

# **SPECIAL MEETING**

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

**Council Airport Committee Meeting  
Thursday, February 25, 2010  
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 26, 2009 Summary Minutes**
- 2. Update on Airport Layout Plan-Final Draft**
- 3. Informational Update on Airport Rescue and Firefighting (ARFF) Services**
- 4. Informational Report on Airport "Mission Statement"**
- 5. 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

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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.

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CITY OF  
**HAYWARD**  
HEART OF THE BAY

**DATE:** February 25, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Summary Minutes for October 15, 2009

**CALL MEETING TO ORDER**

Council Member Henson called the meeting to order at 5:30 p.m. with Council Member Quirk present and Council Member Halliday initially absent but present for most of the meeting.

**City staff:** Gregory T. Jones, City Manager  
Robert A. Bauman, Director of Public Works  
Lloyd Partin, Airport Manager  
Noemi Dostal, Airport Administrative Analyst

**Members of the public present:** Howard Beckman      John Bridi      Gary Briggs  
John Kyle      Norman Ramirez      Andy Wilson

**PUBLIC COMMENTS**

Andy Wilson reported that he attended a Cal Pilots meeting at Byron Airport with the Contra Costa County Land Use Commission regarding a proposed power plant. He said that the FAA safety study on plumes from power plants found no related aircraft accidents in its database. He thinks its database is flawed because aircraft accidents in Bakersfield, CA and Dublin, Ireland were related to plumes from power plants. He also said a power plant is proposed for location next to the runway at the Riverside County Airport. Mr. Wilson mentioned that the Aircraft Owners and Pilots Association (AOPA) developed an ad campaign designed to protect and preserve General Aviation, with actor Harrison Ford as spokesperson.

Mr. Howard Beckman commented that he would like a forum separate from the CAC meeting to discuss Airport-generated noise issues. Committee Member Quirk inquired why he thought the CAC meeting is not an appropriate forum. Mr. Beckman said he would like a focus group where the neighbors of the Airport could describe experiences and ask for mitigation. Committee Member Quirk requested that he submit his request for changes in writing in order to receive a formal response and for Council Members to achieve a better understanding of his request. Mr. John Kyle agreed with Mr. Beckman that the time and the place of the CAC meeting might not be conducive to the forum they seek. Committee member Henson said that he believes the CAC is the proper forum to discuss such issues.

Gary Briggs briefed the CAC Committee on the "Parade of Planes" event hosted by Volo Aviation October 15 to 17, 2009. Mr. Briggs reported that the event was well received and attended.

## **1. Approval of Summary Minutes – July 23, 2009**

Summary Minutes approved as submitted.

## **2. Informational Report on Airport Layout Plan Revision**

Public Works Director Bob Bauman reported that the final draft of the Airport Layout Plan (ALP) was not yet complete and ready for distribution.

Airport Manager Lloyd Partin reported on the ALP Update and provided a PowerPoint presentation. Andrew Scanlon, DMJM Aviation AECOM, the consultant working on the ALP, presented ten possible Alternatives to meet FAA compliance requirements. The Alternative selected was a modification of Alternative #4, displacing thresholds on Runway 28L and 10R, to achieve the required Runway Safety Area (RSA) distance, and relying upon the use of Engineered Material Arresting System (EMAS) at the end of the Runway 28L, to reduce the FAA required RSA distance of 1000 ft. This modified Alternative would avoid splitting the Skywest Golf Course in two halves, which would negatively affect its business. This Alternative also includes replacing portions of the noise berm within the Runway and Taxiway Object Free Areas with engineered sound walls.

Mr. Partin explained that EMAS is a frangible concrete product that crumbles under the weight of aircraft greater than 12,000 lbs. and designed to stop an aircraft before it reaches the end of the concrete. Although use of EMAS could result in very little damage to the aircraft, replacement could be costly.

Mr. Partin mentioned additional airside conflicts and solutions regarding aircraft with tail heights greater than 10-ft. taxiing through the area near Bud Field Aviation and the vehicle service road near the Object Free Area for Taxiway A.

He reported that the West "A" Street Extension Project has been determined to be no longer feasible due to construction costs associated with tunneling and the unacceptable impacts on San Lorenzo with the surface street option.

Mr. Partin noted receipt of the final draft ALP, planned for December 4, 2009, would include estimated project costs. The final draft ALP would be presented to the CAC at its meeting in January 2010, and would be submitted to the FAA on February 2, 2010.

He announced that the next Technical Advisory Committee (TAC) meeting is planned for December 17, 2009.

Council member Quirk said that he was glad that the construction of "A" Street by the Skywest Golf Course is not going to happen. Council members Henson and Quirk both had questions about the runway realignments and the noise berm. Mr. Bauman answered their questions and used the maps from Mr. Partin's presentation to explain the Alternative solutions.

## **PUBLIC COMMENTS**

Mr. Kyle wanted to know the height of the proposed sound wall. Mr. Bauman responded that the sound wall has not yet been designed. Mr. Kyle reported a problem with the current berm and suggested an extension of the sound wall to the office buildings on the Hesperian Blvd. side.

Mr. Beckman commented that EMAS was risky and the Airport Reference Code classification change was the City's choice, not an FAA requirement. Mr. Beckman also expressed concern about the environmental changes that may result from the Alternative selected.

Mr. Briggs expressed concern about the Alternative selected that would require aircraft with tail heights over ten feet to taxi across the runways because of potential runway incursions. Mr. Partin responded that there could be an additional stop point in the area. This Alternative is only for landing use when the Tower is in operation; Runway 28R is closed when the Tower is closed. Mr. Briggs asked why the hangars near the Bud Field Aviation area were built so close to the approach path. Mr. Bauman responded that, when those hangars were built, the design aircraft at the time only had a 10 foot tail height and did not present a problem in the approach path.

Mr. Briggs asked when he would receive a copy of the final ALP and when the public would have an opportunity to comment. Mr. Bauman replied that the draft final ALP would be available online after the TAC meeting, and that comments would be accepted during the CAC meeting before the plan is submitted to the FAA.

Mr. Wilson expressed concerned about the intermingling of reciprocating engine aircraft with jet aircraft. He asked if a run-up area for both sides of the taxiway is planned. Mr. Partin responded that a pilot could perform those procedures near the South Side tiedown area when using 28L, and that there is another run-up area at the end, when approaching Taxiway Bravo.

Mr. Wilson asked staff to confirm that the Golf Course is on Airport property and if the proposed changes would change the course layout from an 18- to a 17-hole course. Mr. Partin replied that the Golf Course is on Airport property. Mr. Bauman responded that staff is working diligently with Hayward Area Recreational District (HARD) to keep it as an 18-hole course, but some modifications might be necessary.

### **3. Informational Report on Airport "Mission Statement"**

The presentation of the Mission Statement was held over to the next meeting for all Committee Members to review.

## **PUBLIC COMMENTS**

None

### **4. Future Agenda Items**

Informational Report on Airport Mission Statement

Airport Website

## **ADJOURNMENT**

The meeting adjourned at 6:35 p.m.



CITY OF  
**HAYWARD**  
HEART OF THE BAY

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DATE: February 25, 2010  
TO: Council Airport Committee Members  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Update on Airport Layout Plan (ALP) Revision

**RECOMMENDATION**

That the Committee reviews and comments on this report.

**BACKGROUND**

At the last Council Airport Committee (CAC) meeting on October 15, 2009, staff provided an informational update on the Airport Layout Plan (ALP) and indicated that the document would be available for review and comment during the January CAC meeting. Due to delays in submitting items for review and comment by various internal divisions of the Federal Aviation Administration (FAA) and Cal-Trans Aeronautics, the consultant's work was not ready until the first week in January. Due to a scheduling conflict, staff chose to defer the CAC meeting to February 25<sup>th</sup>.

Update of the Airport Layout Plan was made possible through an FAA planning grant. The ALP Update provides information regarding forecasts and changes in physical layout of the Airport since the 2002 Airport Master Plan was completed. The FAA approved minor updates to the 2002 ALP in September 2005 and again in September 2007. The FAA planning grant was divided into two separate awards, the first for \$150,000 in August of 2008 and the second award for \$135,000 approved in July 2009, for a combined total of \$285,000. The ALP planning grant funded 90% of the research and narrative preparation work, primarily focusing on Airport category and classification changes, their impacts to safety, and measures necessary to meet compliance with FAA design standards in FAA Advisory Circular 150/5300.13

Airport Layout Plan updates are exempt from National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) review, because an ALP is a planning document only. The FAA's approval of the ALP is necessary before the Hayward Executive Airport can become eligible to compete for discretionary Airport Improvement Program (AIP) Grants. The FAA may not fund projects not listed on an approved ALP or that do not complete their own environmental review.

The *ALP Update - Draft Final Narrative Report* is included as Attachment I. As noted later in this report, after printing of this extensive document, staff concluded that a better alternative existed to resolve the issue identified at the October 15, 2009 CAC meeting regarding Taxiway A and closing the Taxiway to aircraft with tail heights greater than ten feet;. Committee Members will recall that concern was expressed regarding the need for multiple crossings of an active runway for larger aircraft. Staff is prepared to recommend this better alternative; however, rather than further delaying this process, staff will present this new recommendation for Committee comment at this meeting and, if approved, make the necessary changes to the Narrative Report before submitting the ALP documents to the FAA.

The *ALP Update – Draft Final Narrative Report* is organized into nine chapters that provide detailed information on how the Airport has evolved since completion of the 2002 Airport Master Plan and the recommended course of action to insure that the Airport complies with FAA Airport Design requirements for the future. The following table summarizes the contents by chapter.

<u>CHAPTER</u>	<u>CONTENT SUMMARY</u>
Chapter 1:	Introduction and description of the process used to complete the study.
Chapter 2:	Executive summary, much of which comprises the information highlighted in this report.
Chapter 3:	Inventory and historical information on the Airport.
Chapter 4:	Analysis of the fleet mix that leads to the identification of the Design Aircraft for the Airport, which is based upon actual annual operations.
Chapter 5:	Analysis of current and projected facility requirements, including private development.
Chapter 6:	Detailed analysis of ten differing alternative airport layout configurations, which were evaluated leading to selection of a modification of Alternative No. 4, depicted on Figure 6-5.
Chapter 7:	Recommended phasing of airport development depicted on the Airport Layout Plan, Figure 7-1; and the Airport building layout for current and future development on Figure 7-3.
Chapter 8:	Summary of estimated costs for the airport related projects described in previous chapters of the report, including the percentage breakdown of eligible funding from FAA, City private sources and the state.
Chapter 9:	Evaluation of the environmental constraints that could possibly impact airport related development, depicted on Table 9-1.

## DISCUSSION

The *ALP Update - Draft Final Narrative Report* provides an analysis of Airport changes since approval of the 2002 Airport Master Plan, including updates of the fleet mix, design aircraft, and the impact faster design aircraft will have upon facilities on the Airport. A “design aircraft” is identified in order to set the minimum standards to which the future airport is designed. The design aircraft is identified based on historical and/or projected use by a typical aircraft using the airport. Hayward’s design aircraft was determined to be a Challenger 601 business jet with approach speeds within Approach Category “C”.

From April 2007 through April 2008, more than 500 operations of Approach Category “C” aircraft occurred at the Hayward Airport. Approach Categories are based on the average approach speed of the design aircraft and are designated as “A” through “E”, with category “E” aircraft being the fastest. The report also predicted that the number of operations of larger business jets, such as the Gulfstream IV, which is Approach Category “D”, will exceed the 500 operations necessary to justify an airport category change within the next five years. An Airport Reference Code (ARC) consists of the Approach Category and the Design Group which are both dependent on the design aircraft. Once the applicable ARC is determined, that establishes all the design parameters for an airport. Since there is very little difference between design standards for an ARC C-II and ARC D-II airport, ARC D-II was selected as the ultimate design criteria for use in the report.

Based on ARC D-II standards, the report goes through a rigorous analysis required by the FAA to look at each possible way to modify the Airport that might help address conflicts between what is required by the new Airport Reference Code and what presently exists at the Airport. Ten alternatives were analyzed, and the final recommendation was a modification of Alternative No. 4. Specific criteria used in the formal evaluation of each alternative included community impacts, meeting FAA standards, useable runway length, and environmental impacts.

As previously reported at the October 2009 CAC meeting, the most difficult issue to address was how to meet the revised Runway Safety Area (RSA) requirements for Runway 28L. Simply meeting the requirement for an RSA 1,000 feet long by 500 feet wide would have, in effect, cut the SkyWest Golf Course into two separate halves at midpoint. The recommended alternative relies upon FAA approving and providing the necessary funding for the installation of an Engineered Material Arresting System (EMAS) bed on the departure end of Runway 28R that would preserve the integrity of the Golf Course as an 18-hole course. With assistance from our consultant, staff was able to convince regional FAA staff that EMAS has been satisfactorily used at other General Aviation airports and would be an appropriate solution for the constraints faced by the Hayward Executive Airport. The FAA’s reluctance to fund EMAS for Hayward would likely result in a larger local share of the cost for construction of the improvements.

In addition to the installation of EMAS, the *Final Draft –ALP Narrative Report* includes an evaluation of airside requirements to meet the design criteria necessary for category D-II aircraft operations. To fully comply with RSA requirements, the study determined that translation of the main runway to the west by 196 feet is needed to provide adequate Runway Safety Area length. The translation or movement of the useable runway ends makes use of displaced thresholds and declared distances, deviations from standards often applied to General Aviation Airport design. Other safety

requirements would include removing several trees within the Object Free and Safety Areas and relocating the Golf Course access road. (See following discussion of landside development.)

While trees may easily be removed within the Golf Course and surrounding Airport property, tree trimming or removal on private property remains the decision of the individual property owner and often end up remaining as known obstructions. At the end of Runway 10R, the Noise Berm protrudes into the Runway and Taxiway Object Free Area to the South and must be partially removed in order to maximize the Runway Safety Area. The portions of the Noise Berm removed along Hesperian Blvd. and Winton Ave are proposed to be replaced by engineered sound walls with absorbing and reflective materials and can be designed to produce even greater reductions in noise travelling off Airport property.

The ALP study also focused upon the landside development consistent with long term growth contained in the 2002 Airport Master Plan (Attachment II-Table 2-7 Landside Requirements). Table 2-7 summarizes projected based aircraft and associated landside development requirements. The ALP study addressed the following landside areas and/or requirements:

- Reuse of the former California Air National Guard site: The reuse of the site was also discussed in the 2002 Airport Master Plan and is presented consistent with the selected proposal for redevelopment.
- A General Aviation (GA) Terminal: Because the FBO terminals focus upon the larger corporate aircraft and clientele, a GA terminal is needed to provide the small transient and locally based GA tenants with adequate facilities to support their activities. A survey is ongoing to confirm the priority for this improvement compared to other airport needs.
- The need for an Airport perimeter road: Currently, there is no way for vehicles to access both sides of the Airport. This need will become even more critical as the South side of the Airport develops. The selected alignment for a perimeter road addresses access around both the East and West perimeters of the Airport.
- SkyWest Golf Course Access and Parking: The present Golf Course access road transverses the existing Runway Safety Areas (RSA) for both Runway 10L and 10R. The access road is not considered a through-street and, as such, has very low traffic volume. A large part of the parking area for the Golf Course lies within the central portion of the RSA for Runway 10R. As these deviations from standards are pre-existing, it is recommended that these conditions be allowed to remain.
- West "A" Street Extension: The City's General Plan Circulation Element included a planned extension of West "A" Street through the current Runway 10R RSA. Several options, including a surface street and tunnel, were considered. Both were later dropped from consideration due to the environmental impacts from the surface street option and cost for the tunnel. The West "A" Street extension is no longer being pursued, due to these constraints.

In addition to addressing landside development needs, the *Final Draft - ALP Narrative Report* also addressed several specific issues where the existing design of the Airport does not meet FAA safety and design criteria for ARC D-II. The various issues identified and recommended changes include:

- Impacts to Taxiway Object Free Areas: Portions of the existing Noise Berm impact Taxiway "Z" to the South and Taxiway "A" to the north of Runway 28L, requiring removal and replacement of portions of the berm. This plan calls for replacement of sections of the berm with an engineered sound absorbing wall.
- The non-standard alignment of Taxiway "Z" and the portions of Sulphur Creek that crosses through Runway and Taxiway Object Free Areas: Relocation of Taxiway "Z" is programmed for FAA funding in the near future. However, as previously reported, placing Sulphur Creek into a box culvert, as required by FAA safety concerns, poses a significant challenge because of environmental concerns. Staff expects to seek FAA funding to study and address these concerns.
- Impacts to approach surfaces for Runway 28R by aircraft using Taxiway "A": Several alternatives were developed and evaluated to address this deviation from standards. The original alternative recommended to solve this issue involves closure of the portion of Taxiway "A" between the Bud Field hangar and the threshold of Runway 28L, precluding any aircraft with tail heights greater than ten feet from using this closed area of Taxiway. This alternative solution would require that Aircraft cross Runway 28R and 28L at Taxiway "C" or proceed west along taxiway "A" to Taxiway "Z" to gain access to Runway 28L. Several of our corporate airport tenants have expressed concern with this alternative because of the effect on their operations by having to cross two active runways.

Staff has discussed another alternative with local FAA tower staff and FAA staff in Burlingame, which is Taxiway "A", Alternative "B", depicted on Figure 6-7 in the report (see Attachment III – Figure 6-7 Taxiway A Alternative B). Figure 6-7 depicts the change that would occur to the approach surfaces and Runway Protection Zone (RPZ) by reducing Runway 28R by 480 feet. Shortening the runway 480 feet removes the need to close a portion of Taxiway "A" in the East T-hangar area, removing the constraint that would force larger aircraft to cross two active runways to depart the Airport to the West. Negative impacts to small aircraft should be minimal, based on two airports in the local Bay Area, Palo Alto and San Carlos, both having shorter runway lengths. For larger aircraft, the only impact would be the inability to land on the shorter runway in those few instances when the long runway must be closed. The consensus seems to be that, for corporate clients, this is easier to manage than having to always cross two runways. It also appears the FAA prefers this solution.

Due to the number of drawing and text changes necessary to implement shortening Runway 28R in the recommended alternative, the consultant will need to make several corrections before submitting all the documents to FAA for final review. This will also require an additional meeting with the Airport Technical Advisory Committee (TAC), before submitting the Updated ALP to FAA. As stated earlier in this report, staff recommends this

option, due to the overall decreased impacts to the Airport as a whole; and will provide a brief status update to the Committee during the April CAC meeting..

- The Airport service road paralleling Taxiway "A" infringes upon the Taxiway Object Free Area and a portion of the Runway Safety Area near the East T-hangars: Several alternatives were developed to mitigate this issue, with the report ultimately recommending the relocation of the parallel service road four feet to the East and routing the road outside the present fenced area by the East T-hangars.

Related to this issue, FAA has recently notified staff that the East T-hangars also pose a conflict to the Runway 28R RPZ approach surfaces and the Runway Safety Area. The FAA suggests that the Airport consider removal of the East T-hangars as they reach the end of their useful life. This impact is also significantly lessened by the proposed shortening of Runway 28R since the East T-hangars would no longer lie within the RPZ area, removing the necessity to address future removal of the hangars.

- Existing Air Traffic Control Tower location is constrained due to the blind spots created by new hangar construction on the Airport: It is recommended that a taller Control Tower be constructed on the South side of the Airport to provide an unobstructed view of the Airfield at all times.

Based on the combination of FAA design requirements and the various constraints presented, the recommended Airport Layout drawing properly depicts an airport that meets ARC D-II standards. The ALP drawing also depicts all existing facilities and proposed future development requirements on the Airport through the year 2020 (Attachment IV Figure 2-1 ALP Drawing), which is the extent of the development detailed in the 2002 Airport Master Plan.

One note on Figure 2-1 requires some explanation. The FAA has, in recent years, become more concerned about buildings and other improvements that encroach into the Runway Protection Zones (RPZ), even when the buildings have existed for many years. The new requirement is to pursue the acquisition of Avigation Easements over these encroachments. Avigation Easements provide rights to the airspace above property and limit the rights of property owners to complain about the effects of aircraft over-flights. As seen on Figure 2-1, such encroachments exist on both ends of the main runway, and can be very contentious. As this new requirement had not been addressed in the Airport Master Plan, the note indicates it will be addressed at the time of the next Master Plan update. Without addressing this requirement in some fashion, FAA has indicated they will not approve the ALP.

## **FISCAL IMPACT**

Similar to the 2002 Master Plan, one of the requirements of an ALP is a list of identified projects with an estimate of costs. The ALP Capital Improvement Program is broken into two separate Phases (Attachment V, Figure 2-2 ALP Update Improvements). Figure 2-2 shows both the location and estimated costs of each improvement. Phase I includes the translation of Runway 28L to the West by 196-feet, construction of EMAS on the departure end of Runway 28L, and realignment of

Taxiway "Z" to meet ARC D-II standards. As with the 2002 Master Plan, identifying projects expected to be built in the first five-year period is important because, under FAA rules, federal environment clearance for a project is only valid for five years. It is anticipated that after the FAA's approval of the ALP, a Supplemental Environmental Assessment will be prepared to address those projects that may be funded in the next five-year period.

Phase II focuses on development activity from 2016 through 2020. The primary focus of Phase II will be the continued development of the former California Air National Guard Site, correction of the crown on Runway 29L / 10R, a new Air Traffic Control Tower and resurfacing of lateral taxiways connecting the runways to Taxiway "A".

The recommended ALP Capital Improvements covered in this ten-year period are assumed to be funded from various sources, including FAA, State, City, and private developer investment. Table 2-10 below is extracted from the report and shows the estimated funding sources for each phase.

**Table 2-10**  
**SUMMARY OF CAPITAL IMPROVEMENT COSTS**  
(thousands of 2009 dollars)

Phase	FAA	State	Local	Private	Total	% Total
1 (2010 - 2015)	\$ 28,791	\$ 182	\$ 7,371	\$ 25,081	\$ 61,425	64.4%
2 (2016 - 2020)	\$ 21,397	\$ 141	\$ 2,237	\$ 10,132	\$ 33,907	35.6%
<b>Total</b>	<b>\$ 50,188</b>	<b>\$ 323</b>	<b>\$ 9,608</b>	<b>\$ 35,213</b>	<b>\$ 95,332</b>	<b>100.0%</b>
% Total	52.6%	0.3%	10.1%	36.9%	100.0%	

Source: AECOM analysis.

Private development includes the redevelopment of the California Air National Guard Site, Bud Field Aviation's FBO, FBO Hayward, Hayward Hangars, Epic Aviation and America Aircraft Sales developments. The American Aircraft Sales development is a recent proposal for development of this leasehold and was included in the listing so it would be on the ALP drawing set approved by the FAA. A presentation on this development will be presented as an Informational item at a future CAC meeting. Hayward Executive Airport is also eligible to apply for State of California Aviation Development Grants (ADG). ADG Grants, up to a maximum of \$323,000 or 0.3% of the entire program costs, are assumed as a small portion of the improvement costs.

While federal funding for projects, such as those needed for Hayward, are not guaranteed, safety and capacity related projects have a higher priority for discretionary appropriation and award. As a General Aviation airport, Hayward must compete against all other airports seeking federal assistance, including those with commercial airline service. During each of the last three consecutive years, Congress has appropriated \$3.3 billion dollars for airport capital improvements nationwide although Hayward received \$1.2 million in 2008 for the North Side Helipad, in 2009 we only received our minimum entitlement of about \$300,000 since we needed our ALP to be updated in order to be eligible for further Airport Improvement Program funds.

## **PUBLIC CONTACT**

Staff makes the Council Airport Committee Agenda available to all Airport tenants and interested parties through posting of the Agenda on the City website and by posting the Agenda at City Hall and prominent locations throughout the Airport. The interested parties listing includes all abutting neighborhood associations and over twenty-five separate individuals who receive notice of all Airport related information, agendas and special meetings. Copies of the *ALP Update - Draft Final Narrative Report* were made available for review in the Airport offices and through copies on CD. As noted above the TAC did meet to review the recommended ALP and will be asked to meet again to review the recommended changes.

## **NEXT STEPS**

Airport staff anticipates the FAA's contingent approval of the ALP Update work by June 2010. The next phase, now being researched, will analyze environmental information necessary to obtain FAA approval of those projects in the First Phase of the ALP that might reasonably be funded in the next five years.

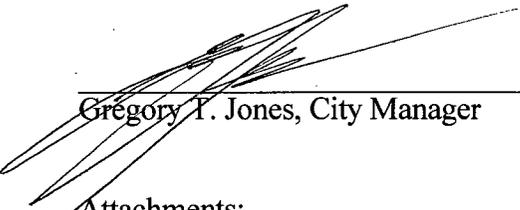
Staff is working with a local environmental consultant, Environmental Science Associates (ESA), who previously prepared the combined Environmental Assessment and Environmental Impact Report for the 2002 Airport Master Plan, to develop a scope of work to address the addition of new projects and elaborate on those projects needing additional environmental analysis. A baseline environmental report is included in the *ALP Update - Draft Final Narrative Report*, including a depiction of potential constraints requiring additional environmental research (Attachment VI-Table 2-10 Environmental Constraints). The baseline report includes, among other items, an update of the noise analysis done for the Master Plan EIR. While the City's approval of the ALP Update is categorically exempt from CEQA and the FAA does not require NEPA review until an actual project is proposed, the baseline report is a required element of an ALP. The baseline report and Table 2-10 will serve as the building blocks upon which ESA will pursue additional analysis, where warranted, or possibly serve to provide support for those Airport projects that are categorically exempt from further environmental review. All projects will be examined against both NEPA and CEQA as a final requirement prior to approval for construction.

Staff hereby submits the ALP Update for the Committee's review and comment prior to final submittal to the FAA for approval. The Technical Advisory Committee has had opportunity to review and make comments on December 17, 2009, but as indicated above, staff will reconvene the TAC to present the new Taxiway "A" option "B" for discussion before submittal to FAA for review of the final narrative and drawing set. Staff will forward any comments from this Committee directly to the consultant before finalizing the report and will provide a verbal status update regarding any new issues to the Committee during the April CAC meeting.

*Prepared by:* Lloyd Partin, Airport Manager

*Recommended by:* Robert A. Bauman, Director of Public Works

*Approved by:*



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Gregory T. Jones, City Manager

*Attachments:*

- Attachment I: ALP Update - Draft Final Narrative Report
- Attachment II: Table 2-7 Landside Requirements
- Attachment III: Figure 6-7 Taxiway A Alternative B
- Attachment IV: Figure 2-1 ALP Drawing
- Attachment V: Figure 2-2 ALP Update Improvements
- Attachment VI: Table 2-10 Environmental Constraints



**Table 2-7  
 LANDSIDE REQUIREMENTS**

<b>Item</b>	<b>1998</b>	<b>2005</b>	<b>2010</b>	<b>2020</b>
<b>Based Aircraft</b>	<b>423</b>	<b>454</b>	<b>475</b>	<b>518</b>
Aircraft in Hangars	303	341	369	426
Aircraft in T-Hangars	192	230	246	279
Aircraft in Conventional Hangars	97	111	123	147
Aircraft on Tie-Downs	120	113	106	92
<b>Transient Aircraft</b>	<b>N/A</b>	<b>44</b>	<b>47</b>	<b>56</b>
<b>Hangar Area Requirements (square feet)</b>	<b>427,000</b>	<b>466,600</b>	<b>512,300</b>	<b>603,000</b>
T-Hangar Area	229,600	275,600	295,300	334,700
Conventional Hangar Area	197,400	191,000	217,000	268,300
<b>Apron Area Requirements (square yards)</b>	<b>131,700</b>	<b>108,400</b>	<b>106,800</b>	<b>104,500</b>
Based Aircraft Apron	N/A	73,500	68,900	59,800
Transient Apron	N/A	34,900	37,900	44,700
<b>Other Requirements</b>				
Public Terminal Building (square feet)	N/A	7,900	9,100	11,800
Aircraft Wash Facility	Two Bays	Two Bays	Two Bays	Two Bays
Tenant Maintenance Shelter	Two Bays	Two Bays	Two Bays	Two Bays

Source: Formed by the Hayward Executive Airport Master Plan, 2002.



LEGEND	
DESCRIPTION	EXISTING
RUNWAY PROTECTION ZONE	
THRESHOLD SITING SURFACE	
AIRPORT BOUNDARY	

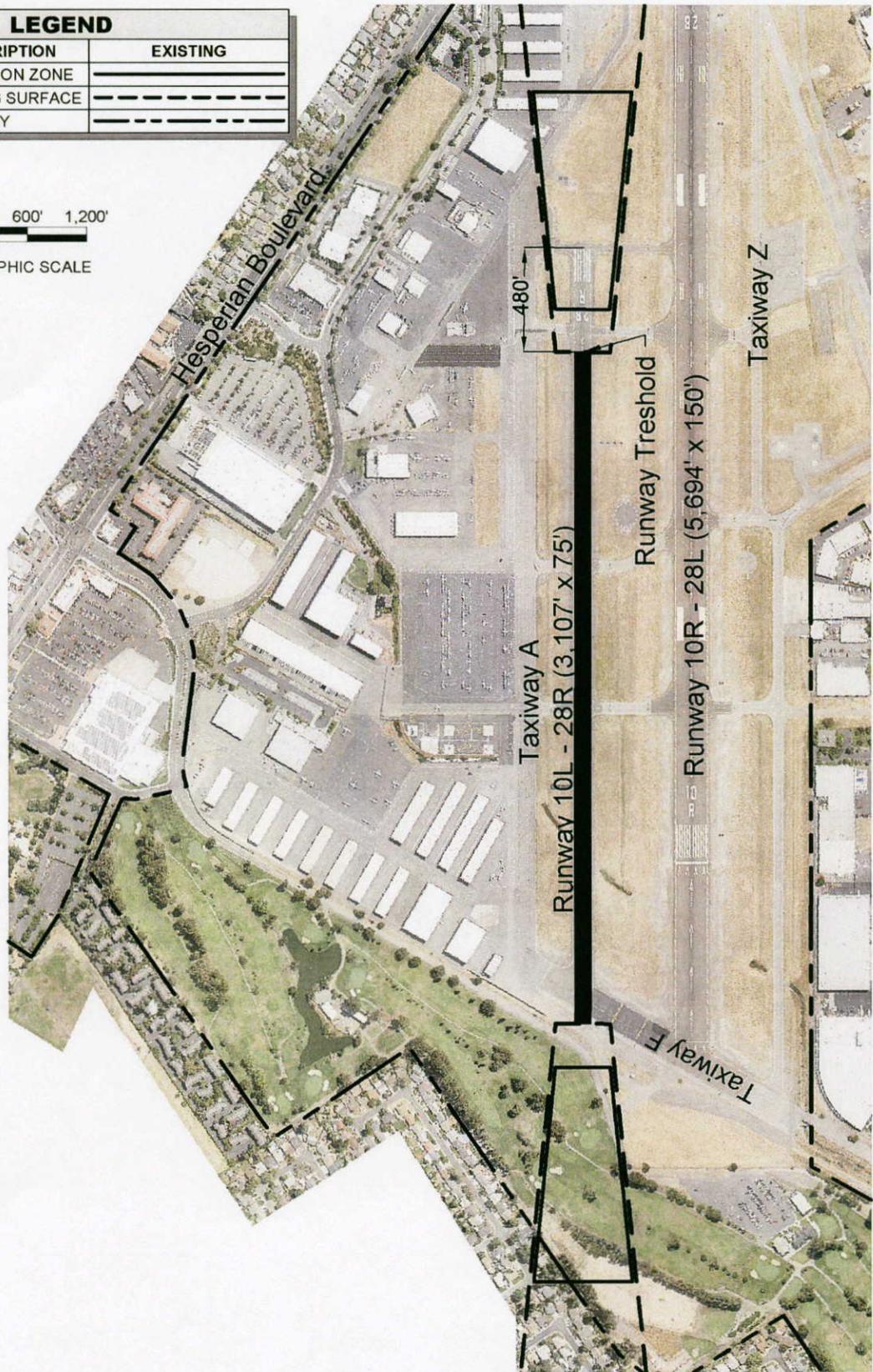
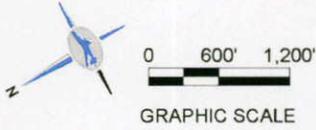


Figure 6-7  
Taxiway A Alternative B – Relocate Runway Threshold



LEGEND		
DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY	---	---
AIRFIELD PAVEMENT	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
OBSTACLE FREE ZONE (OFZ)	---	---
BUILDINGS	---	---
BUILDINGS TO BE REMOVED	NONE	---
GROUND CONTOURS	---	---
AIRPORT REFERENCE POINT (ARP)	---	---
HOLD POSITION MARKINGS	---	---
THRESHOLD SITING SURFACE	---	---
PAPI/VASI/LOCALIZER	---	---
AIRPORT PERIMETER FENCE	---	---
ROAD	---	---
ROTATING BEACON	---	---
ATCT LINE OF SIGHT	---	---
EMAS	NONE	---
CLEARWAY	NONE	---
LOCALIZER CRITICAL AREA	NONE	---
MONUMENT*	---	---
RUNWAY LIGHTS	---	---
PAVEMENT TO BE DEMOLISHED	NONE	---
SOUND WALL	NONE	---

AIRPORT DATA			
DESCRIPTION	EXISTING	FUTURE	
AIRPORT ELEVATION (MSL)	52'	SAME	
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE 37°39'32.10"N LONGITUDE 122°07'18.30"W	37°39'32.76"N 122°07'19.61"W	
NAVAIDS (i.e. ILS, BEACON)	LOCALIZER BEACON	SAME	
MEAN MAX. TEMP. OF HOTTEST MONTH	74.6° (September)	SAME	
AIRPORT REFERENCE CODE	C-II	D-II	
GPS AT AIRPORT	YES	SAME	

FACILITY TABLE	
#	DESCRIPTION
1	TERMINAL (ATCT)
2	PRIVATELY OWNED HANGARS
3	CITY OF HAYWARD HANGARS
4	FUEL STORAGE / ISLAND
5	ASOS
6	LOCALIZER
7	PROPOSED HANGARS
8	FUTURE TERMINAL
9	FUTURE ATCT
10	FUTURE AWOS
11	FIRE STATION #6
12	SKYWEST GOLF COURSE CLUBHOUSE
13	PROPOSED FUEL FACILITY

FOR MORE DETAILS, SEE SHEET 4 (BUILDING AREA PLAN)

DEVIATIONS FROM FAA DESIGN STANDARDS				
DESIGN STANDARD	REQUIRED	EXISTING		ACTION
RSA LENGTH BEYOND END OF RUNWAY	10R 1,000'	595'		TRANSLATE
ROFA LENGTH BEYOND END OF RUNWAY	28L 1,000'	166'		EMAS/REMOVE NOISE BERM/APPLY DECLARED DISTANCES

RUNWAY END DATA			
RUNWAY	EXISTING	FUTURE	
10R	LATITUDE	37°39'43.36"N	37°39'44.32"N
	LONGITUDE	122°07'47.24"W	122°07'49.36"W
	ELEVATION'	27.7'	26.6'
28L	LATITUDE	37°39'15.33"N	37°39'16.29"N
	LONGITUDE	122°06'45.84"W	122°06'47.93"W
	ELEVATION'	52.1'	51.5'
10L	LATITUDE	37°39'44.91"N	SAME
	LONGITUDE	122°07'38.14"W	SAME
	ELEVATION'	27.9'	SAME
28R	LATITUDE	37°39'29.61"N	SAME
	LONGITUDE	122°07'04.63"W	SAME

- NOTES:
- California Coordinate System, Zone 3 NAD 83.
  - All elevations are in NAVD 88. All future elevations are estimated.
  - Threshold Siting Surfaces are shown in plan view on Sheet 6 and profile view on Sheets 5 through 8. There are penetrations to the Threshold Siting Surfaces.
  - The City of Hayward has not been sectioned. The nearest section corner is approximately 2 miles southeast of Hayward Executive Airport.
  - Air Traffic Control Tower Line of Sight (LOS) requirements are not met as hangars restrict lower sight to Taxiway A and, the Runway 28L, run up apron. The proposed ATCT site provides unobstructed views of aircraft movement areas.
  - Aircraft with tail heights greater than 10 feet are prohibited on this portion of Taxiway A; these aircraft must use Taxiway C and Z.
  - Declared distances are based on future runway end points, EMAS, displaced thresholds, clearway, and availability for safety areas.
  - Protection of monuments are unknown.
  - Once the runway is resealed, the instrument approaches will require recertification. This should be coordinated with the Flight Procedures Office.
  - Per FAA letter dated January 13, 2009, Hayward Executive Airport is an Airport Reference Code C-II airport. EMAS is proposed to provide an acceptable level of safety for C-II aircraft. While Skywest Golf Course is on airport property, it provides significant revenue to the airport, creates a buffer the airport and residential uses north of the airport, and is a potential Section 4(f) resource (see Sheet 12). Therefore, EMAS is the only viable alternative to provide an acceptable level of safety at the airport.
  - The East T-Hangers are approximately 30 to 40 years old and within the Runway 28R RPZ. These hangars will be removed as the buildings reach the end of their useful life and as leases expire. Replacement hangar facilities will be located elsewhere on the airport.
  - There are residences within the existing and future RPZs. These uses have historically existed and the RPZs are presently uncontrolled. The City will address these incompatible land uses as part of a future master plan study.

- ABBREVIATIONS:
- APP Approach
  - ARP Airport Reference Point
  - ASOS Automated Surface Observing System
  - ATCT Airport Traffic Control Tower
  - BRL Building Restriction Line
  - DEP Departure
  - Diap. Displaced
  - (E) Existing
  - Est. Estimated
  - EMAS Engineered Materials Arresting System
  - (F) Future
  - FBO Fixed Based Operator
  - GPS Global Positioning Satellite
  - IFR Instrument Flight Regulations
  - ILS Instrument Landing System
  - LOS Line of Sight
  - NPI Non-Precision Instrument
  - OFZ Obstacle Free Zone
  - PAPI Precision Approach Path Indicator
  - PL Point
  - REIL Runway End Identifier Lights
  - ROFA Runway Object Free Area
  - RPZ Runway Protection Zone
  - RSA Runway Safety Area
  - RW Runway
  - TDZE Touchdown Zone Elevation
  - TOFA Taxiway Object Free Area
  - TSS Threshold Siting Surface
  - TW Taxiway

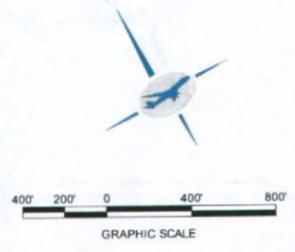
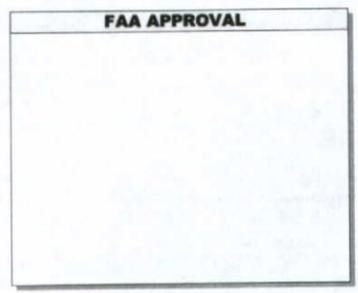
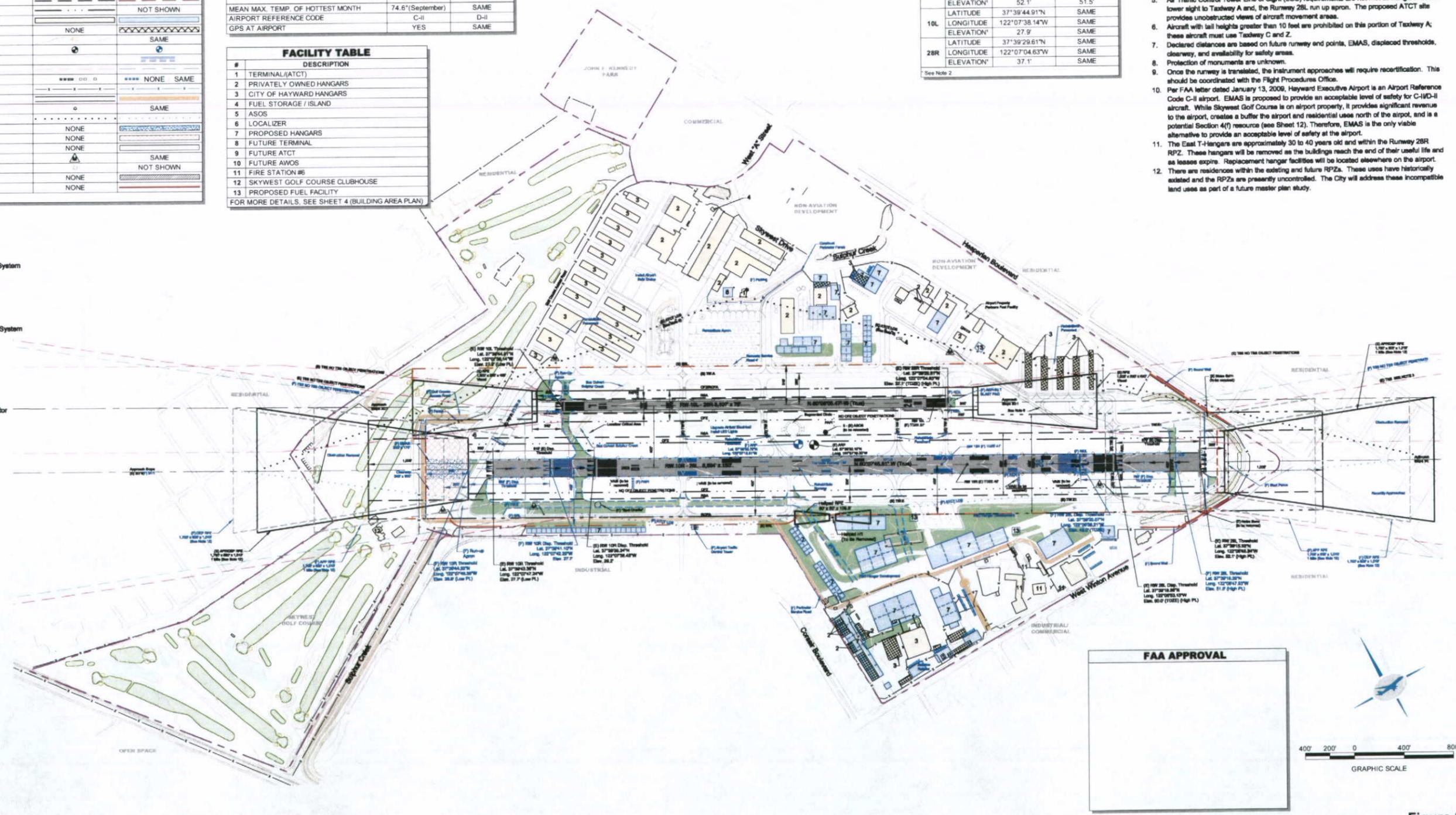


Figure 2-1  
Airport Layout Plan



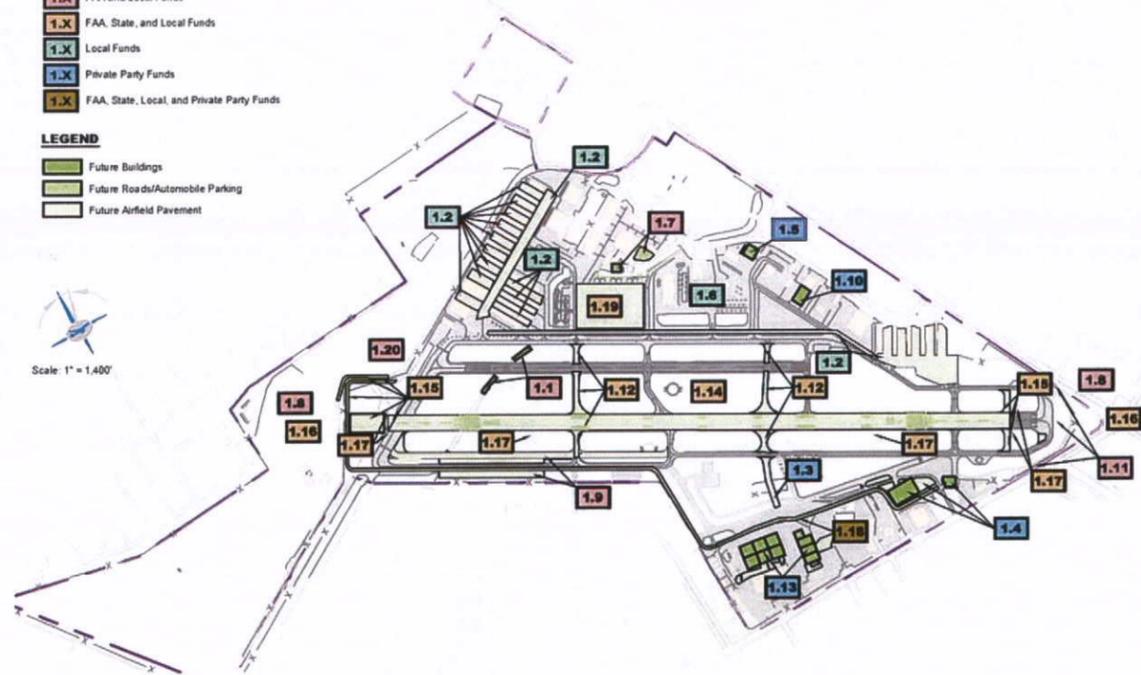
**PHASE 1 (2010 - 2015)**

**FUNDING SOURCES KEY**

1.X	FAA and Local Funds
1.X	FAA, State, and Local Funds
1.X	Local Funds
1.X	Private Party Funds
1.X	FAA, State, Local, and Private Party Funds

**LEGEND**

[Green Box]	Future Buildings
[Green Box]	Future Roads/Automobile Parking
[White Box]	Future Airfield Pavement



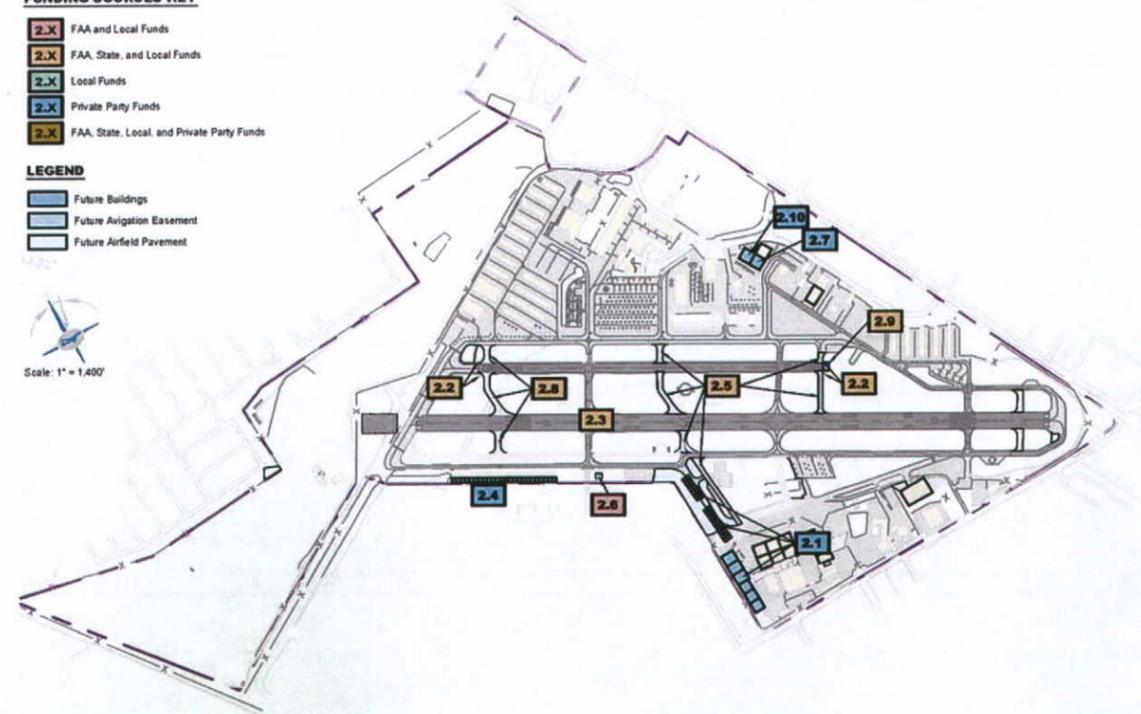
**PHASE 2 (2016 - 2020)**

**FUNDING SOURCES KEY**

2.X	FAA and Local Funds
2.X	FAA, State, and Local Funds
2.X	Local Funds
2.X	Private Party Funds
2.X	FAA, State, Local, and Private Party Funds

**LEGEND**

[Blue Box]	Future Buildings
[Blue Box]	Future Avigation Easement
[White Box]	Future Airfield Pavement



Project	City Cost	Project Cost	Timing
<b>Phase 1 (2010 - 2015)</b>			
1.1 Relocate Sulphur Creek into Box Culvert	\$ 320,000	\$ 3,200,000	2011
1.2 Rehabilitate Zipper Lane, East T-Hangar, and West T-Hangar Areas	\$ 325,000	\$ 325,000	2011
1.3 Extend Taxiway C	\$ -	\$ 1,900,000	2011
1.4 Bud Field Aviation - Phase 1	\$ -	\$ 8,792,410	2011
1.5 American Aircraft Sales - Hangar A	\$ -	\$ 1,274,375	2011/2012
1.6 Install Airport Safe Drains	\$ 149,600	\$ 149,600	2012
1.7 Construct Terminal Building and Parking	\$ 1,021,500	\$ 2,655,000	2012
1.8 Obstruction Removal Runway 10R-28L	\$ 5,350	\$ 53,500	2012
1.9 Taxiway Z Realignment; Corsair Ramp	\$ 467,570	\$ 4,675,700	2012
1.10 Airport Property Partners Development	\$ -	\$ 1,450,000	2012-2013
1.11 Construct Sound Walls and Blast Fence	\$ 791,302	\$ 1,746,367	2013
1.12 Taxiways C and E Pavement Rehabilitation	\$ 138,845	\$ 1,688,450	2013
1.13 CANG Reuse Phases 2 and 3	\$ -	\$ 10,970,000	2013
1.14 Airfield Electrical Renovation and Improvements	\$ 326,300	\$ 3,563,000	2014
1.15 Translate Runway, Install EMAS, and Reroute Roads and Fencing	\$ 3,429,373	\$ 13,393,730	2014
1.16 Recertify Instrument Approaches	\$ 25,000	\$ 500,000	2014
1.17 Install PAPI and New REIL on Runway 28L	\$ 10,500	\$ 210,000	2015
1.18 Relocate Airport Perimeter Road	\$ 26,496	\$ 1,078,821	2015
1.19 Pavement Rehabilitation - Tie-Down Ramp	\$ 327,505	\$ 3,575,050	2015
1.20 Wildlife Management Plan	\$ 10,000	\$ 100,000	2015
<b>Phase 1 Total</b>	<b>\$ 7,374,340</b>	<b>\$ 61,301,002</b>	
<b>Phase 2 (2016 - 2020)</b>			
2.1 CANG Reuse Phases 4 and 5	\$ -	\$ 6,188,000	2016
2.2 Install REIL Runway 10L-28R	\$ 17,250	\$ 345,000	2016
2.3 Runway Crown Correction (Runway 10R-28L)	\$ 354,800	\$ 3,848,000	2016
2.4 Corsair Hangar Construction	\$ -	\$ 3,944,000	2017
2.5 Rehabilitate Taxiway B; Rehabilitate and Extend Taxiway D	\$ 126,261	\$ 1,562,610	2018
2.6 New Airport Traffic Control Tower (ATCT) Construction	\$ 605,750	\$ 6,057,500	2018
2.7 American Aircraft Sales - Hangar B	\$ -	\$ 1,087,500	2018
2.8 Construct Runway Exit	\$ 87,930	\$ 1,179,300	2019
2.9 Construct Runway 28R Blast Pad	\$ 3,623	\$ 72,450	2020
2.10 American Aircraft Sales - Hangar C	\$ -	\$ 1,070,000	2020
<b>Phase 2 Total</b>	<b>\$ 1,195,614</b>	<b>\$ 25,354,360</b>	
	<b>\$ 8,569,954</b>	<b>\$ 86,655,362</b>	

**Figure 2-2**  
**ALP Update Improvements**





CITY OF  
**HAYWARD**  
HEART OF THE BAY

DATE: February 25, 2010  
TO: Council Airport Committee  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Updated Status Report on Aircraft Rescue and Firefighting

**RECOMMENDATION**

That the Committee reviews and comments on this report

**SUMMARY**

This is an update to the status report on Aircraft Rescue and Firefighting (ARFF) capacity at the Airport, initially provided to the Committee in January 2008. During Council's December 15, 2009 consideration of the Volo Lease Amendment, staff indicated it would provide a review of ARFF services and evaluate funding approaches, taking into account FAA requirements and the needs of the Airport. This report concludes that Hayward, like other General Aviation airports with increasing jet aircraft, can effectively use the newly acquired ARFF apparatus funded by the Airport but cannot afford the type of ARFF services required for a FAR Part 139 airport (one with scheduled commercial service). To help fund the proposed training and equipment maintenance levels, staff recommends pursuing weight based landing fees for transient aircraft and will return with a specific proposal for the April 22, 2010 Committee meeting.

**BACKGROUND**

On January 24, 2008, an initial report was delivered to the Council Airport Committee on the status of Aircraft Rescue and Firefighting (ARFF) on the Hayward Executive Airport (see Attachment I). The January 2008 report noted that the city had been providing limited ARFF support since Fire Station #6 had been constructed on Airport property in 1976. It also referenced Council resolution 96-241 (see Attachment II) which resulted from a Department of Transportation Office of Inspector General Report. The resolution essentially acknowledged that it is mutually beneficial for Fire Station #6 to be located on the airport property and the City agreed to provide ARFF services to the airport in exchange for the waiver of fair market rent. The January 2008 report also concluded the associated increase of larger corporate aircraft and hangars on the Airport required a re-evaluation of ARFF services to ensure that the appropriate level of service would be provided on the Airport in the future.

In the January 2008 report, staff expressed concern that purchase of a new ARFF apparatus would be far too costly for the Airport to support and, therefore, would seek opportunities to acquire a "used" ARFF apparatus in good operating condition. In June of 2008, funding was identified within the Airport capital improvement budget to fund the purchase of a used, fully operational ARFF apparatus from Sonoma County Department of Public Works. The 1990 Oshkosh T-3000 ARFF apparatus was purchased through competitive bid for \$55,000. The ARFF apparatus was then transported to Hayward Executive Airport where it remained until delivered to Hi-tech Fire Services in Oakdale CA in August of 2009 for equipment modifications and upgrades. At this time the ARFF apparatus is at Fire Station # 6 and has been loaded with foam and is ready for use if needed.

In June of 2009, the Airport covered the costs to send nine (9) Firefighters to attend a week-long, forty (40) hour course for Basic Aircraft Rescue and Firefighter training in San Bernardino, California. In the last year the Airport has spent a total of \$145,500 for purchase of the ARFF apparatus, upgrades, and training (Attachment III-ARFF Expenditures).

## **DISCUSSION**

Since acquiring the dedicated ARFF apparatus in June 2008, discussions between Airport and Fire Department staff have focused primarily upon who will bear responsibility for funding the cost of providing enhanced ARFF services on the Airport. Enhanced services are best described as the ability to provide a high level of fire fighting capability to address Hayward's larger jet and turbo-prop aircraft, utilizing specialized ARFF apparatus. The enhanced capability has come from the recent acquisition of dedicated ARFF specific equipment and training in order to provide fire protection, in addition to utilizing existing fire apparatus that has the capability to mix and discharge AFFF (foam) but in smaller quantities.

Hayward Fire Department's ARFF response on September 16<sup>th</sup>, 2009 to the aircraft crash of a Beechcraft King Air, serves as our most recent example of how important it is to have trained personnel with the proper equipment. While current fire apparatus has been recently specified with an on-board foam system, their capacity is limited to the majority of smaller aircraft at the Hayward Executive Airport. The last five years have seen the emergence of larger jet aircraft with on-board fuel tanks that store upwards of 1,000 gallons or more jet fuel, requiring an enhanced fire and rescue capability on the Airport. Larger fires require larger and more capable equipment, such as the recently acquired Oshkosh T-3000 ARFF apparatus, to extinguish fires and safe guard the public. When operated by properly certified personnel the T-3000 is a stand-alone, fully capable crash vehicle that can handle any size aircraft crash, up to and including very large commercial passenger aircraft that will likely never use the Hayward Airport.

While a literal interpretation of Council Resolution 96-241 might infer that in exchange for free rent, the Hayward Fire Department is required to fund ARFF services at its sole expense; Airport staff agrees this is not reasonable, especially when considering the operational changes that have taken place on the Airport since 1997. The transition from a category B-II Airport in 1997, to a C-II / D-II airport today, justifies not only the recent acquisition of the dedicated ARFF apparatus, but also provides justification to upgrade the level of ARFF services being provided under the 1996 resolution. The continuation of enhanced ARFF services will require training a greater number of

firefighters in Aircraft Rescue and Firefighting techniques, requiring substantial increases in budgeted expenses that support the creation of new revenue streams to support the increased costs. From a regulatory position, it should be noted that ARFF services are not required by FAA for General Aviation Airports, which is why we are not eligible for FAA funding for ARFF equipment. With or without jet aircraft, Hayward Executive Airport is classified as a General Aviation Airport and is not required under the Federal Aviation Regulations (FAR's) to provide ARFF services. ARFF services are required by FAA only on all commercial service airports that provide scheduled passenger or cargo service. Airport Operating Certificates issued to commercial service airports stipulate the appropriate ARFF index rating for the airport. Commercial service airports are regulated under Federal Aviation Regulation (FAR) Part 139. Some examples of commercial service airports in close proximity to Hayward are Oakland, San Francisco and San Jose Airports. FAR Part 139 airports are required to provide specific levels of ARFF capability, which is determined by the length of the aircraft utilizing the airport. Based upon the criteria set forth in Federal Aviation Regulation Part 139.315 Hayward Executive Airport might not even require the lowest classification of ARFF index "A," because even our longest based aircraft are less than 90 feet in length. However, because we do now have an expanded ARFF capability and will provide the service, FAA will eventually assign an index which approximates our situation. In anticipation of that FAA action, staff has made the determination that the Airport should, at a minimum, comply with ARFF index "A" requirements. The only limitation would be if an incident occurred while Fire Station No. 6's engine company was not in quarters, the secondary responding company may not have responders who are fully ARFF certified, but maybe able to respond, provided they receive a basic level of familiarization of the Airport. This would require additional training for those secondary responders and could be provided in-house by Airport staff. The recommended index level could be upgraded in the future, should sufficient revenue streams provide justification for support of a larger ARFF role on the Airport or an increase in larger aircraft that would require consideration of an upgraded index.

Staff has discussed various training and staffing options with several Airport Fire Chiefs that provide ARFF services on a wide range of Airports. The decision whether to provide full ARFF services or a limited form of services requires a defined training program that focuses upon consistency. Consistency is best achieved by having tenured firefighters tasked with a dedicated ARFF role. Most Fire Chiefs do not think providing complete ARFF training to every firefighter is an appropriate option. Based upon these conversations, staff has discussed with HFD management and recommends the following:

- Providing full ARFF certification to all firefighters stationed at Fire Station No.6, (i.e., Engine Company 6). HFD personnel may bid new locations on a recurring 2 year cycle. Newly assigned and uncertified Firefighters at Fire Station No. 6 would need to be scheduled for ARFF certification training each year. The Airport would appropriately budget and pay for training costs necessary to maintain certification for all firefighters stationed at Fire Station No. 6, and for all other Hayward Firefighters who would receive basic ARFF familiarization training, to include Aircraft and Airfield familiarization, communications, Airport driving, and ARFF apparatus operation training. This familiarization training could be presented in a classroom setting and presented twice per year to ensure all HFD Fire personnel are trained. All such training would be conducted by Hayward Airport staff with assistance from an outside certified ARFF vendor, ARFF Pro's

of Oakland. Hayward Executive Airport will also budget for the maintenance of the existing ARFF equipment.

## **FISCAL IMPACT**

There is the possibility that when firefighters select new station assignments the greatest turnover could be that of all nine of the certified firefighters every two years. However, assuming the need to send six new firefighters to the full certification course every 2 years, on average, and nine firefighters from Fire Station No. 6 for annual recertification live burn training, staff estimates the annual training costs would be about \$60,000. Using an outside contractor, maintenance and supply costs for the ARFF rig are estimated to be \$10,000 for a total of \$70,000 (see Attachment IV- Annual Expenses for ARFF). As noted above, the cost to provide this upgraded level of service on the airport is a significant expense that requires additional new funding outside of current revenue streams. Staff believes the best option for a sustainable revenue stream to assist with funding of a portion of the costs related to enhanced ARFF services, would come from imposing and collecting landing fees. At present the Airport does not collect landing fees from any aircraft operations. Staff is proposing to establish a new policy in the Airport Rules and Regulations and Master Fee schedule to begin collecting weight-based landing fees from all transient aircraft engaged in commercial operations governed under FAR Part 135, (Air Taxi and Charter) and FAR Part 121, (Certificated Air Carrier) operations. Applying landing fees only to transient aircraft has been successfully done at other airports, such as Livermore, as based-aircraft are subject to other forms of locally collected rents and fees that support the airport. Staff estimates that these fees would apply to approximately 1600 transient operations a year.

A possible concern is that such a policy would have a detrimental effect on transient traffic and possibly drive some transient commercial operators from Hayward to outlying airports that do not impose such fees. Any reduction in transient traffic, would only serve to decrease revenue from fuel flow fees and bring harm to the two currently operating FBO's on the airfield. For comparison purposes, staff learned that the Livermore airport collects weight based landing fees that are also only assessed on all transient commercially operated aircraft. Livermore collects approximately \$40,000 annually from all landing fees collected. To remain competitive staff would likely have similar fees to those at Livermore (see Attachment V- Livermore Landing Fees).

Staff has recently discussed with FAA the possibility of a policy to collect landing fees to assist with funding enhanced ARFF services on the Hayward Airport. FAA's position on Airport fees is that fees collected by airport operators must be applied fairly and that the revenue collected from landing fees must be used for airport related functions. There has been a recent case related to the Santa Monica Airport where it based landing fees on pavement repair needs but did not assess fees equitably and it was found to be in violation of several key grant assurances. Staff believes allocating the fees to funding for ARFF services would not have a similar problem, but any proposal will require careful review by FAA to ensure that any fee proposed is not discriminatory or deemed to provide preferential treatment of any one particular user of the Airport. Collection of fees would be done through the local FBO's who would collect the fees and provide payment directly to the Airport monthly.

Another possible source of revenue could come from one-time charges to new development on the Airport. Staff obtained agreement from Airport Property Partners, who recently assumed the former Volo Aviation leasehold, to provide \$100,000 towards the cost of a structure to house the Oshkosh ARFF apparatus. Staff is presently working with the Fire Department to implement such a facility in a cost effective manner. With new development expected to occur in the near term for the Bud Field Aviation FBO and redevelopment of the California Air Guard site and Hayward Hangars LLC, collection of one time fees from these developments could also provide a significant source of revenue for equipment replacement, maintenance and upkeep. Staff will propose that each of the three developments, predicted to start soon, also contribute a minimum of 5 percent of the required \$2.0 million in improvements to be set aside for ARFF funding, making the contribution fair and equitable among all the new developments.

## **PUBLIC CONTACT**

This matter will be scheduled for presentation again before the Committee on April 22nd, at which time staff will have determined the appropriate fee structure and implementation process to begin collecting landing fees, unless the Committee directs staff otherwise. This matter will also be discussed and fully vetted with various tenant groups on the Airport and with the National Business Aircraft Association (NBAA) prior to any policy change being brought before this Committee. NBAA filed a Part 16 complaint against the Santa Monica Airport in June of 2004, seeking an immediate injunction by FAA to stop Santa Monica from collecting landing fees. NBAA argued to FAA that Santa Monica's landing fee policy was discriminatory and in violation of FAA grant assurances. FAA ruled against Santa Monica's landing fee policy, and required the Airport operator to refund all the landing fees collected since implementing the new policy. Staff will continue discussions with the NBAA, FAA, and local tenants, seeking to obtain approval of collection of landing fees to use for funding the increased ARFF services. New fees, if found to be compliant with the FAA grant assurances, will be included in the 2011 Master Fee Schedule and would be effective July 1, 2010.

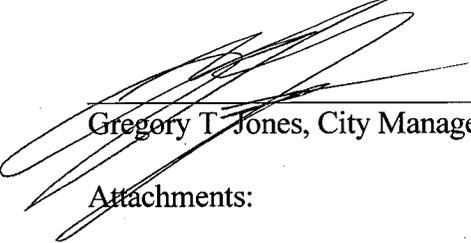
## **NEXT STEPS**

Airport staff will begin preparing the FY 2011 budget with the intent of including new revenue sources and expenses into the upcoming budget. There remains sufficient time for the various aviation industry groups like NBAA, FAA, and local tenant groups to provide comment on a proposed policy to collect landing fees before the April 22<sup>nd</sup> meeting of the Committee. Staff will contact the various groups via correspondence and through verbal discussion. The expectation would be to begin assessing and collecting landing fees on July 1, the start of the new fiscal year. The new budget would be part of the City's complete budget to be brought before the City Council in June.

Prepared by: Lloyd Partin, Airport Manager

Recommended by: Robert A. Bauman, Director of Public Works

Approved by:



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Gregory T. Jones, City Manager

Attachments:

- Attachment I: January 24, 2008 CAC Report
- Attachment II: Council Resolution 96-241
- Attachment III: ARFF Expenditures
- Attachment IV: Annual Expenses for ARFF
- Attachment V: Livermore Landing Fees

**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**

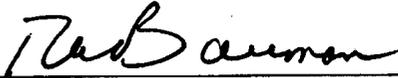
Resolution 96-241 acknowledged that payment for ARFF services would cause the Hayward Executive Airport to incur costs not affordable by Hayward Executive Airport's current or foreseeable revenue income, the exact amount of such costs being extremely difficult and

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.

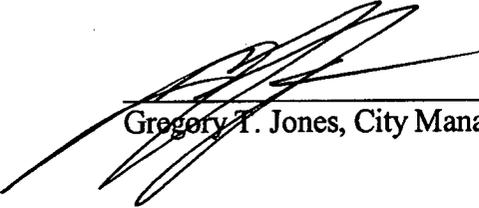
Prepared by:

  
\_\_\_\_\_  
Ross Dubarry, Airport Manager

Recommended by:

  
\_\_\_\_\_  
Robert A. Bauman, Director of Public Works

Approved by:

  
\_\_\_\_\_  
Gregory T. Jones, City Manager

**HAYWARD CITY COUNCIL**

**RESOLUTION NO. 96-241**

**Introduced by Council Member JIMENEZ**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
HAYWARD AGREEING TO PROVIDE SERVICE TO THE  
HAYWARD AIR TERMINAL IN EXCHANGE FOR THE  
WAIVER OF FAIR MARKET RENTAL VALUE OF FIRE  
STATION #6**

**WHEREAS, City of Hayward owns and operates that certain real property located in the City of Hayward, County of Alameda, known as the Hayward Air Terminal, hereinafter referred to as "Hayward Air Terminal"; and**

**WHEREAS, a portion of the Hayward Air Terminal is improved with a building constructed by the City of Hayward in 1976 known as Fire Station #6; and**

**WHEREAS, City of Hayward Fire Department has staffed and operated Fire Station #6 since 1976; and**

**WHEREAS, it is to the mutual advantage of Hayward Air Terminal and City to have the Fire Department operate Fire Station #6 on Hayward Air Terminal property in that Hayward Air Terminal desires to have aircraft rescue and firefighting capabilities and other fire protection services at the Hayward Air Terminal; and**

**WHEREAS, Fire Department desires to use Fire Station #6 to also provide the incorporated and unincorporated areas surrounding the Hayward Air Terminal with fire protection services; and**

**WHEREAS, the Department of Transportation (DOT) OIG Report No. 494-001-9003 expressed concerns that the parcel on which Fire Station #6 sits was not returning income to the Hayward Air Terminal; and**

**WHEREAS, the rental value of the subject parcel has been established at \$2,000 per month; and**

**WHEREAS, the fire protection services and training provided to the Hayward Air Terminal by the Fire Department is equal to or exceeds \$2000 per month.**

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward, as follows:**

In exchange for the right to use and occupy Fire Station #6 for fire prevention and suppression services throughout the City of Hayward, the City of Hayward agrees:

1. **Location:** The property subject to this resolution is described in Exhibit "A" and is commonly referred to as Fire Station #6, 1401 W. Winton Avenue in Hayward, California.
2. **Term and Duration:** The term of this resolution and agreement shall be for a period of five (5) years commencing December 31, 1996 and expiring December 31, 2001. Upon expiration, this resolution and agreement shall continue from year to year unless terminated as provided herein by the City Council.
3. **Rental Value:** The monthly rent of the premises shall be determined by multiplying the fair market value (FMV) by a 6% rate of return and dividing the product by 12. The FMV for the initial term of this Resolution and agreement shall be \$400,000. The monthly rent shall be \$2000 per month ( $\$400,000 \times .06 = \$24,000/12 = \$2,000$ ).
4. **Aircraft Rescue and Firefighting Services:** During the term of this resolution and agreement, City shall assure that Fire Department provides all of the following services:
  - A. Fire Department shall train and staff Fire Station #6 with not less than one (1) person per shift who meets the training and performance objective requirements of Chapter 3-2 and 3-4 of the National Fire Protection Association (NFPA) 1003 Standard for Airport Firefighters (current edition). Fire Department shall comply with said requirements as they now exist or as they may be amended or superseded in the future. Hayward Air Terminal shall reimburse City for any expense identified herein, to meet NFPA 1003 Standard training required under this paragraph. Expenses shall be limited to salary and overtime accrued by its personnel during said training, tuition, travel, meals, lodging, and mileage for not more than four (4) Fire Captains per year.
  - B. Firefighters shall meet all the requirements of Chapter 3-2 and 3-4 of NFPA 1003 standards before being considered "trained" or "qualified" to respond as firefighters assigned to Fire Station #6. Fire Department shall document such required training for each individual firefighter. Fire Department shall maintain copies of training records at Fire Station #6 for inspection by Hayward Air Terminal and, if requested, Federal Aviation Administration (FAA) officials.
  - C. Fire Department, at its sole cost and expense, shall respond to any aircraft or non-aircraft related emergency on the Hayward Air Terminal.

- D. Fire Department, at its sole cost and expense shall, within 72 hours of notification, respond to any request(s) by a duly authorized Hayward Air Terminal representative to perform a facility inspection at the Hayward Air Terminal covering applicable building fire code compliance.
- E. Fire Department, at its sole cost and expense, shall ensure that all Fire Department aircraft rescue and firefighting personnel staffing Fire Station #6 are equipped with appropriate protective clothing and equipment needed to perform the duties of firefighter. If protective clothing of a type other than furnished by the Fire Department is required by the FAA, Hayward Air Terminal shall provide the same; however, said protective clothing shall not be removed from the Hayward Air Terminal. If furnished by Hayward Air Terminal, the total number of protective clothing suits shall not exceed six (6).
- F. Fire Department shall plan, supervise, organize and conduct at least once each 12 months of the term hereof, a review of the Hayward Air Terminal Emergency Response Plan. The review shall include all of the parties with whom the plan is coordinated, including law enforcement agencies, rescue and firefighting agencies, medical personnel, the principal tenants at the Hayward Air Terminal, and all other persons who have responsibilities under the Hayward Air Terminal's Emergency Response Plan. If the agreement is mutually extended on a month-to-month basis, Fire Department shall continue to plan, supervise, organize and conduct a review of the Hayward Air Terminal's Emergency Response Plan once each 12-month period.
- G. Fire Department shall plan, supervise, organize and conduct a full-scale Hayward Air Terminal Emergency Response Plan exercise at least once during the term of this Agreement. If the Agreement is mutually extended on a month-to-month basis, Fire Department shall continue to plan, supervise, organize and conduct a full-scale Hayward Air Terminal Emergency Response Plan exercise once each three year period. The date and extent of the full-scale Hayward Air Terminal Emergency Response Plan exercise(s) shall be coordinated and approved in advance by Hayward Air Terminal representatives.

**5. Value of Rescue and Firefighting Services:** It is hereby acknowledged that payment for aircraft rescue and firefighting services would cause Hayward Air Terminal to incur costs not affordable by Hayward Air Terminals current or foreseeable revenue income, the exact amount of such costs being extremely difficult and impracticable to fix. Such costs include, without limitation, facility construction and maintenance, utilities, personnel hiring and training, equipment purchases and maintenance, uniforms, emergency vehicles, etc.

It is further acknowledged and agreed that the value of Fire Departments services is equal to the monthly rent as stipulated under Paragraph 3, Rent. Consideration for Fire

Department's continued occupation of the Premises shall be Fire Department's assumption of responsibilities for all the equipment, maintenance, staffing, operation and emergency responses of said Fire Station #6. Said responsibilities shall be to provide aircraft rescue and firefighting services at the Hayward Air Terminal, as described in Paragraph 4. The parties agree that this consideration for aircraft rescue and firefighting services represents a fair and reasonable estimate of the costs that the Fire Department will incur by reason of providing said services to the Hayward Air Terminal. In exchange for Fire Department providing aircraft rescue and firefighting services, the rent for the subject premises shall be waived.

**6. Utilities:** City shall provide and maintain water, electrical, sewer, and natural gas service to the premises. City will pay for and service all telephone equipment, lines and related apparatus to the premises. City shall pay all operating costs for water, sewer, electrical, natural gas and other utility service to the premises. There shall be no obligation to expand or enlarge any existing utility service to the premises, or to extend or provide any new utility service to the premises that is not already in place, or to pay for any utility charges incurred as a result of City's use and occupancy of Fire Station #6.

**7. Maintenance and Repair:** City shall perform any required maintenance and repair, at its own expense, covering the entire Premises.

**8. City's Personal Property:** Hayward Air Terminal shall have no interest in the building, facilities, equipment, furniture or trade fixtures owned by City or installed in or upon the premises. Upon the written request of Hayward Air Terminal, City, at its own cost and expense, shall remove all equipment, training aids, facilities, temporary structures, furniture or trade fixtures owned by or installed by City outside the premises and located at the Hayward Air Terminal (i.e., Heavy Rescue Simulator). All such personal property shall be removed within ninety (90) days of said request by Hayward Air Terminal. Hayward Air Terminal is under no obligation, but shall make reasonable efforts, to assist finding a suitable replacement location at the Hayward Air Terminal for such personal property. City, at its own cost and expense, shall make all repairs necessitated by the removal of said property by City or anyone acting for or on its behalf, and any damage resulting therefrom, as may be necessary to restore the area outside of the premises to good condition and repair, excepting only reasonable wear and tear. Any such property not so removed shall be deemed to be abandoned or, at option of Hayward Air Terminal, shall be removed at City's expense and placed in storage for the account, cost and expense of City.

**9. Insurance:** City agrees that it shall be responsible for all risk insurance covering all property and activities of the Fire Department on the subject premises.

**10. Hazardous Materials:** Hazardous Materials are those substances listed in Division 4, Chapter 30, Article 9 of Title 22, California Administrative Code, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of Article 11 of the above Code, as well as any other substance which poses a hazard to health or environment. Fire

Department shall store, use and dispose of all materials used by Fire Department for which a Material Safety Data Sheet is required, together with any contaminated byproducts of such use, in strict compliance with the applicable Material Safety Data Sheet or the requirements of the governmental agency with authority to regulate such storage, use and disposal. Fire Department shall maintain adequate storage and disposal facilities and will maintain for inspection at any reasonable time adequate records of material stored, used or disposed of, including but not limited to Material Safety Data Sheets and Uniform Hazardous Waste Manifests. Breach of any of these covenants, terms and conditions shall constitute a material default under this Agreement.

**11. Right to Amend:** This resolution and agreement shall be subordinate to the provisions of any existing or future agreement between Hayward Air Terminal and the United States from which Hayward Air Terminal has obtained or obtains federally-owned surplus property, or federal aid for the improvement, operation and/or maintenance of the Hayward Air Terminal. If the FAA or any other federal agency requires modifications or changes in this agreement as a condition for the granting of funds for the improvement of the lands and improvements covered by its laws, rules, or regulations, City hereby consents to the amendments, modifications, revisions, supplements, or deletions of any of the terms, conditions, or requirements of this agreement as may be required to obtain such funds. Authority is hereby delegated to the City Manager to authorize, from time to time, modifications to the terms of the rental agreement to insure that the intent of this resolution is carried out.

**12. Other Agency Involvement:** City hereby acknowledges that the FAA is involved to a large degree with the operational and administrative aspects of the conditions provided by this agreement. City shall cooperate with representatives of the FAA in the exercise of their duties; however, Hayward Air Terminal shall administer the agreement, and the City and Fire Department shall look to Hayward Air Terminal for direction from any FAA directives regarding satisfactory compliance with this agreement.

City shall at all times provide reasonable access for inspection by Hayward Air Terminal personnel or FAA to all parts of the applicable equipment, facilities and training records.

This resolution and agreement is subject to the provisions of the Rider, which is attached as Exhibit "B" and incorporated by this reference.

**13. Default:** Failure of the Fire Department or the City to satisfy, observe or perform any of the covenants, conditions or reservations set forth in this resolution, if not corrected within thirty (30) days of receipt of written notice from Hayward Air Terminal of the alleged failure, shall constitute a default under the terms of the resolution.

14. **Termination:** This resolution and agreement shall terminate:

- A. At the expiration of the term as provided in Paragraph 2.
- B. Upon failure of City to satisfy the requirements as provided in Paragraph 13.
- C. Upon giving written notice of such intent to terminate by either the Hayward Air Terminal or the City at least ninety (90) days prior to the desired termination date of this agreement.

15. **Waiver:** Waiver by Hayward Air Terminal of a breach of any term of this resolution and agreement shall not be construed to be a waiver of any future breach of the same of any other requirement herein contained. Consent to or approval of any act by City or Fire Department shall not be deemed to waive or render unnecessary Hayward Air Terminal's consent to or approval of any subsequent act by City or Fire Department.

16. **Right to Respond:** For any purpose whatsoever, Fire Department retains the right to respond from Fire Station #6 to any location outside Hayward Air Terminal property.

IN COUNCIL, HAYWARD, CALIFORNIA December 17, 1996

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Jimenez, Hilson, Rodriquez, Ward, Hulteen, Henson  
MAYOR: Cooper

NOES: COUNCIL MEMBERS: None

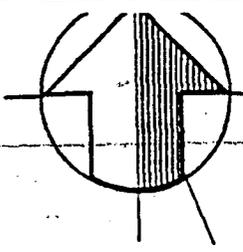
ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

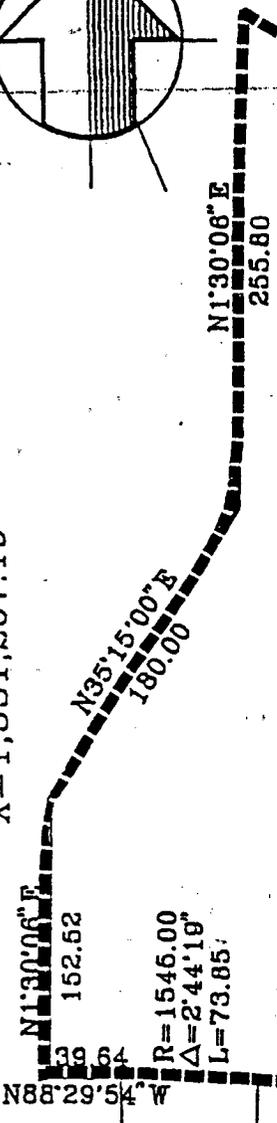
ATTEST: Angelina Reyes  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

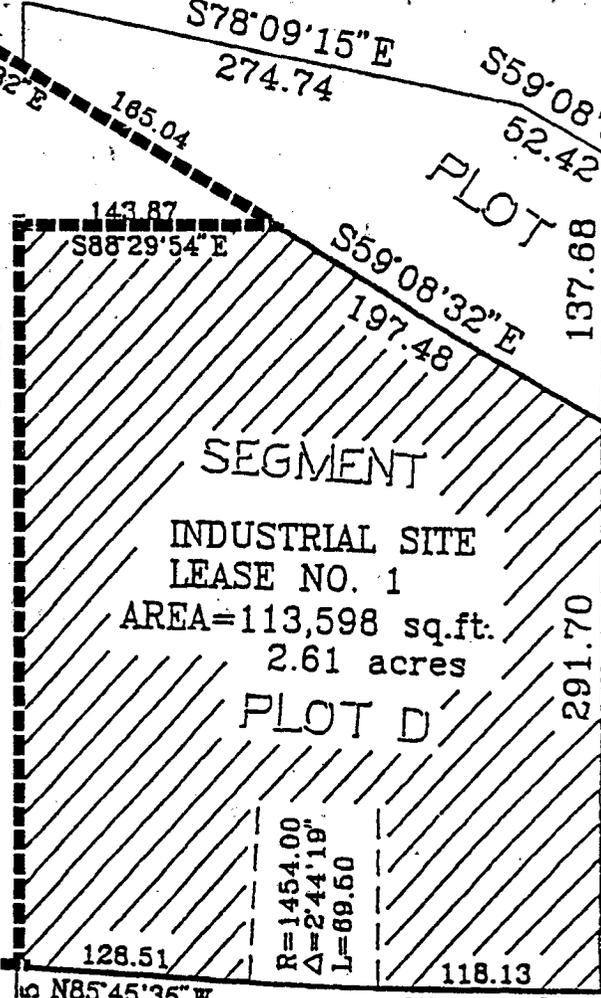
M. O. [Signature]  
City Attorney of the City of Hayward



"RUSS-CLAW Y=423,929.67 X=1,531,267.19



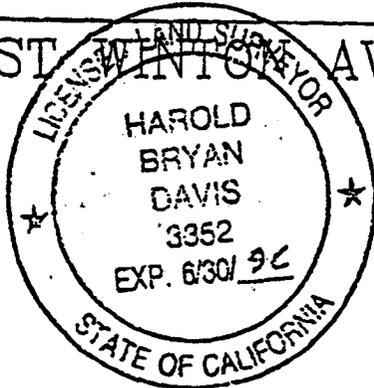
FIRE STATION NO. 6  
AREA=113,870 Sq. Ft.  
2.61 Acres



INDUSTRIAL SITE  
LEASE NO. 1  
AREA=113,598 sq.ft.  
2.61 acres

PLOT D  
R=1454.00  
Δ=2°44'19\"/>

CLAWTER ROAD  
SAKLIN ROAD  
CENTERLINE OF CO. RD. NO. 1009  
WEST WINTON AVENUE



*Harold B. Davis*

HAROLD B. DAVIS  
L.S. 3352  
LICENSE EXPIRES 6/30

CITY OF HAYWARD  
ENGINEERING DIVISION  
DRAWN BY: JNP DATE 1-2-96

HAYWARD AIR TERMINAL

DWG. NO. 961

## RIDER

Rider to Resolution No. 96-241, a Resolution of the City of Hayward Agreeing to Provide Service to the Hayward Air Terminal in Exchange for the Waiver of Fair Market Rental Value of Fire Station #6 (herein called the "Resolution"), covering use of certain real property at 1401 W. Winton, described in Exhibit "A" of this Resolution.

City of Hayward acknowledges that the Hayward Air Terminal is subject to Federal Grant Agreement obligations as a condition precedent to granting of funds for improvement of the Hayward Air Terminal and the Quitclaim Deed from the United States of America to City of Hayward dated April 16, 1947, and amendments thereto, and, accordingly agrees to, and agrees to be bound by, the following covenants provided by the Federal Aviation Administration, as said covenants may apply to the City of Hayward:

### PROVISIONS REQUIRED BY FEDERAL AVIATION ADMINISTRATION

- a. Except in cases covering issues of fire prevention, Hayward Air Terminal reserves the right to further develop or improve the landing areas of the Hayward Air Terminal as it sees fit. Fire Department shall be consulted on matters which effect the Fire Department.
- b. Hayward Air Terminal reserves the right, but shall not be obligated to Fire Department, to maintain and keep in repair the landing area of the Airport and all publicly owned facilities of the Airport, together with the right to direct and control all activities of Fire Department in this regard.
- c. This Resolution shall be subordinate to the provisions and requirements of any existing or future agreement between City of Hayward and the United States, relative to the development, operation, or maintenance of the Hayward Air Terminal.
- d. There is hereby reserved to Hayward Air Terminal, its successors and assigns, for the use and benefit of the public, a right of flight for passage of aircraft in the airspace above the surface of the Premises. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft used for navigation or flight through the said airspace or landing at, taking off from, or operating on the Hayward Air Terminal.

### EXHIBIT "B"

- e. **City of Hayward agrees to comply with the notification and review requirements covered in Part 77 of the Federal Aviation Regulations in the event any future structure or building is planned for the Premises, or in the event of any planned modification or alteration of any present or future building or structure situated on the Premises.**
  
- f. **City of Hayward, by accepting this Resolution, expressly agrees that it will not erect nor permit the erection of any structure or object, nor permit the growth of any tree on the Premises hereunder, above the mean sea level elevation of 100 feet. In the event the aforesaid covenants are breached, Hayward Air Terminal reserves the right to enter upon the Premises and to remove the offending structure or object and cut the offending tree, all of which shall be at the expense of City of Hayward.**
  
- g. **City of Hayward, by accepting this Resolution, agrees for itself, its successors and assigns that it will not make use of the Premises in any manner which might interfere with the landing and taking off of aircraft from the Hayward Air Terminal or otherwise constitute a hazard. In the event the aforesaid covenant is breached, Hayward Air Terminal reserves the right to enter upon the Premises and cause the abatement of such interference at the expense of City of Hayward.**
  
- h. **It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of Section 308(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1349a).**
  
- i. **This Resolution and all the provisions hereof shall be subject to whatever right the United States Government now has or in the future may have or acquire, affecting the control, operation, regulation and taking over of the Hayward Air Terminal or the exclusive or nonexclusive use of the Hayward Air Terminal by the United States during the time of war or national emergency.**

**ARRF Training Expenses**

as of January 21, 2010

ARRF Purchase Price	\$	<b>55,000.00</b>
<b>ARRF Training June 15-19, 2009</b>		
Southwest -Airfare	\$	1,253.00
Quality Inn/Hilton	\$	1,897.00
Training Course	\$	8,955.00
Enterprise Rent-a-Car	\$	530.74
<b>Subtotal</b>	<b>\$</b>	<b>12,635.74</b>
Cost of backfilling positions	\$	<b>16,825.00</b>
<b>Total</b>	<b>\$</b>	<b>29,460.74</b>

**Other Expenses:**

<b>Vendor</b>	<b>Date</b>	<b>Charge</b>	
Jack James Towing Service	9/30/2008	\$	1,050.00
Chad Mencarini	9/18/2009	\$	15.87
Steven Manrubia	9/18/2009	\$	44.00
Wisom Way Tire	10/2/2009	\$	14,023.31
Wisom Way Tire	10/2/2009	\$	769.34
Icom	10/2/2009	\$	1,633.88
Petty Cash-Fleet Management	10/9/2009	\$	4.00
Icom	10/16/2009	\$	1,410.91
Telepath	10/30/2009	\$	8,214.12
Curtis & Sons	11/6/2009	\$	5,092.40
United Parcel Service	12/11/2009	\$	241.62
Curtis & Sons	12/18/2009	\$	7,488.92
ARRF Professionals, Inc	12/18/2009	\$	1,775.00
Icom	1/8/2010	\$	7,159.21
Icom	1/8/2010	\$	137.74
Vikings SCBA (3 units)		\$	12,000.00
	<b>Total</b>	<b>\$</b>	<b>61,060.32</b>
<b>Grand Total</b>	<b>\$</b>		<b>145,521.06</b>

**Annual Estimated Expenses for ARFF**

	<b>FY 2011</b>
Annual Preventive Maintenance-estimate	\$ 5,000.00
Annual Repair, parts & labor, replacement foam-estimate	\$ 5,000.00
<b>Anticipated Yearly Maintenance Budget</b>	<b>\$ 10,000.00</b>
Training Expense	\$ 39,300.00
ARFF Familiarization two times per year	
Averate 3 firefighters to ARFF School per year	
Annual Live Burn Training (9) Firefighters	\$ 13,700.00
Calculated Airfare, Lodging, sundry expense	\$ 7,000.00
<b>Total of Estimated Training Expense</b>	<b>\$ 60,000.00</b>
<b>Grand Total</b>	<b>\$ 70,000.00</b>

# City of Livermore Master Fee Schedule

## Landing Fees - Livermore Airport

### **Landing Fees**

Commercial aircraft operations (shall include landings of all non-based general aviation aircraft that conduct air taxi, charter or cargo operations under FAR Part 121 or Part 135) based on maximum certificated gross landing weight:

	Per Landing	Daily	Monthly
0 - 3,500 pounds	\$2	\$5	\$13
3,501 - 6,250 pounds	\$4	\$10	\$26
6,251 - 12,500 pounds	\$8	\$20	\$52
12,501 - 25,000 pounds	\$16	\$40	\$104
25,001 - 50,000 pounds	\$32	\$80	\$208
50,001 pounds and above	\$64	\$160	\$416



CITY OF  
**HAYWARD**  
HEART OF THE BAY

DATE: February 25, 2010  
TO: Council Airport Committee  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Informational Report on Airport "Mission Statement"

### **RECOMMENDATION**

That the Committee review and provide comment on the attached Airport Mission Statement

### **BACKGROUND**

This item has been carried over from the October 2009 CAC meeting. It has come to the attention of staff through research of internal files that no official Mission Statement exists for the Airport. The importance of developing a well-defined mission statement is crucial to ensuring that future operations remain focused upon the primary goals and objectives of a General Aviation Airport.

### **DISCUSSION**

The necessity to define the role of the Hayward Executive Airport has been reiterated by several tenants in recent months, many of whom have voiced similar concerns that the Airport remains committed to its foundation as a General Aviation Airport. Staff has reviewed the internal files and policies of the Airport, finding no clear definition of the Airport's role or stated mission.

The Hayward Executive Airport is a designated primary reliever airport for the Bay Area, whose future role will be to reduce traffic congestion and associated impacts during weather events that cause cascading delays for aircraft that use the two primary commercial service airports, San Francisco and Oakland International. As a primary reliever airport, our airport will be required to absorb increasing numbers of general aviation traffic during these events. The future role of the Airport's importance to the nation's air traffic system cannot be understated.

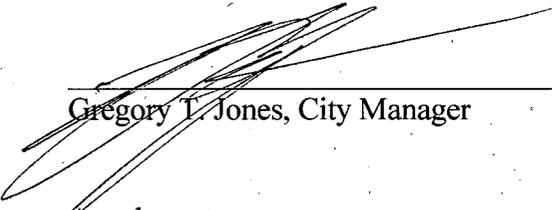
In developing a mission statement for any General Aviation Airport, an important concept is the regulatory framework that exists. Because our Airport was created by a transfer of property from the federal government and because we have, over the years, received significant federal grant funding to improve the Airport, we must ensure that we operate the Airport as required by federal regulations. Within that framework, we can take steps to ensure the Airport is not a financial drain on the City, in fact, can serve as a positive contributor to the economic health of the City. However, as the Council's Airport Committee was informed in discussing the growth in jet traffic at the

Airport, the City cannot dictate what use is made of the Airport. That said, we can and have worked to minimize impacts, such as noise and other perceived impacts to the local surrounding community. Therefore, staff recommends that the Committee review the attached Mission Statement and comment.

Prepared by:  
Lloyd Partin, Airport Manager

Recommended by:  
Robert A. Bauman, Director of Public Works

Approved by:



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Gregory T. Jones, City Manager

Attachments:

Attachment I – Mission Statement of Hayward Executive Airport

## **Hayward Executive Airport**

### **Mission Statement**

As a Federal Aviation Administration (FAA) designated primary reliever airport, Hayward Executive Airport's primary mission is serving the Bay Area's demand for a high capacity airport that is able to facilitate a diverse range of growing general aviation needs. The Airport is committed to sustainable business practices that reflect the FAA's guiding principles, ensuring that safety and dedication to service are consistently modeled throughout the Airport. Hayward Executive Airport places high value on General Aviation and the changing role of the Airport. Hayward Executive Airport is dedicated to provide superior service to the aviation community and those who use and gain benefit from the Airport. Above all else, the Airport will ensure that positive relationships with the surrounding communities are maintained through open and honest communication.