

CITY OF HAYWARD

Council Airport Committee Meeting

Thursday, April 23, 2009

5:30 PM

Room 2A
777 "B" Street
Hayward, CA 94541

A G E N D A

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 February 26, 2009 Summary Minutes**
2. **Annual Evaluation of the Performance-based Noise Ordinance for Calendar Year 2008**
3. **Oral Report by Council Member Olden Henson (Oakland Noise Forum)**
4. **Discussion Item: Future CAC Meeting Dates**
5. **Future Agenda Items**

Distribution:

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FBO's
Airport Tenants

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DATE: April 23, 2009
TO: Council Airport Committee
FROM: Robert A. Bauman, ^{PAB} Director of Public Works
SUBJECT: Summary Minutes for February 26, 2009

CALL MEETING TO ORDER

Council Member Quirk called the meeting to order at 5:35 p.m. with Council Member Halliday present. Council Member Henson joined the meeting at 5:38 p.m.

City staff: Gregory T. Jones, City Manager
Robert A. Bauman, Director of Public Works
Morad Fakhrai, City Engineer
Lloyd Partin, Airport Manager
Jenny Donnelley, Airport Operations Manager
Noemi Dostal, Airport Administrative Analyst

Members of the public present:

Barry Stockle	Brian Schott	John Kyle	Robert Coutches
John Bridi	Andy Wilson	Peter Bulena	Howard Beckman
Doug King	Marylou King	Christine Kelly	Roger Bahl
Norman Ramirez	Tyler Orsow		

PUBLIC COMMENTS:

Mr. John Kyle stated that he would no longer be tracking monthly Airport operations. Mr. Kyle said that his personal operations count relies on copies sent by the Airport of the FAA and Airport after hours night operations count, is well below the forecast number of operations contained in the 2002 Airport Master Plan. Mr. Kyle also went on to state that both Livermore and Oakland Airports operations have also decreased substantially. Based upon the decreased number of operations at both Airports, Mr. Kyle questioned why Oakland and Livermore Airports could not accommodate more jet operations to lessen the number of jet operations at the Hayward Airport.

Andy Wilson distributed copies of a letter from Colgan Air addressed to the Aviation Safety Hotline Program Office regarding turbulence experienced by aircraft flying into Morgantown Municipal Airport in West Virginia. Mr. Wilson stated that the smokestack from a nearby power plant was the source of the turbulence according to the Morgantown Air Traffic Control Tower.

Mr. Wilson's stated concern is pursuant to the construction and operation of the Calpine Power Plant scheduled to begin operations in the near future. Mr. Wilson believes that the Calpine power plant would be too close to the Airport, posing a potential safety issue to IFR and VFR operations. Mr. Wilson went on to state his belief that thermal plumes could cause a dangerous flight environment that could cause issues with approaching and departing aircraft at Hayward Executive.

Mr. Wilson provided comment on the proposed West A Street extension project, indicating that, he understood, based on the requirements contained within the FAA grant assurances, the City must compensate the Airport for land taken to construct the surface alternative version of the West A Street, as shown on Exhibit B. He understood, if determined by the City to be the best alternative, the City would construct the West A Street extension on Airport property.

1. Approval of Summary Minutes – October 30, 2008

Summary Minutes of October 30, 2008, were approved as submitted.

2. Status Report Airport Layout Plan

Lloyd Partin, Airport Manager, reported on the progress of the Airport Layout Plan (ALP) update. Mr. Partin provided members of the Committee and the public, information via Power-Point presentation covering information related to the draft Interim Report of the ALP. Mr. Partin discussed key issues including the Airport Reference Code (ARC), evaluation of the Runway Safety Area (RSA), development on the Southside of the Airport, Fixed-Based Operators (FBO) planned developments, West A Street extension, and the California Air National Guard (CANG) property. He said that, based on the Consultant's study, the Airport has been operating as a C II classification for quite some time and it was estimated that it would transition to a D II Airport classification by year 2015. Mr. Partin explained the different requirements for facility and safety areas for a B II Airport as compared to a C II/D II Airport classification. The only possible difference between the C II and DII classification is a 100 ft increase (50 ft on each side) in the width of the runway safety area. Mr. Partin said that the Consultants recommended that the Airport adopt the D II classification now, rather than wait until 2015 and have to go through another process of reclassification. Mr. Partin explained that the changes to the Airport Reference Code would also have a serious impact to the planned West A Street extension to Corsair Blvd., and would affect the layout and planned operation of the Golf Course. Mr. Partin indicated that staff would seek ways to minimize the impact and, hopefully, find alternatives that benefit all.

Mr. Robert (Bob) Bauman, Director of Public Works, introduced two possible alternatives under consideration for the West A Street extension project. The first and most likely alternative is a Surface Street option, where West A Street would extend around the edge of the golf course along the western-most boundary. The street extension would wrap around and connect to Corsair Blvd. on the south side of the Airport. Mr. Bauman indicated that this option has potential environmental issues, as it would affect the residents of San Lorenzo. It would also need coordination with ACTIA and the FAA. This option is preferred, due to being much less costly to construct.

The second option is a Tunnel Alternative option. The Tunnel Alternative would keep the road close to its original alignment but with a tunnel built under the area where the Runway Safety Zone extends. The Tunnel Alternative option would add \$35 million to the existing cost estimates. Mr. Bauman also stated that because the project is not related to Airport specific projects, it is not likely to be eligible for FAA funding.

Council members Quirk and Halliday expressed concerns about the Surface Street option and the inevitable impact on the residents of San Lorenzo this project would pose. Council member Quirk stated that he would not support this alternative, indicating that he would rather wait until there is enough funding for construction of the Tunnel Alternative. Council member Henson stated that there are many challenges to this option and wanted each of these challenges addressed. He also expressed concurrence with Council member Quirk in favoring a tunnel, as opposed to the surface option presented.

Relative to the Runway Safety Area (RSA) and the lack of compliance with the FAA design standards for category C-II, Mr. Bauman reported that staff would research alternatives to address each of the non-standard issues and search for alternatives to correct these safety related issues. The Airport consultants will continue to work towards development of alternative procedures acceptable to FAA for meeting the Runway Safety Area requirements. Further, an environmental baseline analysis will be conducted along with a cost estimate for the yet-to-be developed modifications. The Consultants will then prepare the final draft report, meet with the Airport Technical Advisory Committee (TAC) and present the final draft report to the Committee.

PUBLIC COMMENTS:

John Kyle said that the explanation on the extension of the Object Free Area and Safety Area was not clear to him. Mr. Kyle expressed concern that the Safety Area would take over the proposed area previously designated for T-hangar development contained in the 2002 Airport Master Plan. Mr. Kyle said that if the Airport complies with and adopts the D II classification requirements, it would lose business due to the loss of area required to construct the T-hangars. Mr. Kyle further stated that the increase in Hayward flight operations should be shifted to the Oakland Airport. He said that he did not understand why the FAA is insisting on this reclassification. He also expressed concern about the amount of exhaust being emitted from the reverse thrust from jets and the increase that will certainly be resultant from the larger Airport classification of D-II.

Mr. Bauman responded, indicating that FAA was only saying that the Airport is presently a C II classification based on existing operations, and, therefore, it must satisfy the appropriate safety requirements..

Lloyd Partin addressed Mr. Kyle's concern about the jet exhaust. He said that aircraft exhaust has changed significantly through the years. Studies have shown that airports contribute less than 1/16 of the total carbon footprint of the entire State of California. Mr. Partin added that changes in technology would help lower this percentage as more fuel-efficient and greener engines are developed.

Council member Henson extended an invitation to everyone to attend the Oakland Airport Noise Forum in late March. He said that major carriers attend the meetings where these issues, including the rapid changes in technology, are addressed.

Howard Beckman commented that the ALP Interim Report, was dated December 2008. Mr. Beckman stated that he did not receive a copy until a few days before the meeting. He said that the ALP update process was going too fast for the many issues involved. Mr. Beckman stated that in 1969 the City abandoned the crosswind runway to pursue more commercial and industrial development. Following closure of the crosswind runway, departing air traffic was directed over San Lorenzo Village, which resulted in the City being forced to adopt a formal Noise Ordinance. He also added that placing a surface street in the backyard of San Lorenzo homeowners is unacceptable. He asked the City Manager if the City would purchase easements adjacent to the homes that would be affected by the Surface Street Option of the West A Street Extension.

City Manager Greg Jones responded by stating that all concerns would be considered in the plan.

Council member Quirk restated that he was not in favor of this Surface Road alternative and would rather wait for sufficient funding of the Tunnel Alternative.

City Manager Jones acknowledged the potential impact that this project may ultimately have upon the golf course. He pointed out that the land that contains the golf course belongs to the Airport. City Manager Jones stated that the City must comply with FAA requirements or risk loss of future grant assistance.

Council member Henson stated that the City should look at all possible ways to lessen the impact upon the golf course and continue to work with Hayward Area Recreation District (HARD). He said that the impact on the community must be considered, but that it was too early to dismiss the first option of the Surface Road for the West A Street Extension.

Council member Henson closed the public comments.

3. Status Report on Capital Improvement Projects for FY2009

Mr. Bauman presented an informational update of the Airport Capital Improvement Projects. In previous years, the Capital Improvement Program (CIP) was forecasted for a period of five years. The required new format is a ten-year projection that provides a longer frame time to effectively plan and develop projects. The Airport Capital Improvement fund, or Fund 632, has two types of projects; City-funded projects derived from transfers from the Operating Fund and Airport Improvement Projects (AIP) that are 95 percent FAA-funded. The 2002 Airport Master Plan identified most of the AIP projects that we now have. The updated ALP requirement will change the list of AIP projects, adding projects that enhance safety, security environmental mitigation and capacity of the Airport. AIP eligible projects scheduled for FY 2009 and 2010 are the second half of the ALP update, Sulphur Creek Environmental Assessment, and the Design and Construction of Sulphur Creek Project. Mr. Bauman listed the additional AIP eligible projects as follows:

- Potential Runway Safety Area Work
- Realignment of Taxiway "Z"
- Renovation of Airfield Lighting and Markings

- Installation of New Runway End Lighting and Precision Approach Path Indicator Lighting
- Relocation of the West Perimeter Road and Runway 10 R Hold Area
- Installation of New Runway End Identifier Lights

Mr. Bauman reported the current Airport Funded projects are the WiFi Internet Access and the West T-hangar Ramp Project. A wireless network has been installed and is operational in the West Hangar area extending to the Tower building. It provides free internet access to the Airport tenants, businesses, and pilots. The next phase of this project will cover the East end of the Airport and is slated to be completed in March. The West T-hangar Ramp Project is a major refurbishment of the ramp adjacent to taxiway "A." Mr. Bauman also mentioned other Airport funded projects for 2010 as follows:

- Installation of Security Fencing and Pedestrian Access Gate
- Procurement of Airport Operations Vehicle
- Miscellaneous Pavement Repairs
- Procurement of Line Lazer Striping Machine
- Procurement of a Vulcanized Crack Sealer

Mr. Bauman announced future Airport Funded Projects such as the construction of a General Aviation Terminal Building and replacement of the Crash and Rescue Vehicle. He also mentioned other projects that would address the needs of the Airport in the next ten years.

Council member Halliday stated that since the last Committee meeting she has a greater appreciation regarding the issues to enclose the Sulphur Creek area near the runways to meet the safety standards. She asked about the description for the Airport Operations Vehicle. Mr. Bauman explained that the Airport, as an Enterprise Fund, needed to purchase its own vehicle. The current vehicle is old, and modifications for flashing lights cannot be made.

Council member Quirk asked about the Sulphur Creek Mitigation and suggested the South Hayward BART area as a possible location for opening and improving a creek channel. He also said that he is in favor of conducting a survey to assess the necessity of constructing a GA terminal. Council member Quirk also stated that he would like to see the construction of the GA Terminal evaluated against other types of Airport related, internally funded, projects.

Council member Henson said that he supports the procurement of the Airport Vehicle and sees it as a necessity to replace the old vehicle. He remembered that the construction of a GA Terminal Building was included in the last Master Plan and that he strongly supports construction of GA Terminal. He added that a Terminal Building would open up opportunities for the Airport such as recognizing aviation history, like the Tuskegee Airmen, as discussed in a previous Committee meeting.

Mr. Bauman reminded everyone that the Airport generates money to fund its own operation and is a significant benefit to the General Fund. The aircraft tax and possessory interest tax from the Airport goes directly to the General Fund.

Greg Jones commended both Mr. Bauman and Mr. Partin for their combined efforts in developing the Ten Year CIP and looking long-term for efficient planning.

Mr. Partin commented on the construction of the GA Terminal Building, stating that the Airport, at present, does not have a waiting area for people using our transient ramp and for people coming to meet arrivals. The restrooms at the current facility have a limited capacity and are not wheelchair accessible. A GA Terminal building could house a hangar café that could generate revenue for the Airport.

PUBLIC COMMENTS:

No public comment.

4. Future Agenda Items

- Airport Noise Presentation by Council member Henson
- ALP Update
- West A Street's impact on San Lorenzo Residents

ADJOURNMENT

The meeting adjourned at 6:56 p.m.



CITY OF
HAYWARD
HEART OF THE BAY

DATE: April 23, 2009
TO: Council Airport Committee
FROM: Robert A. Bauman, Director of Public Works
SUBJECT: Annual Evaluation of the Performance Based Noise Ordinance

RECOMMENDATION

That the Committee accepts this report as information only; no action is necessary.

BACKGROUND

Each year since adoption of the Performance Based Noise ordinance into the Municipal Code in February of 1992, Airport staff has prepared an annual report to summarize the effectiveness of the previous year's efforts in reducing and mitigating the effects of aircraft operations upon the surrounding communities of Hayward and San Lorenzo.

Since 2003, Aircraft operations have been steadily increasing due to a larger number of high performance aircraft based on the airfield. Hayward's popularity as a centrally located, low cost alternative to the large hub airports within the Bay Area, such as Oakland, San Jose and San Francisco, will continue to result in increased aircraft operations and new development in future years.

DISCUSSION

Airport staff has prepared information depicted in Exhibit A, including comparative graphs of the three preceding year's noise information. The findings for calendar year 2008 indicate that Hayward's Noise ordinance continues to be an effective method of mitigating the effects of noise upon surrounding communities. The number of exceedances and complaints that can be correlated to actual violations of the noise ordinance continues to remain very low compared to total operations, although there was an increase of forty (40) complaints.

The findings for calendar year 2008 can be summarized as follows:

1. There were 153,684 aircraft operations at Hayward in 2008, an increase of approximately 2.5 percent from 2007.
2. There were 1,149 complaints filed from January 1, through December 31, 2008. Two households in San Lorenzo filed 1,066 (or 93 percent) of those complaints. Staff was unable to

associate any reportable activity or correlation to many of the registered complaints; therefore, as in the past, those reports were considered anomalies and separated from this report.

3. With the San Lorenzo anomalies removed, there were 110 complaints from 52 households as a result of aircraft operations at Hayward, representing only .07 percent of the 153,684 total operations. Of the 110 actual complaints registered, 18 were submitted by one or both households in San Lorenzo that could be correlated to verifiable exceedances of the noise ordinance and 4 complaints that could also be tied directly to violations of the noise ordinance.
4. There were 197 exceedances of the noise limits. This represents a slight increase from 2007 (151).
5. Approximately 66 percent of the exceedances of the noise ordinance (130 of 197) were caused by aircraft operating as Stage III or IV and exempt from restrictions by state or federal laws, or in this case, by provisions of the City's noise ordinance.
6. The 67 non-exempt exceedances were .04 percent of the total operations for 2008. This reflects nearly 100 percent adherence to the noise ordinance.
7. Approximately 42 percent (46) of the noise complaints received were associated with a noise decibel limit exceedance. Of these, only 13 percent of the total complaints (14) were associated with a violation of the noise ordinance.

Staff concludes that, overall, the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of complaints caused by exceedances of the noise ordinance's decibel limits has dropped from 156 to 46, a reduction of 71 percent. Staff believes that the continued focus on noise abatement and promoting Hayward's "Fly Friendly" Education Program is a major contributing factor to this result.

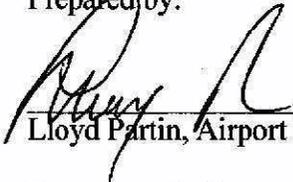
As part of the City's ongoing efforts to mitigate noise, monitor, and ensure compliance of the City Noise Ordinance, airport staff has sponsored several informative meetings this past year with local and transient pilots regarding Hayward's established noise abatement operations and procedures. Additionally, pilots whose aircraft exceed or violate the noise ordinance are contacted in writing or by telephone immediately, using information gained through our noise monitoring equipment (ANOMS 8). ANOMS allows staff to gather and present to the pilot information containing flight tracks of the aircraft, altitude and decibel level presented as a Single Event Noise Exposure Level (SENEL), for a maximum weighted decibel reading of 98. Pilots who exceed or violate the maximum decibel limitation are provided information how they can modify departure from the airport, thereby lessening the impact to surrounding communities.

CONCLUSION

It is evident from the overall number of complaints that are tied to exceedances or direct violations of the City Noise Ordinance, that the combined efforts of pilots, staff and the ordinance are effective in reducing excessive and unwanted noise to the community surrounding the Airport. Staff will continue to monitor the changes that will naturally occur as the Airport continues to grow, using

education and a proactive response to complaints before they become major issues. Staff is available to answer any questions that Committee members may have.

Prepared by:



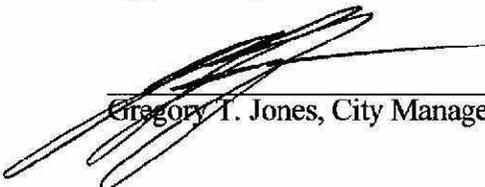
Lloyd Partin, Airport Manager

Recommended by:



Robert A. Bauman, Director of Public Works

Approved by:



Gregory T. Jones, City Manager

Attachments:

Exhibit A: Annual Evaluation of the performance Based Noise Ordinance for CY 2008

HAYWARD EXECUTIVE AIRPORT

Annual Evaluation of the Performance-Based Noise Ordinance For Calendar Year 2008

OPERATIONS AND NOISE COMPLAINT DATA:

During the period January 1, 2008, through December 31, 2008, a combined total of 153,684 aircraft operations occurred, divided between day (FAA count) and night operations. The FAA count totals all operations during the operating hours of the Air traffic Control Tower, from 7:00 a.m. to 9:00 p.m. The FAA daytime count comprised (149,644) FAA and (4,040) night operations were counted at the Hayward Executive Airport (HWD). For the same calendar period, a total of 1,149 complaints were registered.

Graphs for calendar year 2008 are broken into separate categories, depicting complaints received per month, by neighborhood, time of day, and by type of operation. These graphical depictions are attached as Attachments 1 through 4. Complaint trends over a ten year period are displayed for reference purposes (Attachment 5).

The breakdown of aircraft operations and available noise information for CY 2008 is as follows:

1. Of the 1,149 complaints registered, 1,066 complaints were from two households in San Lorenzo. As in years past, complaints from these two households that are not correlated with an exceedance or violation of the City's Noise Ordinance have been separated from this report. This is due to the inability of staff to associate reported complaints with actual exceedances or violations for the majority of complaints registered and staff's objective to manage limited resources. A total of 18 complaints from these two households correlated with an exceedance and of those 18, four were also a violation of the City's Noise Ordinance.
2. A total of 52 individual households registered 110 complaints in CY 2008. This compares to CY 2007, when 30 households filed a total of 84 complaints and in CY 2006, 33 households filed 109 complaints. The complaint trend appears to be reasonably static, in light of increasing numbers of operations occurring on the Airport, with an additional 22 households registering individual complaints in 2008. After removing the complaints from the two separate households that have no correlation to violations or exceedances of the noise ordinance, the number of actual complaints from San Lorenzo significantly changes, showing a slight downward trend. The registered individual complaints from households throughout San Lorenzo becomes (71) in 2008, (84) in 2007, and (88) in 2006.

Broken down by percentage, the adjusted number of registered complaints is as follows:

	<u>2008</u>	<u>2007</u>	<u>2006</u>
San Lorenzo	65%	86%	81%
Mobile Home Park	8%	2%	5%
Southgate	5%	2%	5%
Other	22%	10%	4%

A total of 17 complaints in 2008 were registered from neighborhoods not in the vicinity of the airport. Most of these complaints were from Hayward Hills, Castro Valley, Union City, and Oakland. These complaints in most cases, are not tied directly to aircraft operating to or from the Hayward Airport.

3. The majority of complaints during daylight hours when FAA mans the Air Traffic Control Tower totaled (87), The number of complaints received during the same time period in CY 2007 was (68), an increase of 19 complaints. (Attachment 3).
4. Causes of the 110 complaints by type of operation and by type of aircraft are (Attachment 4):

Departures	66	Helicopter	21
Media/Police	2	Jet	53
General Complaints	11	Multi Engine	17
Touch and go's	18	Single Engine	<u>19</u>
Run-ups	5		110
Landings	<u>8</u>		
	110		

5. The percentage of total complaints (1,149), relative to 2008 total operations (153,684), is 0.75%. When the 1,039 non-exceedance complaints from the two San Lorenzo residents are removed, the percentage of complaints (110) compared to operations in CY 2008 (153,684), is .07%. In comparison, this amounts to a .02% increase in complaints received, compared against CY 2007, when registered complaints/operations percentage was .05%.

EXCEEDANCE OF NOISE LIMITS:

In 2008, there were 197 verifiable exceedances of the noise ordinance resulting from the 153,684 operations count. The percentage value of actual violations compared against the operations count amounts to .13% of all operations. This represents a 0.03% increase from CY 2007. One (1) exceedance represents an SENEL (Single Event Noise Exposure Level) measuring above the level allowed in the ordinance that is recorded at any given Noise Monitoring Terminal (NMT). Therefore, a single aircraft operation, i.e., a landing or take-off, can cause more than one exceedance, if the noise level is recorded and shown as an exceedance at two or more NMTs. Of the 197 recorded and verified exceedances, 130 involved a combination of operations that were exempt from being considered in violation of the noise ordinance (Section 2-6.123), operations registered as (Lifeguard and Stage III). The number of operations comprised within this exempt category are depicted as follows:

Lifeguard	8
Stage III Jet Aircraft	<u>122</u>
	130

EXCEEDANCE OF NOISE LIMITS AND RELATED COMPLAINTS:

A total of 46 complaints were received as a result of the 197 exceedances of the noise limit during CY 2008. Of the 46 complaints, there were 32 complaints received on aircraft exempt from noise restrictions by state or federal law, or by provisions of the City’s Noise Ordinance, i.e., a Lifeguard flight, Police operation or an ATC request. There were 14 complaints received on aircraft, which operated in violation of the noise ordinance. When a complaint is received by our office and staff investigation determines there was an exceedance of the City’s established noise decibel level in accordance with the Noise Ordinance, the owner/pilot of the aircraft is contacted by phone or by mail whenever possible. Airport staff instructs him/her on proper noise abatement procedures and our “Fly Friendly” program, this occurs even for exempt operations.

VIOLATIONS INCURRED BY AIRCRAFT:

HWD Based

There were 8 violations of the noise ordinance by HWD based aircraft. These violations generated 2 complaints from neighboring residents. The pilots involved were informed of the violation. Staff worked closely with the aircraft owners to bring them into compliance. The pilots and/or owners were very cooperative with Airport staff, and are not willful violators or repeat offenders.

Transient

There were 35 transient aircraft, which created 59 violations of the noise ordinance. These aircraft were a mixture of out-of-state and out-of-area aircraft from a variety of cities. The aircraft owners were contacted regarding Hayward’s noise limits and procedures.

RADAR FLIGHT TRACKING:

As part of the City’s ongoing effort to monitor and ensure compliance with the Noise Ordinance, an Airport Noise and Operations Monitoring System (ANOMS) was installed and certified operational in early 2002 and in 2008 was upgraded to “ANOMS 8.” The program can be run from a laptop providing Airport staff with the ability to go out into the community using live data, making it possible to discuss and educate a wider audience on noise and flight track issues. Through information obtained from the Noise Monitoring Terminals (NMTs, Attachment 6), radar flight tracking data, and local air traffic control communications, a significant number of noise events and low over-flights can be comprehensively investigated. ANOMS 8 has further reduced the time necessary to analyze and respond to the public’s inquiries. Attachment 7 displays a sample of radar flight track data from ANOMS 8.

SUMMARY OF NOISE VIOLATIONS FOR CALENDAR YEAR (CY) 2008:

Violations incurred by based aircraft operators:	8
Violations incurred by transient operators:	<u>59</u>
Total:	67

SUMMARY OF FINDINGS FOR CALENDAR YEAR (CY) 2008:

1. There were 153,684 aircraft operations at Hayward in 2008. This is an increase of approximately 2.5 % from 2007 (149,975).
2. There were 197 exceedances of the noise limits. This represents an increase from 2007 (151).
3. There were 110 complaints from aircraft operations at HWD, representing only 0.07% of the 153,684 total operations. The number of households submitting complaints increased from 30 in CY 2007 to 52 in CY 2008.
4. Approximately 66% of the exceedances of the noise ordinance (130 of 197) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.
5. The 67 non-exempt exceedances were .04% of the total operations for 2008. This reflects nearly 100% adherence to the Noise Ordinance.
6. Approximately 42% of the noise complaints (46) received was the result of a noise decibel limit exceedance. Only 13% of the complaints (14) were the result of a violation of the Noise Ordinance.

CONCLUSIONS:

Staff is committed to accomplishing the objectives established by City Council when the noise ordinance was established in 1992. The goals continued to focus on reducing the overall noise footprint of the Airport. Conclusions can be summarized as follows:

1. Since 1992, the number of complaints caused by exceedances or violations of the noise ordinance has dropped from a total of (156) in 1992 to (46) in 2008, a reduction of 71%.
2. A key measure of effectiveness of the Airport's noise program is that, despite the rise in annual operations, less than 1% of all operations occurring during 2008 resulted in registration of a complaint.
3. Aircraft not in compliance with FAA's estimated maximum A-weighted sound levels in accordance with FAA Advisory Circular 36-3F are unable to operate at the airport without detection, subsequent investigation and appropriate correction. While local ordinances cannot prevent such aircraft from using the Hayward Airport, the number of these aircraft still operating in the US has dropped precipitously due to age and a more restrictive operating environment nationwide.
4. Aircraft noise has been reduced to decibel levels that respond to the environmental concerns of the community, yet are not so severe as to preclude HWD from serving the general aviation needs of the community.

5. The noise ordinance is reasonable and reflects significant positive input from the community and a number of airport users.
6. The “Fly Friendly” User Education Program continues to be effective by instructing local and transient pilots in quiet-flying techniques and in the use of the noise abatement procedures at HWD. The procedures are designed to reduce aircraft over-flights in the surrounding communities of the airport; through mandatory noise briefings for new tenants, providing information on proper operational procedures in our newsletter, sending instructional fliers to various flight schools in the area and investigating aircraft flights via our radar tracking system.

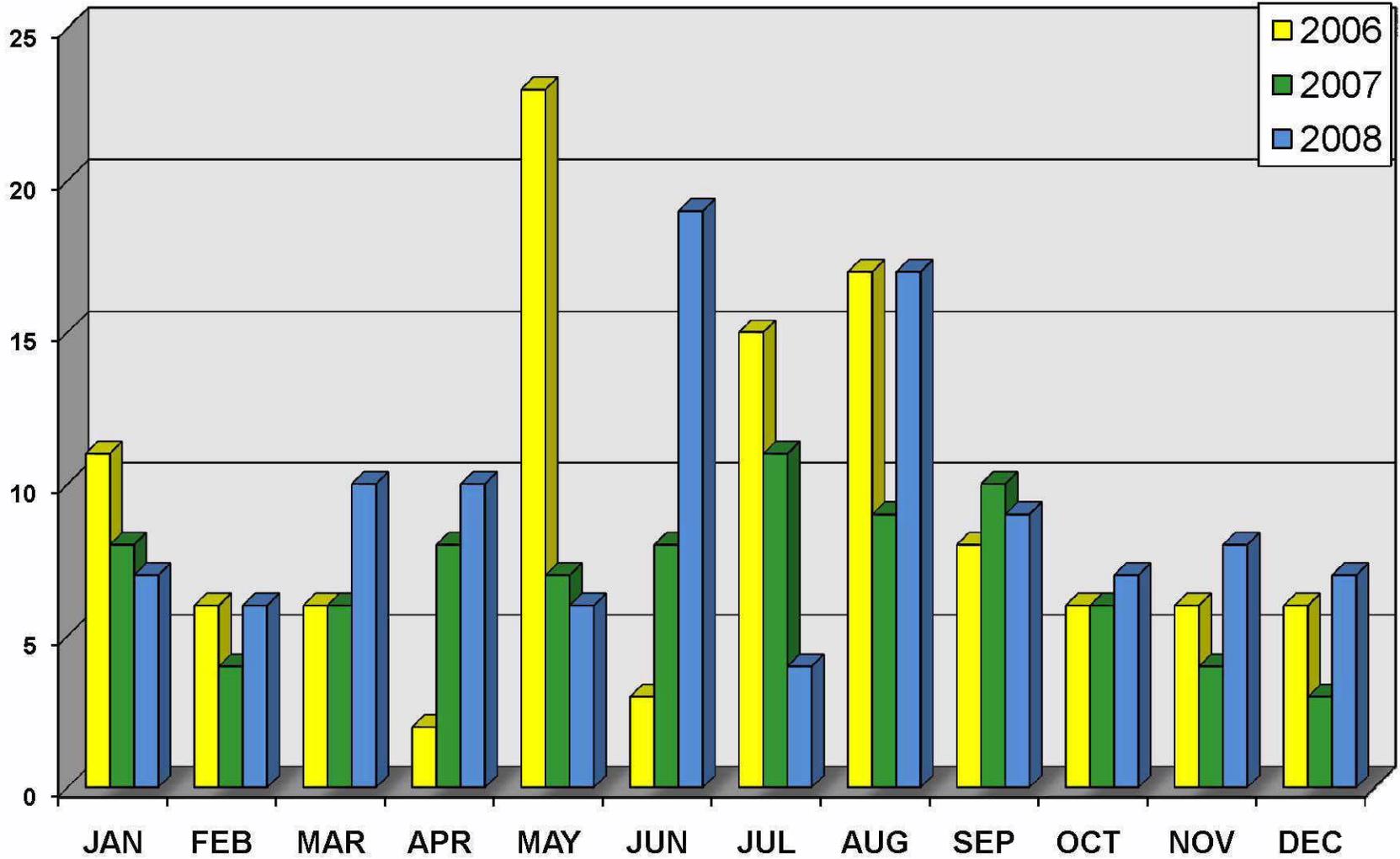
The program has been effective in reaching both local and transient operators as evidenced by the low percentage of violations and 99.96% adherence to the noise ordinance by local and transient operators. A toll free telephone number is maintained to encourage pilots and corporate groups to inquire about noise abatement procedures and the noise ordinance prior to using HWD. They can also direct inquiries to staff through airport email on the City’s website.

Attachments:

1. Complaints Received/Month
2. Complaints by Neighborhood
3. Complaints by Time of Day
4. Complaints by Type of Operation and Type of Aircraft
5. Ten Year Complaint Trend
6. Noise Monitor Locations Map
7. Radar Flight Track
8. Aircraft Noise Reduction Community Guide
9. Noise abatement and Operational Procedures Guide for Aircraft Operations
10. History of the Performance-Based Noise Ordinance

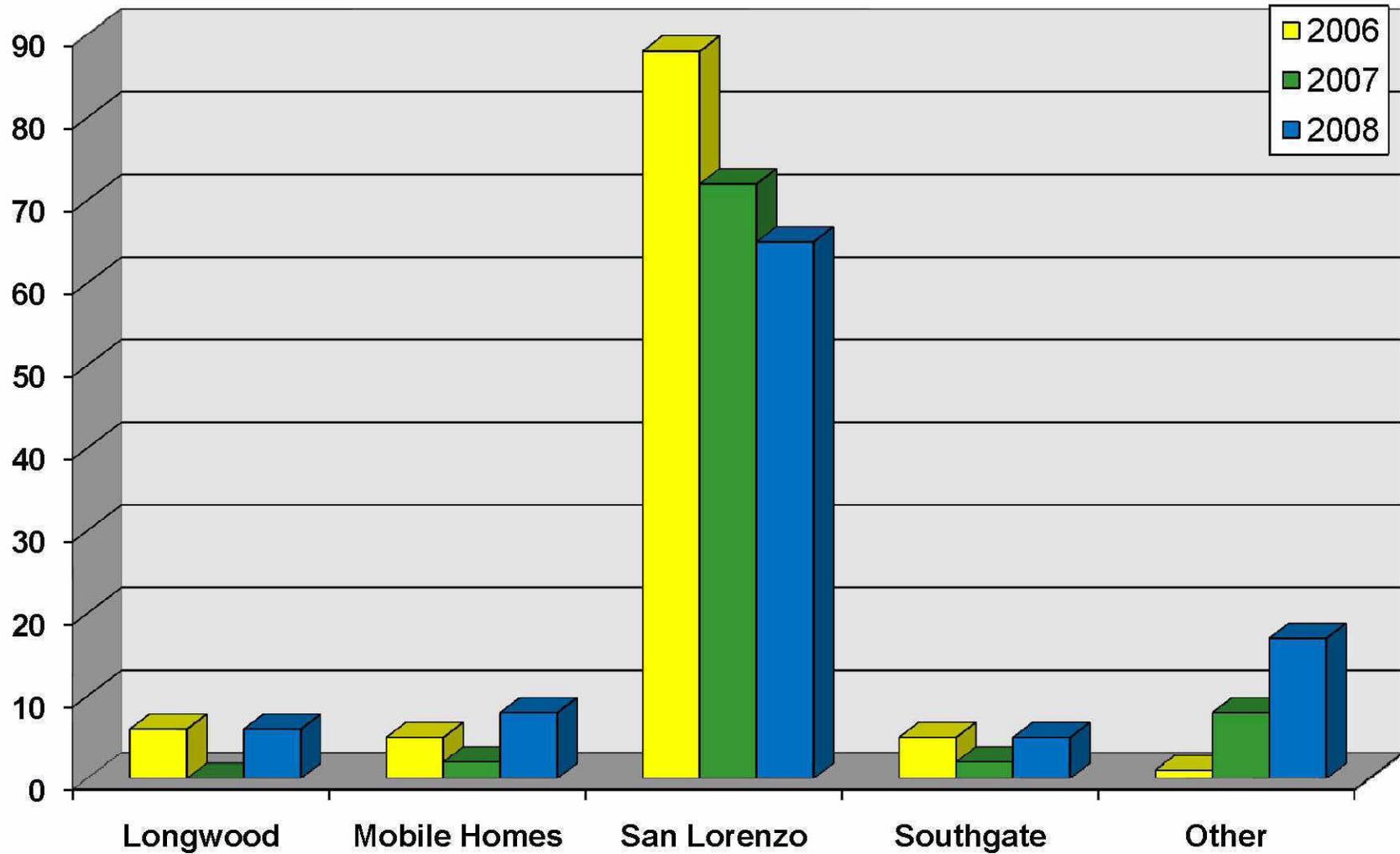
Complaints by Month

Attachment No. 1



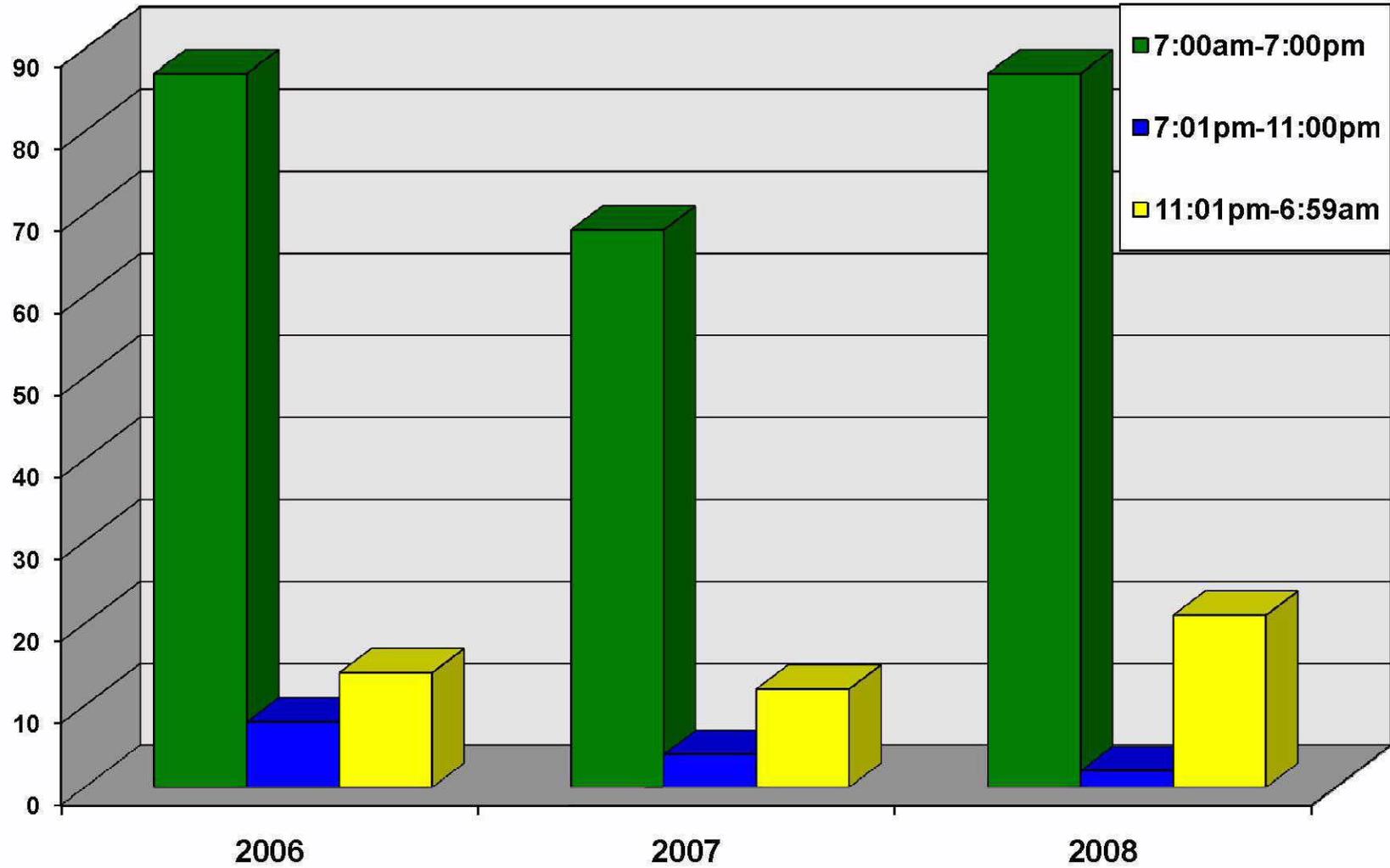
Complaints by Neighborhood

Attachment No. 2

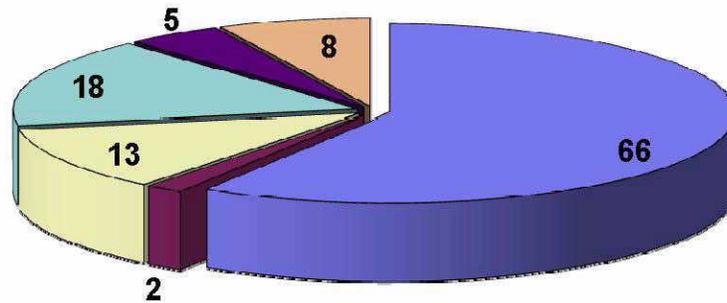


Complaints by Time of Day

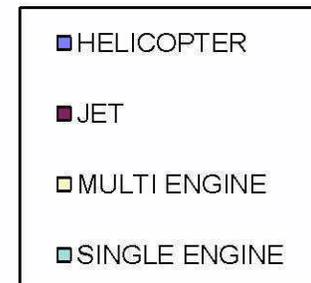
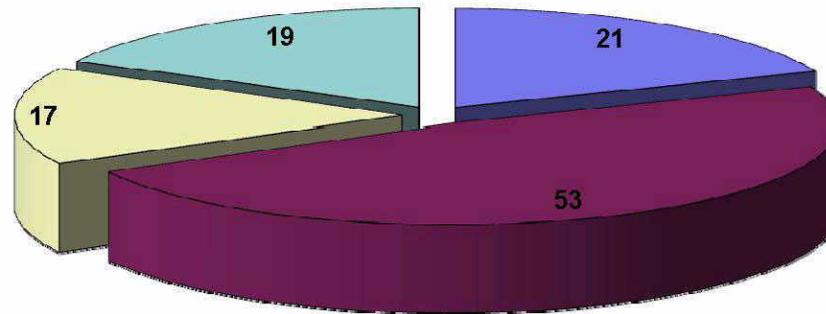
Attachment No. 3



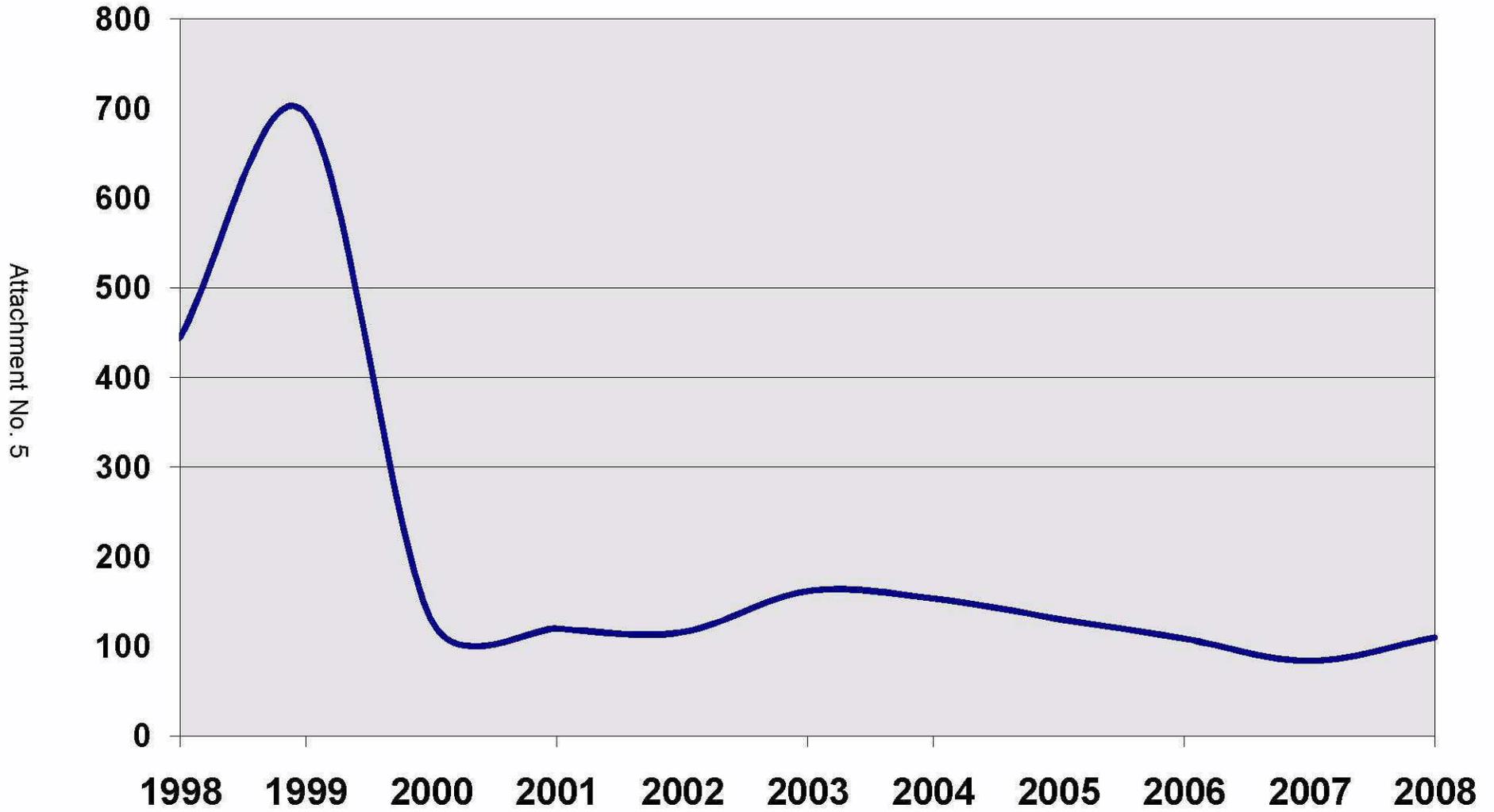
COMPLAINTS BY OPERATIONS 2008



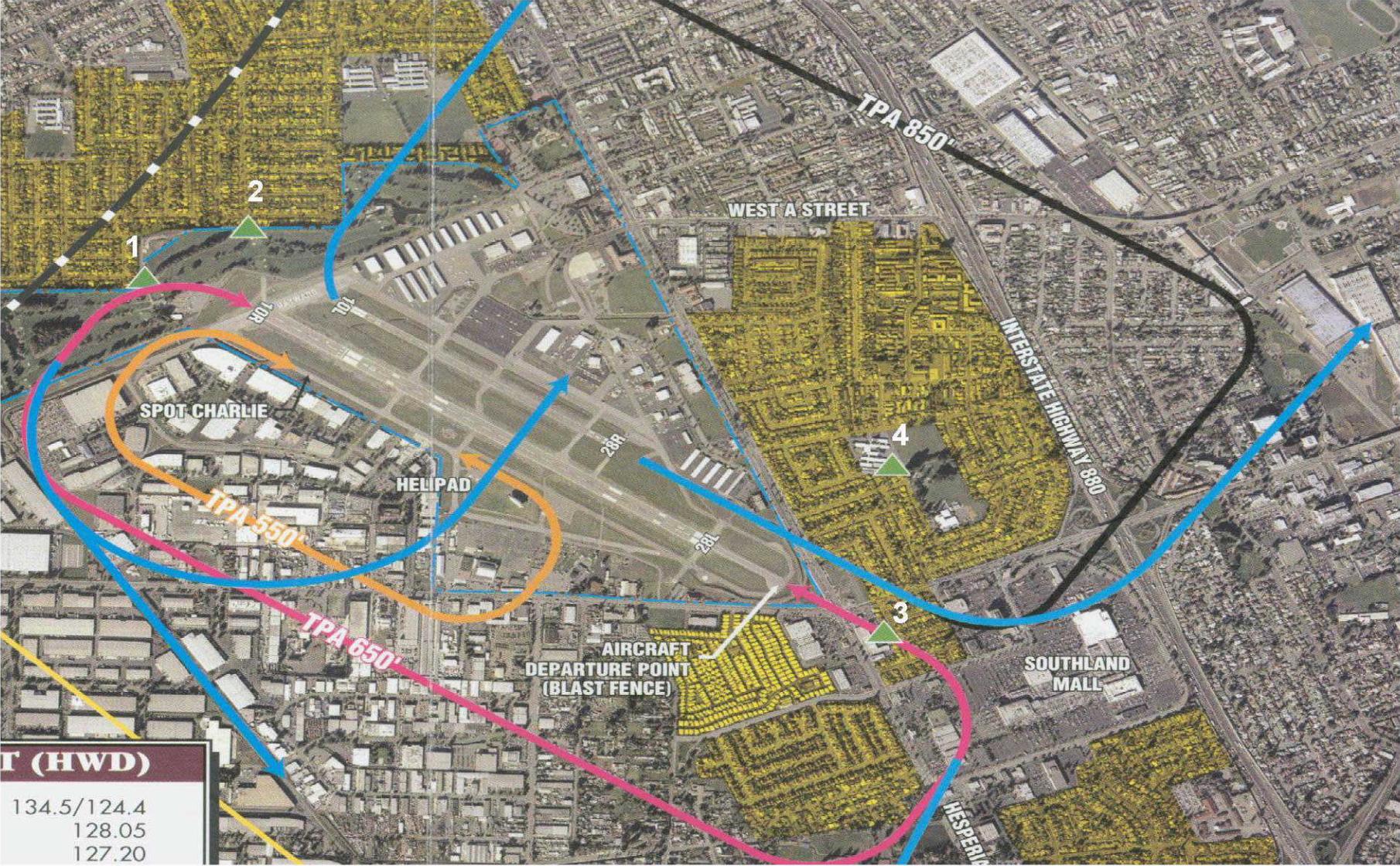
COMPLAINTS BY TYPE OF AIRCRAFT 2008



Ten Year Complaint Trend



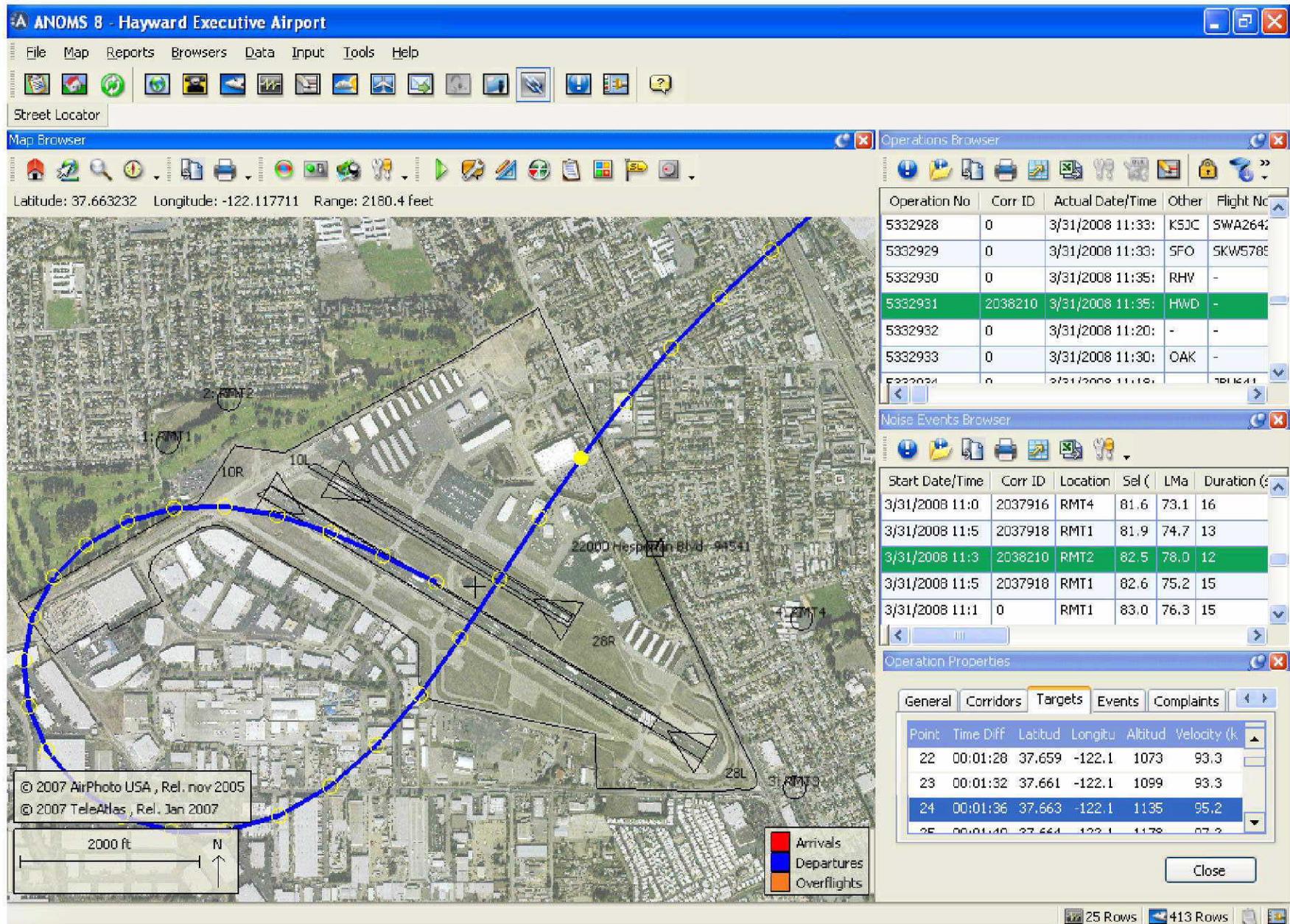
Location of Noise Monitoring Equipment and Recommended Arrival / Departure Paths



 Noise Monitoring Terminals (NMT'S)

Radar Flight Track Data (ANOMS 8)

Attachment No. 7



Fly Friendly Program

The City also promotes a “Fly Friendly program which is voluntary and non-regulatory. The “*Fly Friendly*” program includes pilots, instructors and students in an ongoing educational program aimed specifically at noise abatement and quiet flying techniques. All new tenants to the airport receive a noise abatement briefing by Airport Management. Additionally, signage and printed information serve as a constant reminder to “*Fly Friendly.*”

Attachment No. 8



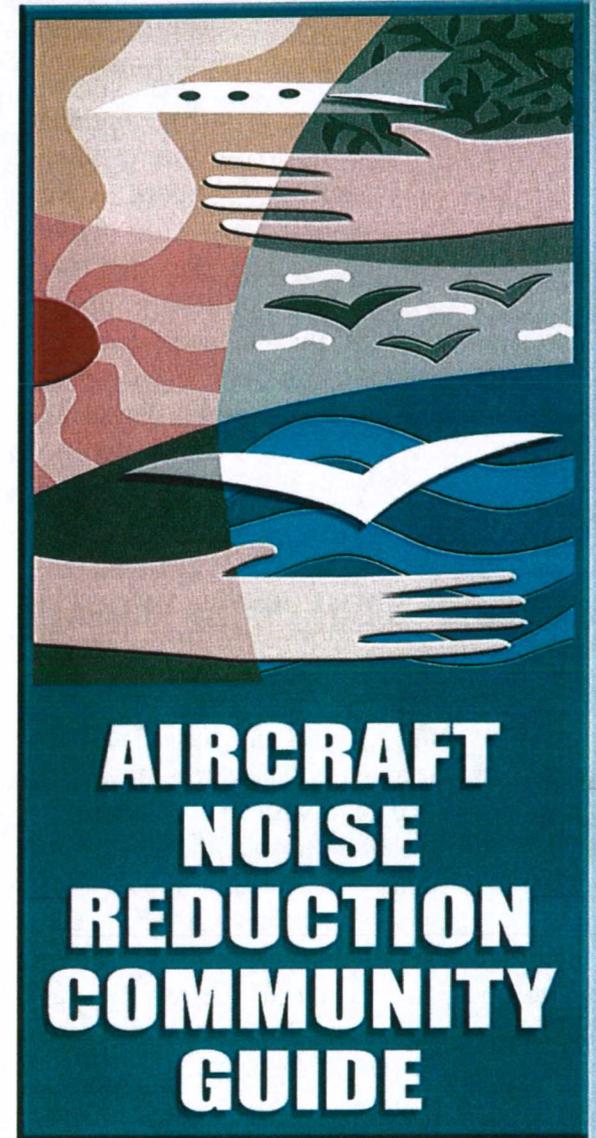
Our Commitment to the Community

- To monitor aircraft noise at HWD and to abate it whenever possible.
- To provide written or verbal responses to the public who have aircraft noise concerns.
- To achieve effective aircraft noise reduction through pilot education & awareness programs.



CITY OF
HAYWARD
HEART OF THE BAY

The Hayward Executive Airport
20301 Skywest Drive
Hayward, CA 94541




CITY OF
HAYWARD
HEART OF THE BAY

Hayward's Noise Ordinance

The City of Hayward and the Hayward Executive Airport (HWD) strive continually to reduce aircraft noise in the residential communities adjacent to the airport. A Noise Ordinance was adopted by City Council in 1992. The Ordinance provides for a comprehensive noise monitoring program which includes the placement of four noise monitoring stations at several noise sensitive areas surrounding the Airport. These noise monitoring microphones record the noise levels of all aircraft arriving and departing HWD 24 hours a day.

If you wish a copy of the City's Noise Ordinance, please download from the City's website: www.hayward-ca.gov

Registering an Aircraft Noise Complaint

When should I register a noise complaint?

Everyone perceives noise differently. However, if you believe that an aircraft is particularly noisy or flying at too low an altitude over your home, a complaint may be warranted.

How do I register a complaint?

To register a complaint, you can go online at www.hayward-ca.gov; look under City Enterprises, then Hayward Executive Airport and click on Airport Administration. Or, you could call the 24 hour Noise Information Hotline at 293-8692. Please speak slowly and clearly; leave your name, address, and a

telephone number where you can be reached during the day. Also, include the day, date, and time of the incident, as well as the type of aircraft, (jet, single or multi-engine, if known) and the nature of your concern.

What happens after I register a complaint?

Airport staff will log your complaint and collect the flight track data from the noise monitoring system. If it is established that there has been a violation of the City's Noise Ordinance, the owner of the aircraft will be contacted and Airport staff will instruct him/her on proper noise abatement procedures. Our goal is to achieve effective aircraft noise reduction through pilot awareness and education programs. However, repeat offenders will be cited.

Will I be contacted?

Staff will make every effort to contact you as to whether or not there has been a violation of the City's Noise Ordinance. The Airport's written response should address your concerns and be as thorough as possible.

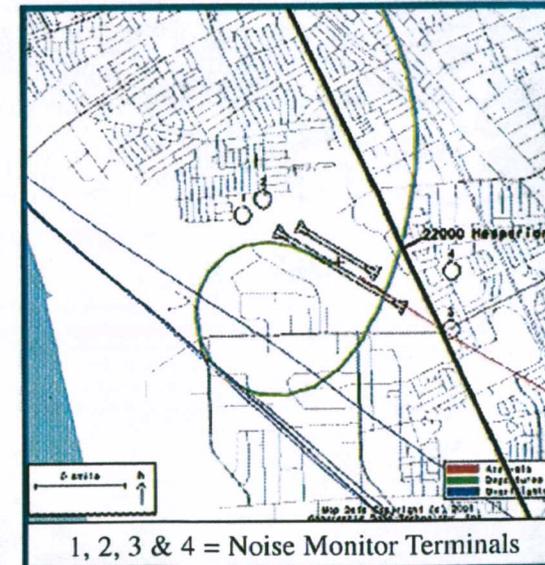


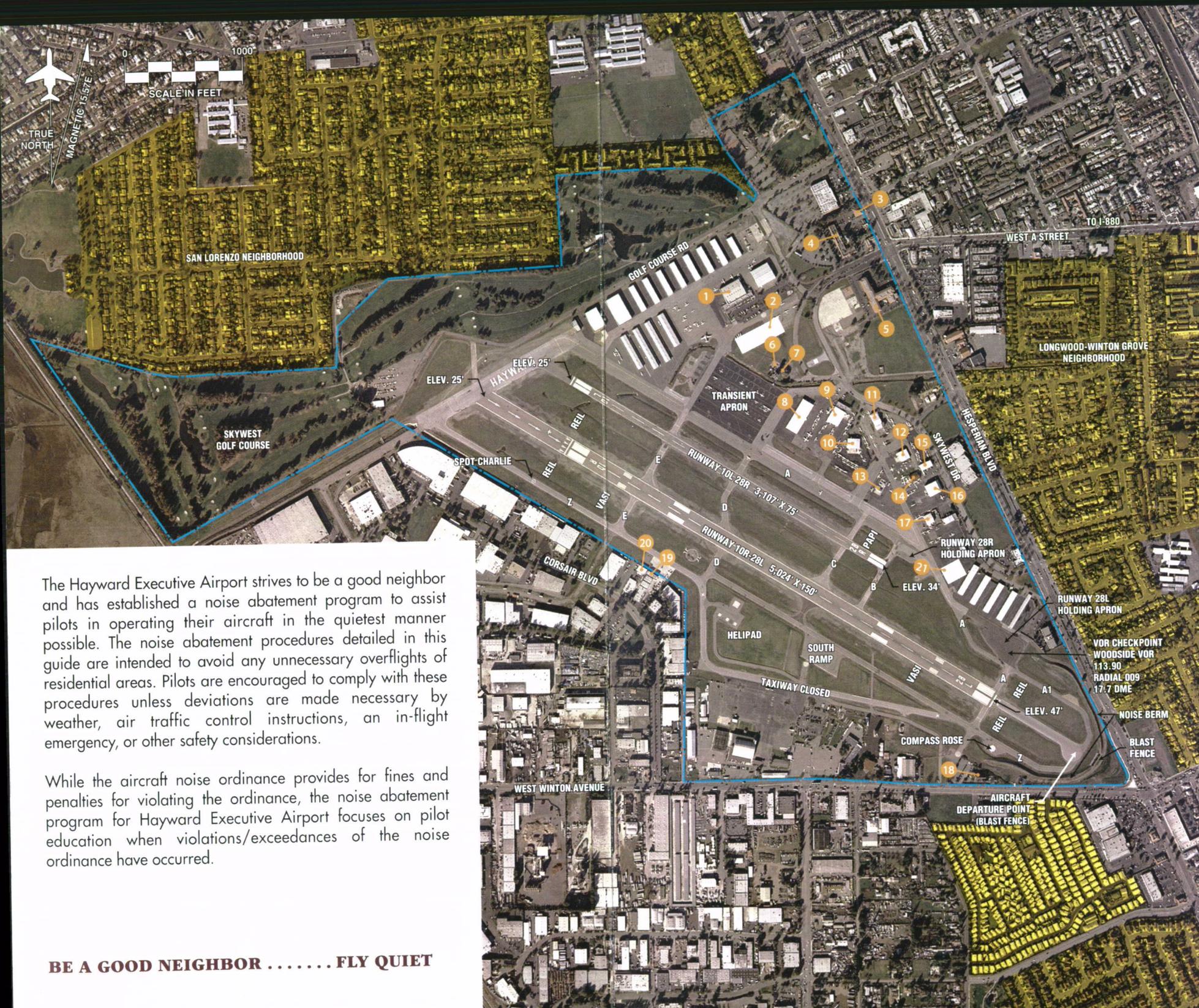
Administrative Offices: (510) 293-8678
Office Hours: 8:00 am to 5:00 pm (M-F)
Noise Hotline: (510) 293-8692 (24 hrs.)
Website: www.hayward-ca.gov

Improved Tracking System (ANOMS)

As part of the City's ongoing effort to monitor and ensure compliance with the Noise Ordinance, an Airport Noise and Operations Monitoring System (ANOMS) was installed and certified operational in early 2002. This new, state-of-the-art, system provides airport staff with the increased ability to accurately monitor aircraft arriving and departing, track flights and altitudes, and establish aircraft identification. Through information obtained from the Noise Monitoring Terminals (NMT), radar flight tracking data and local air traffic control communications, a significant number of noisy and/or low over flights can be comprehensively investigated. In addition to increased accuracy, ANOMS reduces the time necessary to analyze and respond to public inquiries.

Typical ANOMS Flight Track Data





HAYWARD EXECUTIVE AIRPORT

Noise Abatement and Operational Procedure Guide

HAYWARD EXECUTIVE AIRPORT BUSINESS

1. Trajen Flight Support
BP Fuel Truck 510-264-5555
American Flyers 510-782-5311
Helinet Aviation Services 510-887-4100
Mather Aviation, LLC 510-785-5511
South Bay Helicopter Services, Inc 510-259-1279
Enterprise Car Rental 510-264-4300
2. Ascend 510-264-5554
3. Carrow's Restaurant 510-782-5686
JT's Gas Station 510-784-1940
4. Vagabond Inn 510-785-5480
5. La Quinta Inn 510-732-6300 / 1-800-531-5900
6. FAA-HWD Control Tower 510-748-0122
7. Airport Administration Office 510-293-8678 / 1-800-286-5444
8. Trajen Flight Support #3 510-264-5555 / 130.57 Mhz
9. Trajen Flight Support #4
California Airways 510-887-7686
Creative Aviation 510-781-0165
First Light Media 510-887-4121
J&R Electronics 510-782-5657
One Stop Shop Co-op 510-784-0185
Turbine Air 510-785-5631
Valley Air Flight Services 408-315-9221
10. Sullivan Propeller Specialists 510-782-0920
11. American Aircraft Sales 510-783-2711
West Valley Flying Club 510-781-0101
12. Career Aviation/Hayward Jet Center 510-670-2864 / 1-800-538-7787
13. Hayward Jet Center / Chevron Fuel 510-670-2864 / 1-800-538-7787
14. Horsham Valley Airways 510-782-8967
National Helicopter 510-887-8653
15. Flying Vikings 510-670-4719
16. SP Aviation 510-783-3584
17. International Aircraft Services 510-670-4700
Skyview Aviation 510-785-7666
18. Raja Indian Cuisine 510-264-9300
19. Calstar EMS (Air Ambulance) 510-887-3063
20. Helicopter Components Services 510-783-9703
21. Bud Field Aviation 510-782-9063

The Hayward Executive Airport strives to be a good neighbor and has established a noise abatement program to assist pilots in operating their aircraft in the quietest manner possible. The noise abatement procedures detailed in this guide are intended to avoid any unnecessary overflights of residential areas. Pilots are encouraged to comply with these procedures unless deviations are made necessary by weather, air traffic control instructions, an in-flight emergency, or other safety considerations.

While the aircraft noise ordinance provides for fines and penalties for violating the ordinance, the noise abatement program for Hayward Executive Airport focuses on pilot education when violations/exceedances of the noise ordinance have occurred.

For further information, or to provide suggestions for improving Hayward Executive Airport's Noise Abatement Program, please contact:

Airport Operations
Hayward Executive Airport
20301 Skywest Drive
Hayward, California 94541-4699
(510) 293-8678
www.hayward-ca.gov
Noise Information Line (510) 293-8692

BE A GOOD NEIGHBOR FLY QUIET



HAYWARD EXECUTIVE AIRPORT (HWD)

ATIS	126.70	BAY APP CON	135.4
	(510) 786-3988	CLNC DEL	128.05
HWD TWR	120.20	OAK TWR	118.3/127.20
HWD GND	121.40	OAK FSS	122.5
UNICOM	122.95	Noise Information	122.85

LEGEND

- Departure Routes
- Departure Routes Over Roads
- Helicopter Touch & Go Pattern
- Oakland Class C Inner Surface
- Airport Property Line
- Helicopter Base
- Generalized Path to Join Departure Route
- Noise-Sensitive Areas

Safety is a priority. These procedures are not intended to preempt the prerogative or responsibilities of the pilot-in-command for aircraft operation. The procedures are not intended to conflict with air traffic control instructions, which are the exclusive authority of the FAA.

Noise Abatement Procedures:

- Pilots should be considerate of the noise impacts to resident's directly beneath their flight path.
- Avoid noise-sensitive areas when possible.
- Observe low-noise speed and descent settings.
- Avoid sharp maneuvers.
- Use high takeoff and descent profiles.
- Approach at the steepest practical glide slope.
- Minimize early morning or late night flights.

BE A GOOD NEIGHBOR FLY QUIET

For further information, or to provide suggestions for improving Hayward Executive Airport's Noise Abatement Program, please contact:

Airport Operations • Hayward Executive Airport
 20301 Skywest Drive • Hayward, California 94541-4699
 (510) 293-8678 • www.haywardair.org

Helicopter Departure Routes

History of the Performance-Based Noise Ordinance

BACKGROUND:

On January 1, 1988, the Hayward City Council enacted an aircraft noise ordinance. The ordinance set noise decibel limits for aircraft which relied upon measured decibel levels contained in the Federal Aviation Administration (FAA) Advisory Circular (AC) AC-26-3F. This Advisory Circular is a published list of certified maximum decibel levels for specified aircraft on takeoff. The 1988 ordinance was an interim measure taken by the City Council until a performance-based noise ordinance could be implemented.

In November 1988, a permanent noise monitoring system consisting of four noise monitoring terminals was installed in the community. Data collected from these monitors during the 19-month test period, as well as analysis of information in AC-36-3F, provided the basis for the maximum aircraft noise limits contained in the Performance-based Noise Ordinance. The ordinance was implemented on February 1, 1992.

In order for aircraft to operate at the airport within the parameters established under the Performance-Based Noise Ordinance, they must not exceed certain maximum noise decibel levels contained within the ordinance. The noise levels generated by aircraft are monitored and recorded 24 hours a day. Specialized equipment records the sound levels at which aircraft are actually being operated. Aircraft must not exceed the maximum noise limits established for any of the four individual noise monitors stationed in the community.

Section 2-6.120 of the Performance-Based Noise Ordinance sets forth aircraft noise limits for each noise monitor in the system, taking into consideration the runway in use and the time of day.

In summary, the Performance-Based Noise Ordinance states that no aircraft may take off, land, or otherwise operate at the airport between the hours of 7:00 a.m. and 11:00 p.m. if it generates a Single Event Noise Exposure Level (SENEL) exceeding the following values measured at any one of the four Noise Monitoring Terminals (NMT). They are:

<u>Noise Monitoring Terminal</u>	<u>Runways 28L/28R</u>	<u>Runways 10R/10L</u>
NMT #1	98	98
NMT #2	98	98
NMT #3	98	100
NMT #4	98	99

Additionally, no aircraft may take off, land or otherwise operate at the airport between the hours of 11:01 p.m. and 6:59 a.m. if it generates a SENEL which exceeds the following values as measured at any one of the four Noise Monitoring Terminals (NMT):

<u>Noise Monitoring Terminal</u>	<u>Runways 28L/28R</u>	<u>Runways 10R/10L</u>
NMT #1	95	95
NMT #2	95	95
NMT #3	95	97
NMT #4	95	96

For the location of each Noise Monitoring Terminal, see Attachment 6.

OBJECTIVES OF NOISE ORDINANCE:

The ordinance was designed to accomplish the following objectives as set forth by the City Council:

1. To reduce the number of aircraft operations at the airport which generate excessive noise decibel levels resulting in consistent complaints, subject to regulations which may be imposed by state or federal laws; and
2. To reduce aircraft noise decibel levels in response to the environmental concerns of the community without impairing the ability of the airport to serve the general aviation needs of the community and the national air transportation system; and
3. To adopt reasonable rules that would be legally defensible; and
4. To implement noise enforcement standards allowing operators of aircraft which exceed established noise levels the flexibility to modify their aircraft or otherwise bring their performance standards into compliance with the noise ordinance.



CITY OF
HAYWARD
HEART OF THE BAY

DATE: April 23, 2009
TO: Council Airport Committee
FROM: Robert Bauman, Director Public Works
SUBJECT: Review of Future CAC Meeting Dates

RECOMMENDATION

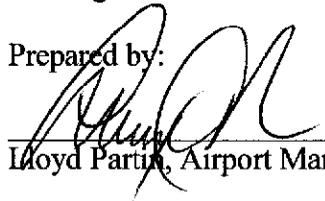
That the Committee review and comment on schedule of future meeting dates

DISCUSSION

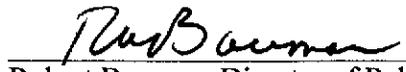
The Committee normally is scheduled to meet quarterly on the fourth Thursday of January, April, July, and October in Room 2A at 5:30 p.m. The October meeting has historically conflicted with the Volunteer Recognition Dinner, which resulted in rescheduling of last October's meeting. In the past, the location was also changed to allow Committee members to more easily attend the Volunteer Dinner. In addition the Keep Hayward Clean & Green Taskforce now meets in Room 2A on the fourth Thursday of every month but at 7:00 p.m. Often this has caused some conflict, because the Committee meeting ran a bit long or because staff was needed to reconfigure the seating arrangement in the room. Staff, therefore, suggests that the Committee adjust its regular schedule date to the third Thursday of each quarter. This would eliminate the existing known conflicts, and it does not appear that any other regular meetings are regularly scheduled on the third Thursday

Staff requests that the Committee review this proposal. If approved, the City's master calendar and the Airport's webpage would be changed to indicate a third Thursday meeting schedule. The next meeting would be held on July 16, rather than July 23, 2009.

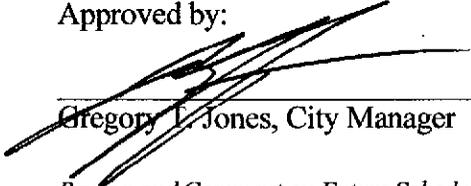
Prepared by:


Lloyd Partin, Airport Manager

Recommended by:


Robert Bauman, Director of Public Works

Approved by:


Gregory L. Jones, City Manager