Thursday, January 24, 2008
5:30 p.m.
Work Session Room 2A**

A G E N D A

5:30 p.m. Call to Order - Pledge of Allegiance

Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

- 1. Approval of October 30, 2007 Summary Minutes and Amended June 28, 2007 Summary Minutes**
- 2. Update on South Side FBO Development**
- 3. Status Report on Aircraft Rescue Fire Fighting**
- 4. Future Agenda Items**

Distribution:

Mayor and City Council
City Manager
Assistant City Manager
City Attorney
Public Works Director

City Clerk
FAA Tower Manager
Airport Tenants
FBO's

Interested Parties
Daily Review
Post

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590.

DATE: January 24, 2008
TO: Council's Airport Committee
FROM: ^{RHB} Robert Bauman, Director of Public Works
SUBJECT: Summary Minutes for October 30, 2007

CALL MEETING TO ORDER

Council Member Henson called the meeting to order at 5:32 p.m. with Council Member Halliday and Council Member Quirk present.

City staff: Greg Jones, City Manager
Robert Bauman, Director of Public Works
Ross Dubarry, Airport Manager
Jenny Donnelley, Acting Operations Manager
Maureen Conneely, Acting City Attorney

Members of the public present:	John Kyle	Barry Stockle	Steve Holguin
	Tyler Orsow	Dan Funques	Doug King
	Scott Briggs	Ben Henderson	Bill Dillion
	Gary Briggs	Steve Ilmburger	Gerald Turney

PUBLIC COMMENTS:

Mr. John Kyle commented on the upcoming Airport Land Value appraisal.

Mr. Doug King referred to his email he sent to the Council Members regarding the inequity in the newly established Executive hangar rents.

Council Member Henson introduced the new City Manager, Greg Jones.

1. Approval of – July 26, 2007 Summary Minutes

Council Member Quirk asked for clarification and an addition to the June 28, 2007 Summary Minutes regarding the question Council Member Halliday and he asked Mr. Bud Field regarding south side and north side aircraft fueling.

Summary Minutes for July 26, 2007, were approved as submitted.

2. Update on Airport Master Plan Projects

Airport Manager, Ross Dubarry presented the staff report. Mr. Dubarry summarized the short term and long term Airport Improvement Projects (AIP) and some of the Airport's Capital Improvement Projects (CIP).

Council Member Halliday asked for a future agenda item to discuss the financing and budget for the Airport AIP and CIP program. Additionally, she would like to see a terminal building added to the project list. Public Works Director, Mr. Bauman commented that a new terminal building is not currently in the five-year Capital budget. Staff will look into funding options for the next budget cycle and present it to the committee.

Council Member Quirk questioned the June 28, 2007 summary minutes regarding Bud Field's future fueling operation on the Southside of the Airport. He was of the understanding that Mr. Field would not fuel any aircraft related to north side operations. Mr. Bauman, thought that Mr. Field said his fuel trucks would not go to the north side to fuel aircraft, however, if any aircraft wanted to come to the south side for fueling he wouldn't stop them (please refer to amended summary minutes for clarification).

Council Member Quirk asked whether private parties would develop the hangars anticipated for the Corsair Executive Apron project. Mr. Bauman responded that could only occur once the basic infrastructure was in place and that several parties have submitted letters of interest in building hangars there.

Council Member Quirk noted that there was a parcel on the Southside designated in the Master Plan for a helicopter specific Fixed-Based Operator (FBO). Mr. Dubarry explained that there currently is a helicopter-parking apron on the Southside and that at some point if a developer was interested in servicing and/or fueling helicopters there was an area designated for that. Mr. Bauman pointed out that this was part of the long-term Master Plan and some of these future projects may not be constructed.

Council Member Quirk questioned the "Industrial Related Southside Development" and Mr. Bauman responded that once the Air National Guard leaves there is potential for redevelopment of the property abutting West Winton for either Aviation or Commercial related projects.

Council Member Quirk commented regarding the future of the funding for airport projects and what impact it would have on general aviation. Airport Manager, Dubarry, explained that the Airport presently receives an entitlement of \$150,000 per year and somewhere between one and two million dollars in discretionary funding per major project. The Federal Aviation Administration (FAA) is currently discussing how future monies will be allocated between commercial and general aviation airports.

Council Member Henson asked about the ANOMS system upgrade. Mr. Bauman stated that the purchase of the system has been funded over a five-year period in the CIP.

PUBLIC COMMENTS:

Mr. Kyle spoke in support of a helicopter specific FBO on the south side.

Mr. Gerald Turney, Airport tenant, representing the non-commercial hangar renter group, stated that they have some creative ideas for funding the Skywest T hangar project. Their group would be willing to work with Airport staff to find ways that the City could build the hangars as originally planned. Mr. Bauman agreed to sit down and discuss the project with the steering group.

Mr. Gary Briggs questioned the land sale that allowed for some creative financing for Rigatoni's Restaurant. Council Member Henson responded that in order to attract a nice restaurant adjacent to the hotel the Council had to make some concessions.

3. Future Agenda Items

- Discussion on the Airport's budget and financing of Airport projects
- Discussion on the impact East Shore Energy Plant may have on the Airport
- Report and discussion on fire fighting at the Airport

ADJOURNMENT

The meeting adjourned at 6:50 p.m.



AGENDA DATE 7/26/07

AGENDA ITEM 1

COUNCIL AIRPORT COMMITTEE
Special Meeting held at Centennial Hall
Room 7 at 5:30 p.m.

Amended Summary Minutes for June 28, 2007

CALL MEETING TO ORDER

Council Member Henson called the meeting to order at 5:32 p.m. with Council Member Halliday and Council Member Quirk present.

City staff: Jesús Armas, City Manager
Fran David, Assistant City Manager
Robert Bauman, Director of Public Works
Ross Dubarry, Acting Airport Manager
Jenny Donnelley, Acting Airport Operations Manager
Maureen Conneely, Assistant City Attorney

Members of the public present: (List attached)

PUBLIC COMMENTS:

Mr. Gerald Turney, Hayward Airport hangar tenant, expressed his support for the proposed Bud Field project.

1. Discussion of FBO Development on Airport's South Side

Public Works Director, Robert Bauman, presented a brief Power Point presentation reviewing the Airport's Master Plan growth projections and the significant increase in fuel sales over the past several years. Mr. Bauman reviewed the project proposal by Mr. William ("Bud") Field, dba Bud Field Aviation, for constructing hangar and fueling facilities on the south side of the Airport.

During discussion of the new Airport Rules and Regulation and Minimum Standards, two Fixed Based Operators (FBOs) expressed their concerns that a third full service FBO (Bud Field's south side project) could dilute the existing market share of fuel sales. Staff met with the FBOs; Atlantic Aviation and Hayward Jet Center to understand their concerns and engaged services with a consultant firm Aviation Management Consulting Group (AMCG) to review Mr. Field's Business Plan.

Based on both the consultant and staff's review, it was determined that Bud Field's proposal meets all the minimum standards. Staff recommended Mr. Field be granted full FBO status subject to successful Ground Lease negotiations with the City and Final FAA approval of the updated Airport Layout Plan as it relates to this development.

Council Member Henson asked for a more detailed explanation of Bud's project regarding adherence to the minimum standards. Mr. Bauman explained that the amount of fuel, type of fuel service, amount of aircraft parking, size of facilities and the type of services were aspects of the project that were taken into consideration when determining adherence to the minimum standards.

Council Member Quirk commented on a recent advertisement placed in the newspaper stating that Bud Field's project would result in triple the noise, jet fumes and jet traffic. Mr. Bauman stated that currently jets represent a very small portion of total operations at the Airport and this number has and will increase with or without Mr. Field's project due to the trend in general aviation operations. There are several projects currently being constructed and planned for the future that are going to bring more jet traffic to Hayward. With the introduction of VLJs (Very Light Jets), jets are becoming quieter. Mr. Bauman pointed out that as an integral part the project; the FAA requires analysis regarding noise and pollution issues. When the analysis is completed the information will be brought back to the committee. Mr. Bauman noted that the committee's task tonight was to render a decision on staff's recommendation allowing full FBO status to Bud Field's project based on his Business Plan meeting all the requirements of the minimum standards.

Council Member Halliday inquired about tanker fueling. Mr. Bauman explained that if Mr. Field could not fuel aircraft on the south side, it would be necessary for tanker trucks full of fuel to cross the Airport/Runways from fueling stations on the north side and this practice is unsafe. The same thing holds true for the fuel trucks coming from the south side to the north side. Mr. Bauman added, the FAA would not allow the Airport to place restrictions on which FBO a pilot can purchase fuel.

Council Member Henson asked if the fifteen-minute standard for fueling response time would be applicable to the north side as well as the proposed fueling on the south side. Mr. Bauman responded that there are currently wait times that do not meet that standard on the north side.

Council Member Henson stated that the City received responses from "The Boyd Group," a consultant hired by the attorney for Atlantic Aviation and Hayward Jet Center, challenging some of AMCG findings. He asked Jeff Kohlman of AMCG, about the process his group went through in the analysis of Bud Field's Business Plan.

Mr. Kohlman responded that their group, AMCG, was asked by the City to determine if Mr. Field's Business Plan complied with all aspects of the Minimum Standards including acreage, square footage, equipment, hours of operation and insurance; essentially all the Business Plan requirements in the Minimum Standards. AMCG determined that Mr. Field's Business Plan is compliant with the Minimum Standards.

PUBLIC COMMENTS:

Mr. Bud Field came forward to answer questions from the committee. Council Member Quirk asked if his existing hangar on the north side would remain in business and if so, will the aircraft hangared there receive fuel from the FBOs on that side. Mr. Field responded that yes, his hangar would remain on the north side and the aircraft would receive fuel from the FBOs on that side of the Airport. Council Member Quirk asked how critical the fueling aspect of his business plan was to his project. Mr. Field responded that it was critical to south side operations.

Mr. Robert Norris and Yon Perras, Hayward Airport tenants, spoke in favor of Bud Field's project.

Ernie Delli Gatti, representative for the San Lorenzo Home Owners Association, questioned full service FBO status and asked for clarification regarding Mr. Field's Business Plan.

City Manager, Jesús Armas stated that Mr. Field's Business Plan included, line servicing, fueling, aircraft maintenance and hangaring; meeting all the criteria for a full service FBO.

Hayward residents, David Jefferies and Joanna Gross spoke regarding noise and their opposition to more jet aircraft at the Airport.

Lisa Gudjohnsen, San Lorenzo resident, noted that if there was construction on the south side of the Airport, having access to fuel on that side was considerably safer than tankering fuel across the airfield from the north side.

Hayward residents John Kyle, Deanna Bogue, and Brian Schott, spoke in favor of Bud Field's project.

Ronald Peck, attorney representing Atlantic Aviation and Hayward Jet Center, stated that the primary concern for the committee should be, if they are willing to support a project that will potentially double air traffic and fueling at the Airport. Mr. Peck continued that he and his clients still have major concerns as to whether Bud Field's Business Plan meets the Minimum Standards. Mr. Peck stressed the fact that current airport operations cannot maintain three (3) full service FBOs.

Timothy Sieber, representative of The Boyd Group, summarized their report and response to AMCG's report. In conclusion, Mr. Sieber stated that after reviewing Bud Field's Business Plan, the group concluded that the Hayward Airport could not support a third FBO.

Attorney Ron Peck, pointed out that tankering fuel over to the south side is currently being done and so far, there have not been any incidents or accidents.

Michael Dworkin, San Francisco attorney specializing in aviation matters stated, there are many questions unanswered in Mr. Field's Business Plan. Mr. Dworkin pointed out that an environmental study has not been done associated with a fueling station on the south side of the Airport.

Mr. Gary Briggs, Hayward Airport Hangar Developer, commented that he did not believe that the Airport could support a third FBO and expressed his concerns regarding the effect a third full service FBO would have on the existing two FBOs. He also asked staff for a detailed plan regarding sharing utility costs for south side projects in the future.

“Council Members Halliday and Quirk expressed their concern regarding the dilution of the fueling market for existing FBO’s. Mr. Field explained that in his redacted Business Plan he listed approximately twenty-five additional aircraft that have signed up for tenancy at his new project on the south side and these aircraft he would fuel; representing about 80 percent of his fueling business. The remaining fueling would include transient aircraft. Aircraft owners, particularly jet owners, in order to get decent fuel prices will sign onto a fueling incentive program similar to a frequent flyer miles program. They will purchase fuel from whichever FBO is supplying that particular brand of fuel.”

Council Member Quirk summarized the many emails he received in support of Bud Field’s project and full service FBO status.

Council Member Halliday commented regarding an email committee members received from former Hayward Airport Manager, Mr. Brent Shiner, in support of Bud Field’s project. She added that Mr. Shiner also recommended there be some restrictions on a third FBO on the south side servicing the north side in order to prevent soliciting fueling business away from the existing FBOs.

City Manager Armas noted that Mr. Field had already agreed, and the issue will be discussed further during his lease negotiations with the City.

A motion was made and carried, recommending Mr. Field full FBO status for his proposed project on the Airport’s south side. Council Airport Committee members unanimously concurred that Mr. Field’s business plan met all the requirements in the Airport’s Minimum Standards.

Council Member Henson closed the meeting with a special thanks to outgoing City Manager, Jesús Armas.

AGENDA BUILDING

1. Presentation by Council Member Henson on newly developed very light jets, (VLJs).
2. Update on Master Plan projects.

ADJOURNMENT

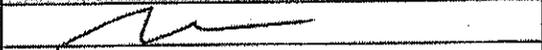
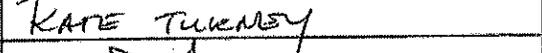
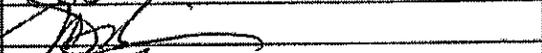
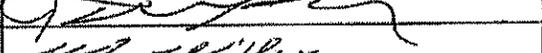
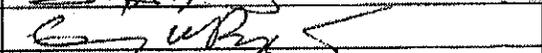
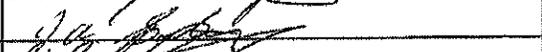
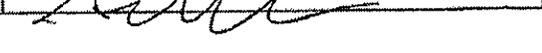
The meeting adjourned at 7:35 p.m.

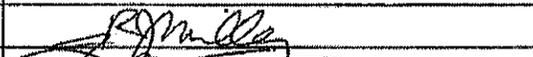
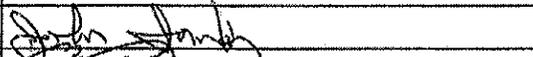
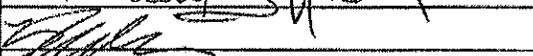
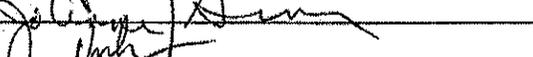
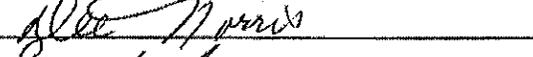
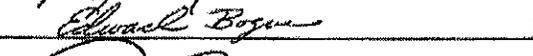
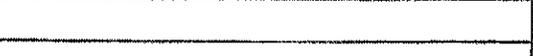
**SPECIAL
COUNCIL AIRPORT COMMITTEE MEETING**

City of Hayward
Worksession Room 2A
Hayward, CA

Thursday, June 28, 2007
5:30 p.m.

SIGN-IN SHEET

NAME (Please print)	SIGNATURE
Nancy Van Huffel	
Deanna Bogoe	DEANNA BOGOF
Kate Turney	KATE TURNEY
Jerry Turney	
Jeff A. Kohlman	Jeff A. Kohlman
Bud Fielal	Bud Fielal
John W. Kyle	John W. Kyle
Judy Cooper	JUDY AND JUDY COOPER
Robert Pimbo	ATLANTIC AVIATION
Kura Busam	HJC
Kura Busam	HJC
Michael Dworkin	
Timothy Sieber	
Daniel A. Randall	
Bill Willis	
Scott Briggs	
Gary Briggs	
BILL GOTCHER	
Mike Wyatt	
Matt Terpstra	
Gary Everett	

NAME (Please print)	SIGNATURE
Rob Miller	
Brian Schott	
Gene Rapp	
St. ...	
JOHN SANDS	
E. DELL ...	
Robert Cutchers	
DAVID ...	
Rachel ...	
Ron ...	
Lo Gray	
KEN BAROFF	
Ian Marsh	
WULF BIOSCHUK	
JoAnne Gross	
Rick Felson	
Bob Norris	
Doc Norris	
RAY MURPHY	
Lynne Allen	
DAVID MONTGOMERY	
EDWARD BOGUE	
NORMAN ...	
Victoria ...	
LLOYD Emberland	
Tyler Olson	
Tom Wiser	
PETER BIVONA	



CITY OF
HAYWARD
HEART OF THE BAY

2

DATE: January 24, 2008
TO: Council Airport Committee
FROM: Robert Bauman, Director of Public Works
SUBJECT: Update on South Side FBO Development

RECOMMENDATION

That the Committee reviews and comments on this report.

BACKGROUND

The Council Airport Committee held a special meeting on June 28th 2007 to review Mr. William "Bud" Field's FBO business plan as it relates to the ongoing negotiations with the City for a long-term Commercial Aviation Site Lease. The Council Airport Committee was asked to make a determination whether Mr. Field's business plan meets all of the airport's proposed Minimum Standards as drafted at the time of the special meeting. Since then, the airport's Minimum Standards have been adopted as part of a new City Ordinance by unanimous vote on December 18, 2007. No changes to the Minimum Standards occurred between the June 28, 2007 special meeting and December 18, 2007 when the document was formally adopted. Council Airport Committee concurred with staff's recommendation that Mr. Field be granted full FBO status subject to successful Ground Lease negotiations with the City and Final FAA approval of the updated Airport Layout Plan (ALP) as it relates to this development.

The current ALP accurately depicts Mr. Field's proposed development project and has been *conditionally approved*. Final FAA approval of the updated ALP requires environmental review for National Environmental Protection Act (NEPA) compliance. Staff has administered a Professional Service Agreement with the consultant firm, Environmental Science Associates (ESA), to facilitate NEPA compliance and coordination with the FAA Airport Districts Office. Staff and the consultant met with FAA officials and promptly began compiling the necessary information as required by the FAA Environmental Compliance Specialist. Obtaining updated fleet mix data and preparing a new aviation demand forecast has been identified as a primary objective for the required Environmental Assessment.

DISCUSSION

ESA prepared a preliminary draft of the updated fleet mix and aviation demand forecast chapter for the Environmental Assessment to staff for review and comment in early October 2007. Staff reviewed the information submitted and determined that FAA review would be prudent prior to proceeding with the remaining Environmental Assessment chapters. In mid October, staff submitted electronic copies of the preliminary fleet mix and aviation demand forecast to the FAA. The FAA Airport Planner assigned to this project subsequently informed staff that the data provided has raised concerns regarding the size and frequency of the current fleet mix operations at the Hayward Executive Airport.

An airport's physical planning and design characteristics are regulated by the FAA by way of established Airport Reference Codes (ARC). Each ARC design group contains standard planning criteria used by the FAA for ensuring the orderly development of the nation's airports. Hayward Executive Airport's current Airport Reference Code (ARC) B-II is based upon the physical dimensions and approach speed of the airports *design critical aircraft*, a Cessna Citation V. The design critical aircraft is chosen, in part, based upon a review of the fleet mix and existing operations. An increase in the ARC is required when aircraft within the next higher design group exceed 500 annual operations. The data obtained for the Environmental Assessment indicates the current number of annual operations of aircraft exceeding the ARC B-II design group far surpasses the FAA threshold of 500 annual operations and for the twelve (12) month period ending August 26, 2007 was more than 1,400 annual operations. As a result, the FAA Environmental Compliance Specialist has informed the City that the airport planning issues related to the apparent airport design group change must be addressed prior to further environmental review of Mr. Field's development project. The rationale for the progression of the various levels of FAA approval is due to potential airport design modifications that may impact future development and planning design standards.

FAA Airport Planners are responsible for approval of updated fleet mix and aviation demand forecast reports, and for approval of airport design elements within Airport Layout Plans. As such, the direction the City has been given by the FAA is that an entirely new ALP and Narrative Report, incorporating the more stringent ARC C-II design standards, must be prepared in order to properly evaluate all future development alternatives. Therefore, staff has obtained cost estimates for airport planning consultant services necessary to satisfy FAA requirements for a new ALP. Staff contacted Coffman and Associates, due to their extensive experience and familiarity with the Hayward Executive Airport.

FISCAL IMPACT

ALP updates are Airport Improvement Program (AIP) grant eligible planning projects. The total cost estimate provided by Coffman and Associates to obtain FAA approval of an updated ALP and Narrative Report, which will include the ARC design change, is approximately \$300,000. The City is responsible for paying 5% of the total project costs. Under the current AIP grant formula the City's share will be approximately \$15,000 and will be funded through the airport's Capital Improvement Program. Based on discussions with FAA, staff has begun the required FAA process to select a planning consultant and anticipates requesting City Council approval for requesting another AIP grant from the FAA for this project in the very near future.

NEXT STEPS

Staff anticipates the selection of an airport planning consultant will be completed this spring. The preparation of a new ALP and Narrative Report is expected to take approximately six months. After the City obtains *Conditional Approval* for the updated ALP, staff will resume coordinating final approval for the South Side FBO Development project through the completion of the Environmental Assessment.

PUBLIC CONTACT

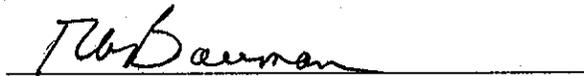
Extensive public contact has occurred as a result of previous committee meetings on this development. Additional public contact is expected as part of the planning effort needed to update the ALP. The scope of work with the selected airport planning consultant will include a minimum of two public information meetings.

Prepared by:



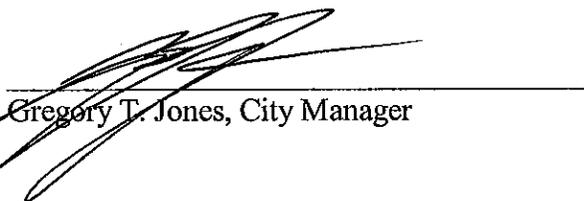
Ross Dubarry, Airport Manager

Recommended by:



Robert A. Bauman, Director of Public Works

Approved by:



Gregory T. Jones, City Manager



CITY OF
HAYWARD
HEART OF THE BAY

DATE: January 24, 2008
TO: Council Airport Committee
FROM: Robert Bauman, Director of Public Works
SUBJECT: Status Report on Aircraft Rescue Fire Fighting

RECOMMENDATION

That the Committee reviews and comments on this report.

SUMMARY

The airport has recently seen an increase in new construction and planned facilities intended to accommodate business aviation with the potential to attract new airport tenants with aircraft larger than those routinely operated at the airport in recent years.

BACKGROUND

Although the Federal Aviation Administration (FAA) does not require General Aviation (GA) airports to provide Aircraft Rescue Fire Fighting (ARFF) services, the City of Hayward has been providing ARFF support since the construction of Fire Station #6 on airport property in 1976. The City Council adopted Resolution No. 96-241 on December 17, 1996, in response to an audit by the Department of Transportation Office of Inspector General Report No. 494-001-9003. The Resolution essentially acknowledged that, (in accordance with FAA Airport Improvement Program (AIP) Grant Assurance #25) it is mutually beneficial for Fire Station #6 to be located on airport property and agreed to provide ARFF services to the airport in exchange for the waiver of fair market value rent.

DISCUSSION

Recent Council Airport Committee staff reports have addressed the construction of several private hangar development projects. Ascend Development recently completed the construction of three (3) corporate aircraft hangars comprised of nine (9) hangar bays. Volo Aviation (formerly Hayward Jet Center) has received a building permit for the construction of a new corporate hangar facility and terminal building. Most recently, Bud Field Aviation has entered negotiations with the City to develop more than twelve (12) acres of airport property on the south side of the airfield. In the interest of safety for airport users and the surrounding communities, a review of fire suppression capabilities at Fire Station #6 is warranted. Currently, the airport provides for the annual

reimbursement of ARFF training to the Hayward Fire Department. The most recent training included three Hayward Fire Department personnel attending a one day course at ARFF training facility in Salt Lake City, Utah. While in the past some Hayward Fire Department personnel attended a 40 hour class that covered all 11 of the FAA essential topics for ARFF certification more training is needed; airport and Hayward Fire Department staff are working together to insure that occurs. The 40 hour course includes approximately 20 hours of classroom work and 20 hours live fire training. Students have the opportunity to conduct apparatus-based operations, hand line operations, and Incident Command functions, within 4 days of live fire training. Students also have hands-on aircraft and airfield familiarization training. This includes, among several other elements; cabin door operation, engine components, auxiliary power unit location and function, emergency fuel and electrical shut offs, aircraft fuel characteristics, and airfield marking interpretation. In addition, airport staff coordinates supplementary training with new recruits to familiarize them with standard airport operating procedures and introductory ARFF safety specifically tailored to Hayward Executive Airport.

The Hayward Fire Department has taken steps in recent years to upgrade newly purchased Type-I pumpers (fire engines) with in-line foam systems, in part, to be better equipped to handle potential aircraft related fires. These pumpers are capable of delivering Aqueous Film Forming Foam (AFFF), an agent that provides a “smothering” effect when applied to fuel fires. These systems were designed to increase proficiency during emergency responses to single engine, propeller aircraft. However, even with more ARFF related training, the biggest challenge, going forward, is acquiring apparatus and equipment capable of handling the larger turbine powered aircraft operating at Hayward.

PUBLIC CONTACT

Staff posts the agenda and makes available the approved staff reports for each Council Airport Committee meeting one week before the meeting.

NEXT STEPS

Airport and Fire Department staff are investigating the possibility of acquiring an ARFF crash truck, in order to meet expected fire suppression demands realized with larger turbine powered aircraft and increased airport activity. Due to the extraordinarily high cost of acquiring new ARFF trucks (approximately \$750,000), staff has been investigating the possibility of acquiring used apparatus and where we might obtain the necessary funds and identifying recurring maintenance costs. Equipment Management has been assisting staff in estimating appropriate maintenance costs.

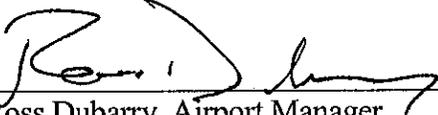
Additional training specific to the Hayward Executive Airport occurs on a routine basis. The next emergency response exercise will be a “Table-Top Drill” where all key players expected to respond to an aircraft incident can evaluate possible accident scenarios and review response tactics.

FISCAL IMPACT

Resolution 96-241 acknowledged that payment for ARFF services would cause the Hayward Executive Airport to incur costs not affordable by Hayward Executive Airport’s current or foreseeable revenue income, the exact amount of such costs being extremely difficult and

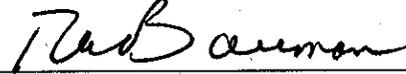
impracticable to fix. There is no reason to believe that the existing arrangement of exchanging ARFF services for a waiver of rent would no longer be mutually beneficial.

Prepared by:



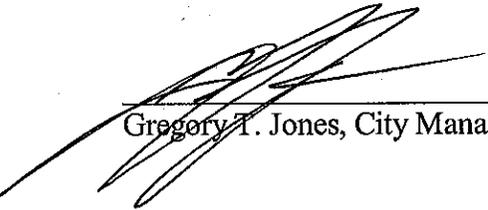
Ross Dubarry, Airport Manager

Recommended by:



Robert A. Bauman, Director of Public Works

Approved by:



Gregory T. Jones, City Manager