

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

**Council Airport Committee Meeting**  
**Thursday, April 22, 2010**  
**5:30 p.m.**  
**City Council Chambers**

**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 February 25, 2010 Summary Minutes**
- 2. Informational Report on American Aircraft Sales New Lease Proposal**
- 3. Informational Report on Status of Airport Layout Plan**
- 4. Agenda Report on Airport Landing Fee Summary – Action Item**
- 5. Agenda Report on Airport “Mission Statement”-Action Item**
- 6. Agenda Report on Annual Airport Noise - Action Item**
- 7. Future CAC 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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CITY OF  
**HAYWARD**  
HEART OF THE BAY

**DATE:** April 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Summary Minutes for February 25, 2010

**CALL MEETING TO ORDER**

Council Member Henson called the meeting to order at 5:31 p.m. with Council Member Halliday. Council Member Quirk was late.

**City staff:** Gregory T. Jones, City Manager  
Robert A. Bauman, Director of Public Works  
Lloyd Partin, Airport Manager  
Amy Maloon, Airport Secretary  
Craig Bueno, Fire Chief  
Jon Moser, Deputy Fire Chief

**Members of the public present:**

Howard Beckman	Gary Briggs	Paul Buenrostro
Robert Coutches	David Cunningham	Phil Johnson
John Kyle	Jon Lee	Norman Ramirez
Tom Sherman	Chris Verbil	

**PUBLIC COMMENTS:**

Chris Verbil announced the Hayward Air Rally that will occur on June 11-12, 2010 and distributed flyers for the event. He thanked the City Council and the City of Hayward for their continued support. He talked about the two scholarships, sponsored by the Young Eagles, for high school students who live in Hayward. Council Member Halliday asked if the scholarships have been distributed to the local schools. Mr. Verbil confirmed that information was sent to the public and private schools, Boy Scouts, Girl Scouts, and the Boys & Girls Club.

Paul Buenrostro, also with the Hayward Air Rally, wanted to emphasize that the scholarships were open to all Hayward residents. There have been few applicants and he wanted to make sure the word got out. The information is on the Public Access television station and the City of Hayward website.

**1. Approval of Summary Minutes – October 15, 2009**

Summary Minutes approved with two changes from Council Member Halliday. Change #1: Council Member Halliday did not attend the last meeting. Change #2: Change the date on the minutes to October 15.

**PUBLIC COMMENTS:**

None

**2. Informational Update on Airport Rescue and Firefighting (ARFF) Services**

This agenda item was moved up in the order of items to discuss because Fire Chief Bueno had another meeting to attend.

Mr. Robert Bauman, Director of Public Works, made a presentation related to ARFF Services provided by the Hayward Fire Department on the Airport. Mr. Bauman stated that the reconditioned ARFF truck was purchased in June 2008 to provide enhanced services on the Airport and is capable of responding to aircraft crashes ranging from the very small, to large commercial aircraft. Mr. Bauman explained how the length of the largest aircraft that uses the airport determines the level of ARFF service according to the FAA requirements and that the Hayward Executive Airport's largest aircraft is less than the size of aircraft that can; if applicable, result in the FAA's lowest level of ARFF protection, "ARFF Index A" level. Therefore, the nearest appropriate level of ARFF services would be ARFF index "A". Mr. Bauman indicated that FAA does not require, nor provide for funding of ARFF services on General Aviation airports, although a limited number of General Aviation Airports provide some level of ARFF services on their own.

Mr. Bauman indicated that the City of Hayward has had some level of ARFF services on the Airport since 1972 when Fire Station #6 was built. The level of service was more specifically defined in 1996, when a City Council Resolution was approved to resolve the issues raised by an audit report from FAA in regards to Fire Station #6 not paying rent for use of airport land. The compromise was that the fire station could stay rent-free if it provided ARFF services in exchange for the land value provided.

Mr. Bauman stated that Firefighter training for the ARFF program will include all nine firefighters stationed at Fire Station #6, and will include other firefighters as they rotate into the station through the bid process. Other Firefighters within the City will be trained as "secondary responders", but not to full ARRF certification standards. Mr. Bauman indicated that the cost of providing ARFF services on the Airport, including training and upkeep of the ARFF vehicle, totals approximately \$70,000 per year. Mr. Bauman stated that new revenue sources are needed to support ARFF services. Mr. Bauman indicated that staff was researching the possibility of establishing landing fees similar to the City of Livermore's airport. Mr. Bauman explained that the estimated revenue that could be expected from an average landing fee of \$25, would total approximately \$40,000 a year. Even with this additional income, funding for the ARFF program may run short and may require additional sources of revenue.

Mr. Bauman closed his comments, by stating that FAA and the various aviation organizations will be contacted for feedback on such a proposal, looking to prevent a similar situation that

occurred at the Santa Monica airport where the assessment of landing fees was found to be inappropriate as applied.

Council Members Quirk and Halliday had questions regarding the proposal to collect landing fees. Mr. Bauman and Airport Manager, Lloyd Partin, answered their questions, stating that landing fees would only apply to transient aircraft that are engaged in air commerce, providing air charter, air-taxi and all commercial operators that use the Airport for profit.

Council Member Halliday asked if there were other Airport revenues that could be used to fund the ARFF services instead of the imposing a landing fee. Mr. Bauman responded that landing fees were a way to prevent these costs from having to come from the General Fund as do other Fire Department expenses. To date the money used to implement the expanded ARFF program has come from the CIP and effected funding available for other capital projects.

In addition, Council Member Halliday asked if there were other uses for the ARFF truck and the ARFF-trained firefighters. Mr. Bauman answered that the airport is not required to have dedicated full time ARFF services and of course, the fire department could use the equipment at another applicable emergency if needed.

Council Member Henson asked why General Fund money could not help fund the ARFF services at the Airport. City Manager, Greg Jones, responded that, legally, the City is able to contribute General Fund monies to the airport but currently that there is not enough money in the General Fund to provide for the ARFF services.

Council Member Henson was also concerned about the landing fees and if the Hayward Executive Airport would be able to stay competitive if they were implemented. Mr. Bauman responded that the Airport would stay competitive because other airports also charge landing fees.

#### **PUBLIC COMMENTS:**

Mr. Kyle wanted to know if the FAA would begin diverting flights to Hayward. Mr. Partin answered that Hayward was already considered as a primary reliever of general aviation air traffic in the Bay Area to help Oakland International and San Francisco International.

Mr. Kyle asked that if there was an increase of traffic, was it also likely that multiple accidents had potential to occur. Mr. Bauman said that the number of incidents we have had has been very low and we just want to be prepared for any future issues.

Mr. Kyle asked if the Air Traffic Control Tower was aware if the ARFF services offered at Hayward would it create more aircraft traffic. Mr. Bauman answered that it would not create more traffic just because we have ARFF. In general, if a plane were in trouble, the pilot would be directed to one of the major airports that have a full-time staff that is devoted to ARFF and not to Hayward.

Mr. Briggs had questions about the landing fees. He asked who would account for the landing fees and which planes would qualify. Mr. Bauman answered that the City would track the landing fees with the FBOs' help in identifying the transient aircraft that meet the criteria.

Mr. Briggs asked if there would be a fee for the FBOs for the ARFF services. Mr. Partin said that staff was looking at assessing new leaseholders a one-time fee, as the City had recently applied to Airport Property Partners' lease assumption of the former Volo Aviation ground lease.

Mr. Verbil was worried about how the firefighters would respond to an aircraft that would need ARFF services. Mr. Verbil's concerns related to the prior practice of "Foaming Runways". Mr. Bauman explained that the Firefighters would not spray foam onto the runway to prevent a fire, but would use fire-suppressant foam on the aircraft in the event of an accident.

### **3. Update on Airport Layout Plan – Final Draft**

Before staff presented the ALP item, Council Member Henson, requested that the committee table the discussion until later because there were so many changes. Mr. Bauman said that would not be a good idea because of the timeframe we are working with. The Airport needs to get the plan to the FAA soon so they can conditionally approve it. Once it is conditionally approved, the Airport can apply for federal funding for the projects that are included in the plan. If we wait too long, the funding is depleted, as other airports will have taken their share. Mr. Henson agreed that the presentation should proceed.

Mr. Partin provided a PowerPoint presentation on the process to finalize the update of the Airport Layout Plan. Mr. Partin stated that, FAA Regulations require that the airport keep the ALP current or they will lose grant funding. He then presented a "snapshot" of the possible changes to the ALP.

- The airport is classified as an ARC Category C-II and will be re-classified as an ARC Category D-II Airport in the near future.
- Mr. Partin quickly summarized the previous ALP changes that were presented at the October 15, 2009 CAC meeting: referencing the use of "Modified Alternative #4".
- Based upon comments received from tenants on the Airport, staff recommended changing the proposed closure of Taxiway "A", to Taxiway "A", Option "B", an alternative that will require translating the threshold of Runway 28R, 480 feet to the west, thereby decreasing usable runway for landing. As presented, Mr. Partin indicated that this option has very little impact to operations on the Airport.
- The airport needs to remove objects that are located in the Runway Protection Zone.
- There is a need for a new, taller, FAA tower, planned for Phase II of the improvements contained in the ALP
- The bulk of the projects are shown as being in the near-term (next five years) program, however this is unlikely to occur considering the large FAA funding that would be required. Projects will be prioritized based on safety needs and environmental clearance.

Mr. Partin indicated that the next steps needed to complete the ALP are, 1) Presentation of the ALP changes to the TAC Committee before the final ALP is sent to the FAA, 2) An environmental review of the near-term projects.

Mr. Bauman and Mr. Partin noted that the American Aircraft Sales' future development would be added to the ALP and noted corrections were made to baseline environmental table. Mr. Bauman also briefly described the updated Noise Contour Map for 2020 prepared for the ALP, noting that the revised CNL 65 line remains on the Airport and that the forecast noise contours will stay very similar to what was projected in the Master Plan.

Mr. Partin briefly explained the FAA's new requirement to address acquisition of "Avigation Easements" that provide guarantee of clear and unobstructed access to and from the Airport. Mr. Bauman stated that due to the sensitivity to the surrounding communities, Avigation Easements would not be addressed or pursued until the issue has been fully addressed in a future Airport Master Plan revision.

Council Member Quirk questioned whether property owners by the Airport could build upward. Mr. Bauman said that the property owners cannot build upward to the point they impact existing airspace restrictions. In addition, homes in this area rarely are built above two stories, and that is under the height restriction level.

Council Member Quirk asked about the total cost of \$95 million for the capital improvements, which included \$10 million of local money, specifically, where the \$10 million would come from. Mr. Bauman answered that these numbers reflect the projected cost of improvements that could occur if funded by FAA, which is very uncertain. However, the Airport could provide the required local match when you consider it would be spread over at least the next ten years.

Council Member Halliday commented on the irony of the situation of the ALP wherein the FAA requires the Airport to make changes, but they may not provide money to make the changes.

Council Member Halliday also wanted an explanation of how EMAS helps an aircraft in trouble. Mr. Bauman described it as similar to a truck runoff lane that is on the side of a highway in the mountains. When the truck's breaks are not working, the gravel pit stops the truck. The EMAS works in a similar fashion. Council Member Halliday followed up with the question about how good the EMAS was and if we could convince the FAA to help fund it. Mr. Bauman said that the FAA does recognize the effectiveness of EMAS and that they should fund the project at 90%. She then asked why FAA would allow the current golf course road to remain so close to the runway and EMAS area, but not allow the West A Street extension. Mr. Bauman explained that the FAA sees the Golf Course road as a pre-existing object and that the use of the road is so minimal that the safety risk is also very low. Through the use of EMAS at the end of the runway, continued use of the golf course road is acceptable.

On a different topic, Council Member Halliday was curious if the Sulphur Creek and birds were still a safety issue at the airport. Mr. Partin answered that the birds are still a problem especially when it rains. Mr. Partin stated that he has had to assign staff to take shifts to clear the runways of birds for the arriving and departing aircraft when rain occurs.

Council Member Henson expressed concern about the newly announced budget by President Obama and the necessary freezes in federal funding. He asked how much we could expect to receive for our projects with all the cuts in funding. He then summarized his understanding of the events to take place before the FAA officially approves the ALP.

Council Member Henson asked about the land use on the airport and how much of it is released for non-aviation purposes. Mr. Partin said that he would research the exact number of acres released for non-aviation purposes and respond back to Council Member Henson at a future date. *In response to this question, staff notes that the original acreage granted to the city was 690 acres of which 369 acres has been released for non-aviation uses leaving a total of 321 acres for aviation uses. In addition, staff determined that none of released acres are part of the San Lorenzo housing areas.*

## **PUBLIC COMMENTS:**

Mr. Beckman stated his understanding of the ALP and then asked if the projects that the Airport completes will be based on funding. Mr. Bauman said that the projects completed would be based on funding with priorities focused on safety and operational requirements.

Mr. Beckman questioned the Avigation easements required of the City by the FAA. Mr. Bauman explained the new policy that when future ALPs updates show development within the runway protection zone such as ours, then the airport would need to take action to protect usability of the airport. This is why the FAA asks for Avigation easements. Mr. Partin added that the FAA created these requirements to ensure that new airports do not have to be built because objects and buildings are constructed in the safety zones of existing airports.

Mr. Briggs asked what the useable length of the long runway will be once the Airport completes the shifting, and how that compares to current measurements. Mr. Partin said that he would send this information to Mr. Briggs via email.

Mr. Cunningham, President of the local chapter of the Tuskegee Airmen, wanted to know when the California Air National Guard space would be available. Mr. Bauman responded that the release of the property to the Airport has been delayed.

Mr. Jon Lee stated that a portion of the Air National Guard site has been identified in their redevelopment plans for Tuskegee Airmen's use.

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

Council Members agreed to table the discussion until the next meeting due to the limited remaining time.

## **PUBLIC COMMENTS:**

None.

## **5. Future Agenda Items**

Mr. Bauman announced that William "Bud" Field had passed away. Mr. Partin provided the date, time, and parking instructions for those who were interested in attending the memorial. It was also asked if future meetings could be held in the council chambers to avoid curtailing the committee's meeting due to the meeting that follows.

- Update on American Aircraft Sales' development plans
- Annual Noise Report
- Airport website review
- Summary of Schedulers & Dispatchers Conference Mr. Partin attended in February 2010

## **ADJOURNMENT**

The meeting adjourned at 6:55 p.m.



CITY OF  
**HAYWARD**  
HEART OF THE BAY

DATE: April 22, 2010  
TO: Council Airport Committee  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Informational Update on American Aircraft Sales Proposal for a New Ground Lease

**RECOMMENDATION**

That the Committee reviews and comments on the Development Proposal and staff's recommendation.

**BACKGROUND**

American Aircraft Sales, a tenant on the Airport since 1958, recently notified Airport staff of their desire to begin lease renewal discussions with the City. Their two existing Airport ground leases total 111,734 square feet of property and contain a single 10,000 square foot combined hangar and office building on the site. The American Aircraft Sales two leases are scheduled to expire on December 31, 2010. American Aircraft Sales principle business is sales and brokerage services of new and used General Aviation aircraft. American Aircraft Sales built one of the first non-military, commercial hangars on the north side of the airfield in 1958. American Aircraft Sales is owned and operated by the Couches family and has remained a family owned and operated business since its inception in 1956 (see Attachment I). American Aircraft Sales met in February with City Planning staff for preliminary review of their site redevelopment plan (see Attachment II).

**DISCUSSION**

American Aircraft Sales proposes to redevelop their site by constructing up to three new 12,000 sf hangars on what will be a single leasehold. Phase I includes one of the new hangars and 1,600 sf of attached office space that, when completed, will allow the original hangar to be demolished and cleared from the site. Staff has not yet agreed to a term for the new lease, but believes a lease term of thirty-five years with two successive seven and a half year extension options is appropriate, given the level of investment associated with completion of all three phases of construction. Staff would only recommend approval of the latter seven and a half year options if all construction is fully completed within the specified period for construction.

The three separate phases of construction are proposed to span a period of ten years. Phase I would be constructed immediately following approval of building permits. Phase I construction will allow American Aircraft sales to move several personal aircraft, owned by the company and presently stored in City of Hayward T-hangars, to their newly constructed hangar facility. This action will open five small T-hangars and one executive hangar to persons on the Airport hangar waiting list. Phase II would be constructed by 2018, five years after the completion of Phase I, but could be constructed earlier if market conditions allow. Phase III of the development is planned to be completed by 2020 and would be primarily used as a showroom for the Cessna Mustang Jet Sales Center. Completion of Phase II and III are necessary to provide lease terms beyond 35 years.

Once completed, American Aircraft Sales ground lease would extend for a period not to exceed fifty years. The terms of the lease would be consistent with current Airport leases (i.e., containing a CIP adjustment and property appraisal in alternating five year periods.) American Aircraft Sales has agreed to incorporate LEED certification into their development.

American Aircraft Sales business plan includes the addition of the Cessna Mustang line of very light business jets (VLJ) to their sales portfolio. The addition of a new jet aircraft sales and service center on the Hayward Airport is viewed by staff as a positive move that will provide additional Airport and City revenue streams through sales and fuel tax revenues, personal property taxes on aircraft, and possessory interest tax revenues on the physical improvements built upon the lease property. American Aircraft sales business plan projects a thirty percent increase in sales volume revenues within the first two years following construction of Phase I. American Aircraft Sales is working to become a fully Certified Cessna Sales center, a decision that will shift their focus from sales of predominantly used, light, personal General Aviation aircraft, to the new Cessna Mustang jets. Unlike the market for light personal aircraft that has been negatively impacted by the state of the economy over the last three years, new and used jet sales have actually remained fairly steady due to declining values, boosting sales of jet aircraft to overseas markets. Redevelopment of the site will be funded internally by American Aircraft Sales therefore allowing construction to begin immediately following approval of the lease terms and issuance of building permits.

Staff recommends that the American Aircraft Sales proposal be discussed and that the Committee provides comments on the American Aircraft Sales development plans. Based on input, staff will finalize lease terms for presentation to Council for final review and approval

## **FISCAL IMPACT**

Since there is no proposed expansion of the lease area, lease revenue will remain the same as it is now except for the standard adjustments that apply to all airport ground leases. At present the America Aircraft sales ground lease generates \$33,528 in annual lease revenue. While not impacting the Airport's revenue, there is the potential for significant sales tax and aircraft property tax accruing to the City's general fund based on the proposed VLJ sales.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:

A handwritten signature in black ink, appearing to read 'Fran David', written over a horizontal line.

Fran David, Acting City Manager

Attachments:

- Attachment I: American Aircraft Sales Hangar Business Plan
- Attachment II: American Aircraft Sales Lease Plot Plan



American Aircraft Sales

March 2010

## History & Business Plan

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### **History**

Founded by Michael Couthes after working for Pan American and the U.S. Navy during WW II, originally at Mills Field (San Francisco Municipal Airport), American Aircraft Sales moved to the Hayward airport in 1954.

During the 1950's the company became a Piper Aircraft dealership, achieving the highest sales volume for new aircraft of any dealer in the western United States. American Aircraft Sales also gained a reputation worldwide in the 1950's and into the 60's for sales of high quality World War II fighter aircraft.

Currently the company specializes in the sale of small business aircraft and is in the process of expanding into the small corporate jet market.

Significant additional revenue comes into the company in the form of leased aircraft tie down space, with approximately thirty five spaces currently leased, as well as leased out office space in the building which is provided for in the new project as well.

American Aircraft Sales has built a business growing along with it's clients, as the reliable dealer to go to as the clients move up from aircraft to aircraft.

### **Market Analysis**

A steady business in private and small business aircraft, it is in the process of expanding into the small corporate jet market with an eye on the new very lightweight jet (VLJ), the Citation Mustang. The single pilot ability of this aircraft make it a highly desirable aircraft in the market that the company has operated in for over half a century.

The state of the art new Hangars that are proposed for this site will offer the upscale atmosphere that potential VLJ buyers demand and is expected to increase sales volume by at least 30% in the first two years. The additional profit margin brought in by the VLJ product will dramatically increase company gross income as they become established in that market, and provide the basis for funding the phase III hangar.

The company has been so successful in it's present location that the financial requirements for phase one of the proposed expansion, well over one million dollars will be funded entirely out of company reserves set aside for that purpose. No additional outside funding will be required. It is significant that the company financials reflect no significant outstanding debt.

The current tie down market will continue to be utilized with space provided in the ramp areas of the proposed project and increased amounts from interior hangar space leases. There are provisions to lease out office space in the new project as well as has been done in the existing building. In the past this office space has been leased to the West Valley Flying club which occupied a number of the tie down spaces and generated a significant income for fuel operators on the airport. This resource is being explored for the new office area as well.

## **Marketing plan**

American Aircraft Sales advertises in virtually every industry publication, has a solid presence on the internet and most importantly has built up a client base of repeat clientele that are now ready to trade up to the new market of Very Lightweight Jets, as well as passing on their aircraft, brokered by American Aircraft Sales, to a new generation of aviators.

## **Operations Plan**

Branching into the Light Weight Jets market will require the company expand in a number of areas, all of which are part of the proposed project.

American Aircraft Sales has a small fleet of existing aircraft housed in various locations around the state and at other locations at the Hayward Airport. Many of those aircraft will be consolidated within the new hangars. These aircraft are used for travel by the owners and employees to assess potential aircraft for sale as well as for demonstrations to potential buyers and marketing purposes.

The new hangars will provide the upscale atmosphere that is required to display and sell in the Very Lightweight Jet and corporate jet market. A majority of the phase II and phase III hangars will be used for display and sale purposes of both aircraft for sale and select models of the company fleet, including some antique World War II war birds that draw aircraft enthusiasts to the airport just to view these beautiful specimen fully restored vintage aircraft. With the museum for the Tuskegee airmen going in on the south side of the airport the hope is to draw some of that crowd who may see and stay to purchase other aircraft for sale, but it will undoubtedly also have the effect of enhancing the city of Hayward as a destination for vintage aircraft aficionados.

To maintain the upscale atmosphere for sales of VLJ's will require constant upgrading and maintenance, essentially providing the city with like new hangars at the end of any lease period. As well the additional improvements of new curb cuts, new parking areas, landscape areas, new utility runs and essentially a full renovation of the ramp areas insure that extended lease options are in the best interest of all parties involved.

The increased sales activity is anticipated to drive the need for up to four additional pilots to be brought on staff for demonstrations and companions for test flights by potential buyers.

### **Green Building Concepts**

The new buildings will be state of the art, energy efficient fabricated steel buildings, utilizing among other things:

- To minimize the need for electrical lighting - a multitude of natural lighting techniques, skylights, translucent door and ceiling panels.
- Recycling of removed asphalt and building materials
- Recycling of the entire existing structure – the potential of selling the building outright for reassembly elsewhere is being negotiated.
- Use of all natural drought tolerant landscaping
- Use of grey water systems for plumbing and landscaping
- ‘Cool roof’ to minimize heat gain in summer
- Building orientation with aircraft doors located to minimize the need for heating in winter.
- Use of recycled steel in fabrication
- Stormwater control systems
- Storage and collection of recyclables
- Use of a construction IAQ management plan
- Use of a LEED Certified professional

Like many energy efficient strategies, these will require initial investments that will need to be depreciated over decades, some only just realizing payback periods in thirty to thirty five years requiring longer lease periods to justify the expenses.

### **Management**

Robert Coutches – President & CEO

Robert grew up in the family business at the Hayward Airport, graduating from San Jose State University in 1989 with a degree in Aeronautical Engineering, and a minor in Business Administration. Guiding American Aircraft Sales into the new millennium, Robert, currently vice president of the company, is taking the lead as President and CEO, assuming the role held by his father Michael Coutches, since founding the company over sixty years ago.

Robert has been active on the Hayward airport not only as a businessman and entrepreneur but giving back to the community as a volunteer with the Young Eagle Program and as a subcontractor with NASA Ames Research Center in their Education Outreach Program.

**Proposed Approximate Construction Schedule;**

- Permits and approvals within 8 - 12 months (8/10 - 1/11),
- all the infrastructure for all the hangars and complete Hangar A within 12 - 18 months of receiving a permit (8/11 - 6/12),
- move contents and demolition of the existing hangar within approximately six months of completing Hangar A, (2/12 - 12/12),
- Construction of Hangar B within 5 years of completing Hangar A (by 2018) if market practicable,
- Construction of Hangar C either at the same time as Hangar B or within 8 years of completing Hangar A (by 2020) if market practicable.

**Project Areas;**

The project consists of:

Hangar A - 11,990 s.f. - hangar space
1,600 s.f. - office space
Hangar B - 11,990 s.f. - hangar space
<u>Hangar C - 11,780 s.f. - hangar space</u>
Total 37,360 s.f. - Bldg. Coverage

Trash Enclosure  
Relocate curb cut and apron  
New parking area (16 parking spaces)  
New Landscaping

Site Area – 119,800 s.f. (2.75 acres)

Sincerely;

Robert H. Coutches  
President, American Aircraft Sales

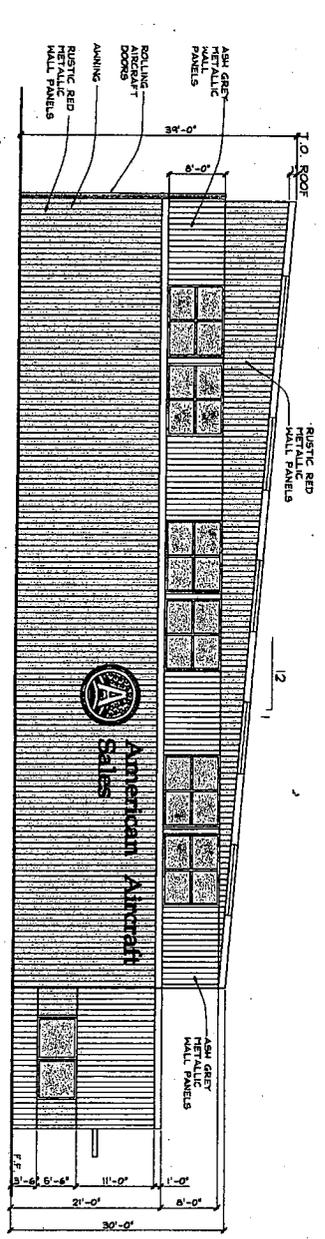
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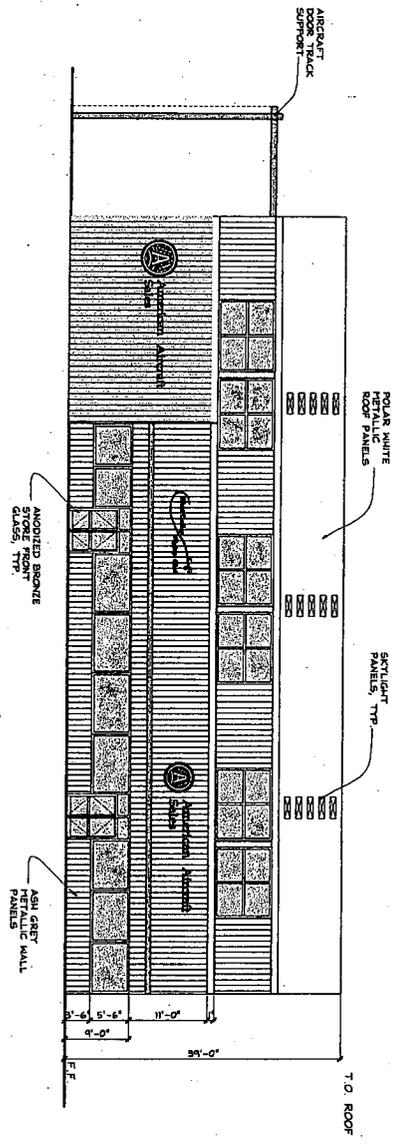
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20 EAST ELEVATION HANGAR - A



19 NORTH ELEVATION HANGAR - A



SCALE: 1/8"=1'-0"

SCALE: 1/8"=1'-0"

A3.1

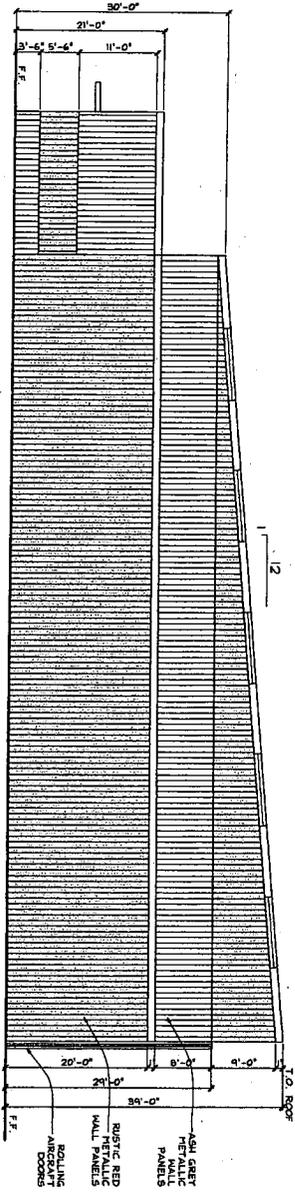
EXTERIOR ELEVATIONS  
OPTION 5

AMERICAN AIRCRAFT  
21015 SKYWEST DRIVE  
HAYWARD, CALIFORNIA 94541

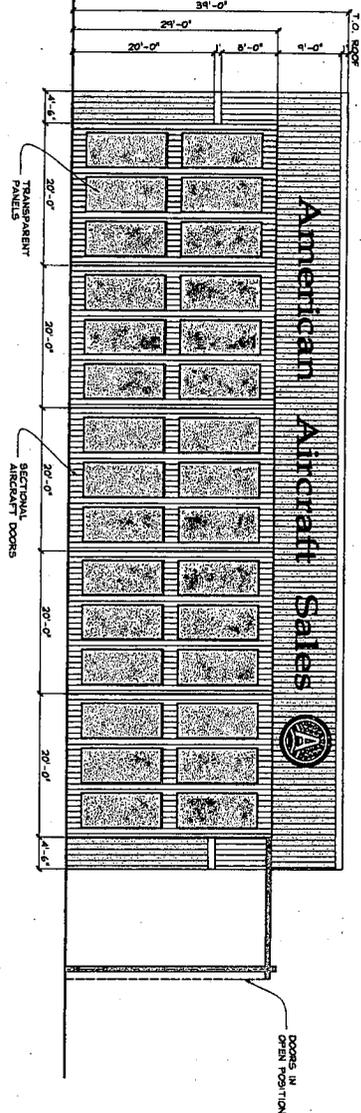
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20 WEST ELEVATION HANGAR - A



18 SOUTH ELEVATION HANGAR - A



SCALE: 1/8"=1'-0"

SCALE: 1/8"=1'-0"

**A32**

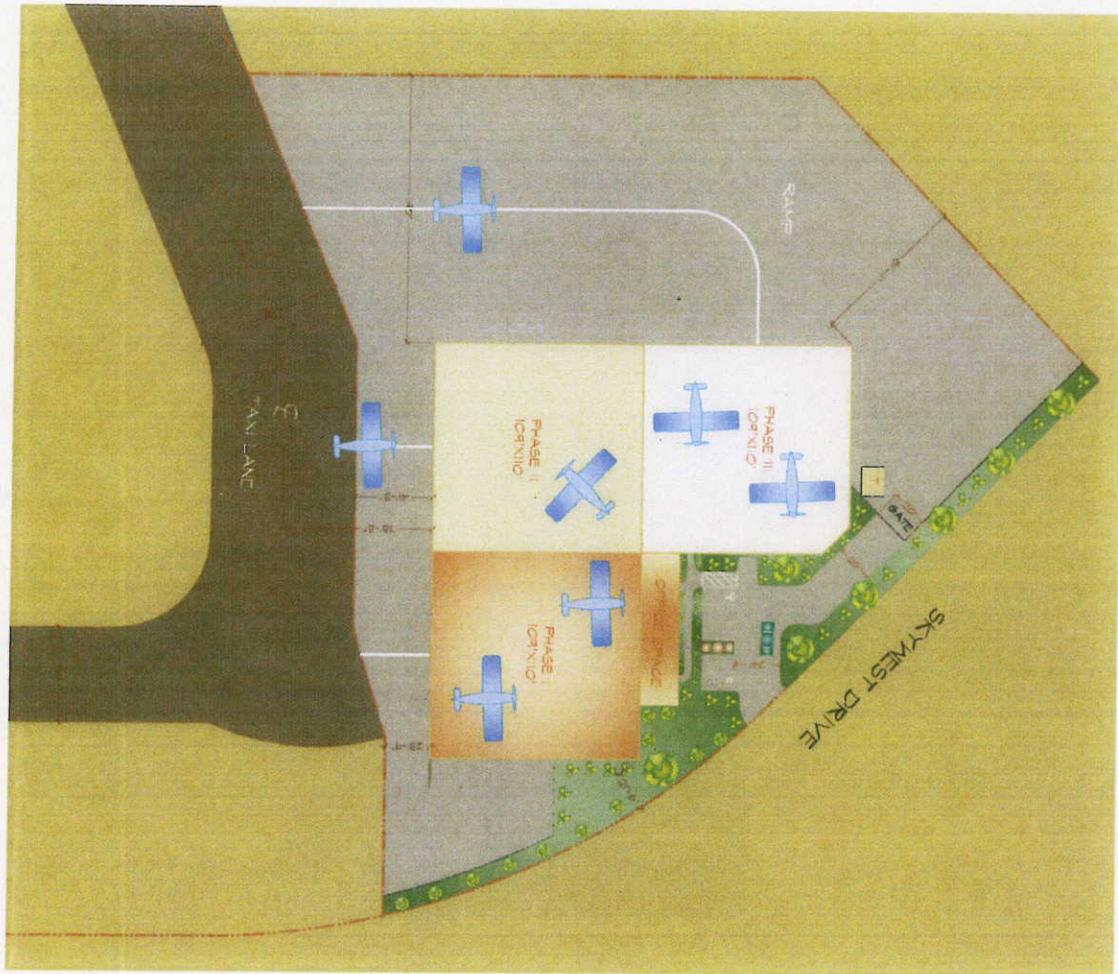
**EXTERIOR ELEVATIONS**  
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**AMERICAN AIRCRAFT**  
2105 SKYWEST DRIVE  
HAYWARD, CALIFORNIA 94541



SITE PLAN

**A1.1**

DATE	DESCRIPTION

**SITE PLAN**

NOT TO SCALE  
 ALL DIMENSIONS IN FEET AND INCHES  
 UNLESS OTHERWISE NOTED  
 ALL RIGHTS RESERVED  
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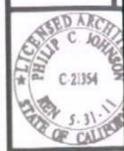
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**Cessna Mustang – focal aircraft type, Very Lightweight Jets**



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**SITE PLAN**

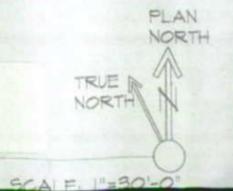
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8 SITE PLAN OPTION 5

ATTACHMENT II





**DATE:** April 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Update on Airport Layout Plan (ALP) Revision

### **RECOMMENDATION**

Informational update only, no action necessary.

### **BACKGROUND**

As noted during the February 25 Committee meeting presentation on the ALP Update, staff concluded that closing Taxiway A to aircraft with tail heights greater than ten feet was not the best solution to address the Runway 28R conflict caused by larger aircraft using Taxiway A. Committee Members will recall that concern was expressed regarding the need for multiple crossings of an active runway for larger aircraft if Taxiway A was closed to them. Following discussion with local FAA Air Traffic Control Tower staff and the ALP Technical Advisory Committee, changes were made to the preferred Airport Alternative that includes a recommendation to shorten Runway 28R by 480 feet, removing many of the existing concerns regarding penetrations to the Runway 28R *Runway Object Free Area (ROFA)* and the *Runway Protection Zone (RPZ)*. Airport staff has worked with the Airport consultant to complete the recommended changes to the Narrative Report and ALP drawing sets, now presented in its final format. Copies of the Final Narrative Report and ALP drawing set have also been forwarded to local FAA staff in Burlingame for review, comment, and conditional approval of the document.

### **DISCUSSION**

Staff presented the Taxiway "A", Alternative "B" to the Airport Technical Advisory Committee, on March 25, 2010. The TAC Committee had no comments related to the alternative solution to shorten Runway 28R, and therefore, the Airport Consultant has prepared the final Narrative Report and ALP drawing set for submittal to the FAA Airport District Office in Burlingame. The FAA will now begin the process to evaluate the recommended changes presented by the consultant and certify the ALP. It is anticipated that the certification process may take up to 90 days to complete, with conditional approval of the document occurring by August 2010. Following discussion with

FAA staff in Burlingame, the consensus seems to be that, reducing Runway28R by 480 feet is a much safer option for all Hayward aircraft operations. From an FAA Air Traffic perspective, it appears that ATC also prefers this solution.

## **PUBLIC CONTACT**

Staff makes the Council Airport Committee Agenda available to all interested Airport tenants and others who desire to view the information, through posting the Agenda at Hayward City Hall and at other prominent locations throughout the Airport. The interested parties listing, includes all abutting neighborhood associations and a separate listing of individuals who have requested to receive notice of all Airport related information, agendas and special meetings. Copies of the *ALP Update-Final Narrative Report* will be made available for viewing at the Airport Administrative offices and on the City website.

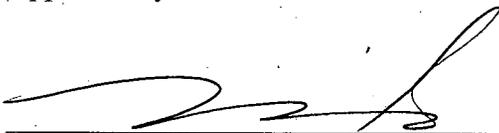
## **NEXT STEPS**

Airport staff anticipates FAA's review and contingent approval of the completed ALP Update work by August 2010. The next phase of work to be completed, will analyze environmental information necessary to obtain NEPA certification from FAA of those projects in the First Phase of the ALP that might reasonably be funded in the next five years.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:



Fran David, Acting City Manager

Attachments:

Attachment I: ALP Final Narrative Report



CITY OF  
**HAYWARD**  
HEART OF THE BAY

**DATE:** April 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Adoption of Landing Fee Schedule to Support ARFF Services

**RECOMMENDATION**

That the Committee reviews this report and recommends adoption of the proposed landing fees.

**BACKGROUND**

At the last Council Airport Committee (CAC) meeting on February 25, 2010, staff provided an informational update on the Airport Rescue Fire Fighting (ARFF) services and indicated that staff would further research landing fees to support funding of enhanced ARFF services on the Airport. Staff contacted user groups such as the National Business Aircraft Association (NBAA), Aviation Owners and Pilots Association (AOPA) and FAA, seeking comments prior to taking steps to introduce landing fees into the City's Master fee schedule for FY11. As proposed, the landing fees would apply to aircraft operations whose services generate commercial revenue under (FAR) Part 135 (Air-taxi and Charter), Air Cargo, and to other commercially operated aircraft governed by Commercial Air Carrier standards.

**DISCUSSION**

At this time, staff has not received a formal response from the NBAA or the AOPA regarding the landing fee proposal, although informal discussion has not identified any serious objections. This report reiterates details of the proposal. Representatives of both organizations were notified of this meeting. Staff will also continue to have dialogue with the various aviation user groups and include any negative feedback or comments as part of the City Council adoption of these fees in the Master Fee Schedule for 2011.

As presented to the Committee on February 25, 2010, funding the enhanced ARFF services will require approximately \$70,000 annually to cover the expenses related to training firefighters and maintenance and upkeep of the ARFF Apparatus. Staff believes the best option for a sustainable revenue stream would come from imposing and collecting landing fees. At present the Airport does

not collect landing fees from any aircraft operations. Applying landing fees only to transient aircraft has been successfully done at other airports, such as Livermore, Concord, and Van Nuys airports, all of whom serve as General Aviation airports within the state of California. As recommended, staff estimates that these fees would apply to approximately 1,600 transient commercial operations per year.

One stated concern is whether imposing landing fees would possibly drive 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 flowage fees and bring possible harm to the two operating FBO's on the airfield. Livermore reports that there was no perceptible decrease in operations following adopting their landing fee schedule. Also, of the nearby comparable General Aviation Airports, only Concord Buchanan Field does not presently collect landing fees from commercial traffic, even though a landing fee schedule is presently approved and available for use. To remain competitive within the Bay Area region, staff is proposing to adopt the identical fee basis in use at Livermore. Staff will also measure any change in transient Part 135 Air-taxi and charter traffic over the next 12 month period.

In order to administer landing fees, staff proposes authorizing the two Fixed Base Operators (FBO's) on the Airport, to assess and collect landing fees for the City of Hayward from all transient commercial aircraft operators making use of the FBO's services. FBO's are normally employed in a similar fashion at other airports and tasked with collection of City fees. Using the FBO to facilitate the process to properly assess the type of operation being conducted by the aircraft operator, removes Airport staff from having to perform the task of meeting every aircraft and possibly delay operators that need to turn around their aircraft quickly. Aircraft that do not use services provided by the FBO's will be contacted by Airport staff directly. Aircraft owners and operators can be located through our aircraft tracking software that is incorporated within the airport noise monitoring equipment.

FBO operators will be asked to provide a summary accounting of aircraft registration numbers and the fees collected based upon the standard published landing weight of the aircraft. In exchange for their services, each FBO will invoice the airport up to fifteen percent of the total landing fees collected monthly for their time and expense related to collecting fees and submitting the monthly payment and summary report of landings to the Airport. Staff is working directly with the FBO owners and operators to draft a set of procedures to address the accounting and fee collection process prior to implementation of the landing fees.

## **FISCAL IMPACT**

Based on Hayward Air Traffic Control tower traffic count information there were about 1600 annual commercial operations in 2009. Landing fees are proposed to range from \$2.00, up to \$64.00 per landing, with an anticipated average of \$25.00 per landing. Therefore it is estimated that \$40,000 in landing fees would be collected annually, using the proposed fee schedule and the estimated 1600 annual commercial operations. Livermore Airport has averaged approximately \$60,000 in collected fees over the last two years using the same fee schedule.

## **PUBLIC CONTACT**

Staff will continue discussions with the NBAA, FAA, AOPA, and the California Pilots Association, to obtain their comments and feedback related to collection of landing fees for funding the increased ARFF services on the Airport.

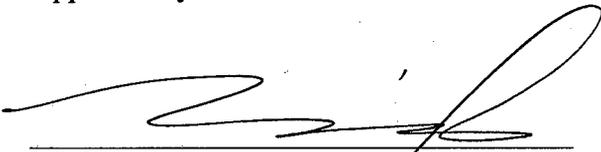
## **NEXT STEPS**

Assuming committee approval, Airport staff will finalize procedures for the assessment and collection of landing fees by the FBO's and notification of transient commercial operators. As discussed, landing fees will be included in the Master Fee Schedule as part of council approval of the 2011 operating budget and would be effective July 1, 2010. Unless otherwise directed by the Committee, staff will proceed with plans to begin assessing and collecting landing fees on July 1, 2010.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:

  
\_\_\_\_\_  
Fran David, Acting City Manager

Attachments:

Attachment I: Proposed Landing Fee Schedule

# Proposed Landing Fees

## Hayward Executive 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

5

DATE: April 22, 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 February 2010 CAC meeting. 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.

### **DISCUSSION**

The Hayward Executive Airport is a designated primary reliever Airport for the Bay Area, whose future role will be to serve general Aviation growth within the region and to serve to reduce traffic congestion and associated impacts during weather events that may cause cascading delays and air traffic backups for General Aviation Aircraft that would otherwise be scheduled to make use of bordering large commercial service Airports, San Francisco and Oakland International. As a primary reliever airport, the future role of Hayward Executive's importance to the nation's air traffic system cannot be understated. The growing number of corporate aircraft choosing to use Hayward over other surrounding airports is indicative of how important the airport location is, in relationship to major business or recreational locations. Another factor that makes Hayward a more logical choice for a steadily increasing number of non-based corporate users, is the ease of operations found at Hayward and the minimal number of weather related delays that are more abundant at both San Francisco and Oakland International airports.

Following February's CAC meeting, staff received one comment that suggested that staff consider a reevaluation of the originally proposed Mission Statement due to inconsistencies with FAA regulations pursuant to the operation of the Hayward Airport as a General Aviation Airport. There are no existing FAA regulations that either require or imply an expansion or modification of services necessary to comply with the Airport's designation as a primary reliever airport. FAA does

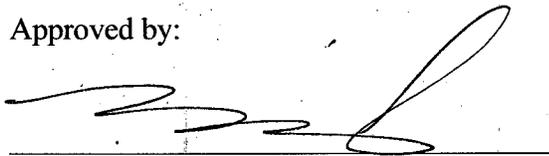
not require airports designated as reliever airports to obligate themselves to accept spillover from outlying commercial service airports. Staff revised the original draft Mission Statement and removed any reference to the Airport's designation as a Primary Reliever Airport from the Mission Statement. The Airport will continue to serve and meet the needs of General Aviation as demand and capacity within the region change. With that change, will come larger numbers of corporate users of the Airport, some due to weather and traffic related issues and most due to individual choice. 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 safe and efficient General Aviation Airport.

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 and comment on the attached draft Mission Statement.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:



Fran David, Interim City Manager

Attachments:

Attachment I – Hayward Executive Airport Mission Statement

## **Hayward Executive Airport**

### **Mission Statement**

Hayward Executive Airport's mission is to serve the Bay Area's growing demand for a high capacity airport that is able to facilitate a widely diverse range of Business and 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 the benefit that Business and General Aviation has upon the local economy and will strive to meet the needs of the aviation community whom we serve. Hayward Executive Airport will work to maintain positive relationships with the surrounding communities through open and honest communication



CITY OF  
**HAYWARD**  
HEART OF THE BAY

**DATE:** April 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Annual Evaluation of the Performance Based Noise Ordinance

**RECOMMENDATION**

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

**BACKGROUND**

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

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

**DISCUSSION**

Airport staff has prepared information depicted in Exhibit A, including comparative graphs of the three preceding year's noise information. The findings for calendar year 2009 indicate that Hayward's Noise Ordinance continues to be an effective method of mitigating noise effects on the surrounding communities. The number of exceedances and complaints that can be correlated to violations of the noise ordinance continues to remain low compared to the total operations, although there was an increase of ten (10) complaints.

The findings for calendar year 2009 can be summarized as followed:

1. There were 108,611 aircraft operations at Hayward in 2009. This is a decrease of approximately 29.3% from 2008 (153,684). Other airports have experienced similar decreases in traffic due to the poor economy.
2. There were 1,027 complaints registered and logged between January 1, and December 31, 2009. Two households in San Lorenzo filed a total of 620 complaints, representing approximately 60% of all registered complaints. Three additional households within the San Lorenzo community also began a sustained logging of complaints that totaled 330 for the

calendar year ending December 31, 2009, or 32% of all noise complaints registered. Of the 950 complaints registered from these five homes, 907 were not correlated with any measured exceedance or violation of the Hayward Airport Noise Ordinance. Therefore, as in years past, uncorrelated complaints are considered anomalies and separated from this report.

3. With the San Lorenzo 907 anomalies removed, there remains a total 120 complaints, representing one tenth of a percent (.1%) of the 108,611 total operations for the year. Of the 120 actual complaints registered, twenty-nine (29) were submitted by the previously mentioned five separate households in San Lorenzo that could be correlated to an exceedance and twelve (12) complaints that could be tied to an actual violation of the Published Noise Ordinance. Table A displays a summary of Aircraft Noise Complaints for the year 2009 as well as a comparison of findings from the previous five years.

**TABLE A:**  
**Aircraft Noise Complaints**  
**Hayward Executive Airport**

<b>Year</b>	<b>Operations</b>	<b>Complaints</b>	<b>Households Filing a Complaint</b>	<b>Exceedances</b>	<b>Complaints due to Exceedances</b>	<b>Complaints as a Percentage of Operations</b>
2004	140,102	154	61	117	68	0.11%
2005	128,184	131	47	123	41	0.10%
2006	133,462	109	33	136	48	0.08%
2007	149,975	84	30	151	60	0.06%
2008	153,684	110	52	197	46	0.07%
2009	108,611	120	54	197	56	0.11%

4. For Calendar year 2009, there were a total of 197 exceedances of the noise limitations contained in the Published Airport Noise Ordinance. This is the same as 2008 (197).
5. Approximately 81% of the exceedances of the noise ordinance (159 of 197) were caused by aircraft operating as Stage III or IV and exempt from restrictions by state or federal laws, or by provisions of the City's Noise Ordinance.
6. The 38 non-exempt exceedances were .03% of the total operations for 2009.
7. Of the 120 complaints, approximately 46% (56) of the noise complaints received were associated with a noise decibel limit exceedance. Of these, 12% (14) of the complaints were associated with a violation of the Noise Ordinance. Table B further summarizes the aircraft noise exceedance and violation information for 2009 and compares it to the previous five years. Pilots and owners who exceeded or violated the Noise Ordinance are promptly educated on the Airport's recommended noise abatement procedures by letter, email, or phone.

**TABLE B:  
Aircraft Noise Exceedances and Violations  
Hayward Executive Airport**

Year	Operations	Exceedances	Violations		Exceedances as a Percentage of Operations	Violations as a Percentage of Operations
			Based	Transient		
2004	140,102	117	2	28	0.08%	0.02%
2005	128,184	123	0	11	0.10%	0.01%
2006	133,462	136	6	16	0.10%	0.02%
2007	149,975	151	4	17	0.10%	0.01%
2008	153,684	197	8	59	0.13%	0.04%
2009	108,611	197	4	34	0.18%	0.03%

As depicted in our review, staff concludes that, overall, the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of complaints caused by exceedances of the noise ordinance's decibel limits has dropped from 156 to 42, a reduction of 73%. Staff believes that the continued focus on noise abatement and promoting Hayward's "Fly Friendly" Education Program is a major contributing factor to this result.

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

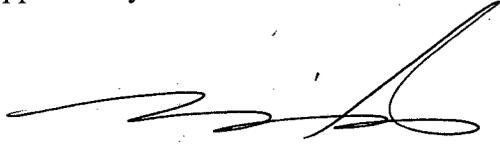
## CONCLUSION

It is evident from the overall number of complaints that are tied to exceedances or violations of the City's Noise Ordinance, that the combined efforts of pilots, staff and the ordinance are effective in relieving excessive noise from the community surrounding the Airport. Staff will continue to monitor the changes that will naturally occur as the airport continues to grow by using education and proactive responses to complaints before they become major issues. Staff is available to answer any questions that Committee members may have.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:



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Fran David, Acting City Manager

Attachments:

Attachment I: Annual Evaluation of the Performance-Based Noise Ordinance for  
Calendar Year 2009

# HAYWARD EXECUTIVE AIRPORT

## Annual Evaluation of the Performance-Based Noise Ordinance For Calendar Year 2009

### OPERATIONS AND NOISE COMPLAINT DATA:

During the period from January 1, 2009, through December 31, 2009, there were 108,611 aircraft operations (105,319) FAA daytime count, 7:00 a.m. to 9:00 p.m., and (3,292) night operations count, (9:00 p.m. to 7:00 a.m.) at the Hayward Executive Airport (HWD). There were 1,027 complaints filed during that period.

Graphs for calendar year 2009 depicting complaints received per month, by neighborhood, time of day, and type of operation are attached as Exhibits 1 through 4. Complaint trends over a ten year period are displayed for reference purposes (Exhibit 5).

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

1. Of the 1,027 complaints, 620 were from two households in San Lorenzo. As in years past, complaints from these two households (not correlated with an exceedance or violation of the City's Noise Ordinance) have been separated from this report unless stated otherwise.

Three additional homes started logging frequent complaints and mailing them in a long time after the operations occurred. These homes generated 330 complaints in 2009. Because of the inability to associate any reportable noise activity to many of these complaints and staff's objective to manage limited resources, complaints not correlated with an exceedance or violation logged from these three homes also have been separated from this report unless stated otherwise. This removes a total of 907 complaints not correlated with an exceedance or violation of the City's Noise Ordinance. A total of 1,039 complaints were removed from the annual noise evaluation in 2008.

2. A total of 54 households filed 120 complaints in CY 2009. In CY 2008, 52 households filed 110 complaints. In CY 2007, 30 households filed 84 complaints.

The percentages of complaints filed by households were:

	<u>2009</u>	<u>2008</u>	<u>2007</u>
San Lorenzo	70%	65%	86%
Mobile Home Park	4%	8%	2%
Southgate	8%	5%	2%
Other	18%	22%	10%

When complaints not correlated to exceedances or violations from the five households are added, the percentages of complaints filed by households from San Lorenzo become: 96% in 2009, 71% in 2008, and 88% in 2007.

A total of 14 complaints for 2009 were filed from neighborhoods not in the vicinity of the airport. Most of these complaints were from the Hayward Hills, Castro Valley, Union City, and Oakland. These complaints were not necessarily from aircraft operating to or from the Hayward Airport.

3. The majority of complaints (94) were received between the hours of 7:00 a.m. to 7:00 p.m. The number of complaints received during the same time period in CY 2008 was 87 (Exhibit 3).

4. Causes of the 120 complaints by type of operation and by type of aircraft are (Exhibit 4):

Departures	76	Helicopter	16
Media/Police	2	Jet	78
General Complaints	4	Multi Engine	7
Touch and go's	18	Single Engine	19
Run-ups	6		<u>120</u>
Landings	<u>14</u>		
	120		

5. The percentage of total complaints (1,027) relative to total operations (108,611) is 0.95%. When the 907 non-exceedance complaints from the five San Lorenzo residents are removed, the percentage of complaints (120) to operations (108,611) is .11%. In 2008 complaints/operations percentage removing the same non-exceedance complaints from the three San Lorenzo residents was .07%.

#### **EXCEEDANCE OF NOISE LIMITS:**

In 2009, there were 197 exceedances of the noise ordinance resulting from the 108,611 operations. Therefore, only .18% of operations resulted in an exceedance. This is a 0.05% increase from last year. One (1) exceedance represents an SENEL (Single Event Noise Exposure Level) measuring above the level allowed in the ordinance that is recorded at any given Noise Monitoring Terminal (NMT). Therefore, a single aircraft operation, i.e. a landing or take-off, can cause more than one exceedance if the noise level is exceeded at two or more NMT's. Of the 197 exceedances, 159 involved operations exempt (Lifeguard and Stage III) from being considered in violation of the noise ordinance (Section 2-6.123).

Lifeguard	8
Stage III Jet Aircraft	<u>151</u>
	159

## **EXCEEDANCE OF NOISE LIMITS AND RELATED COMPLAINTS:**

A total of 56 complaints were received as a result of the 197 exceedances of the noise limit during CY 2009. Of the 56 complaints, there were 42 complaints received on aircraft exempt from noise restrictions by state or federal law, or by provisions of the City's Noise Ordinance, i.e., a Lifeguard flight, Police operation or an ATC request. There were 14 complaints received on aircraft, which operated in violation of the noise ordinance. When a complaint is received by our office and staff investigation determines there was an exceedance of the City's established noise decibel level in accordance with the Noise Ordinance, the owner/pilot of the aircraft is contacted by phone or by mail whenever possible. Airport staff instructs him/her on proper noise abatement procedures and our "Fly Friendly" program, this occurs even for exempt operations.

## **VIOLATIONS INCURRED BY AIRCRAFT:**

### **HWD Based**

There were 4 violations of the noise ordinance by HWD based aircraft. These violations generated 1 complaint from neighboring residents. The pilots involved were informed of the violation. Staff worked closely with the aircraft owners to bring them into compliance. The pilots and/or owners were very cooperative with Airport staff, and are not willful violators or repeat offenders.

### **Transient**

There were 26 transient aircraft, which created 34 violations of the noise ordinance. These aircraft were a mixture of out-of-state and out-of-area aircraft from a variety of cities. The aircraft owners were contacted regarding Hayward's noise limits and procedures.

## **UPDATE ON NOISE EQUIPMENT:**

As part of the City's ongoing effort to monitor and ensure compliance with the Noise Ordinance, a \$125,000 upgrade was made to our radio frequency scanners in October of 2009. This equipment now has the ability to scan and record eight different frequencies in a crystal clear format. Combined with our Airport Noise and Operations Monitoring System (ANOMS), we can see and hear Air Traffic Control instructions and pilot read backs. This will greatly assist in finding non-compliant flights as well as provide information on each operation on a variety of frequencies.

In addition to ANOMS and the scanner equipment, Hayward Executive Airport also has a continuous radio broadcast of the City's noise abatement and operational procedures. This broadcast allows staff to communicate our "fly friendly" program to local and transient pilots nonstop. In our ongoing effort to remain sensitive to the needs of the surrounding airport community, airport staff also designed a variety of "fly friendly" brochures. These comprehensive guides provide information to concerned citizens regarding what, how, and when to report aircraft they believe may be in violation of the City's Noise Ordinance. They also inform pilots on recommended operational procedures that can significantly reduce the noise impacts on our surrounding community.

## **SUMMARY OF NOISE VIOLATIONS FOR CALENDAR YEAR (CY) 2009:**

Violations incurred by based aircraft operators:	4
Violations incurred by transient operators:	<u>34</u>
Total:	38

## **SUMMARY OF FINDINGS FOR CALENDAR YEAR (CY) 2009:**

1. There were 108,611 aircraft operations at Hayward in 2009. This is a decrease of approximately 29.3 % from 2008 (153,684).
2. There were 197 exceedances of the noise limits. This is the same as 2008 (197).
3. There were 120 complaints from aircraft operations at HWD, representing only 0.11% of the 108,611 total operations. The number of households submitting complaints increased from 52 in CY 2008 to 54 in CY 2009. 11 of the 54 households were outside the vicinity of the airport and therefore outside Hayward Airport's jurisdiction.
4. Approximately 81% of the exceedances of the noise ordinance (159 of 197) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.
5. The 38 non-exempt exceedances were .03% of the total operations for 2009. This reflects nearly 100% adherence to the Noise Ordinance.
6. Approximately 46% of the noise complaints (56) received was the result of a noise decibel limit exceedance. Only 12% of the complaints (14) were the result of a violation of the Noise Ordinance.

## **CONCLUSIONS:**

Staff is committed to accomplishing the objectives established by City Council. Conclusions can be summarized as follows:

1. Since 1992, the number of complaints caused by exceedances of the noise ordinance has dropped from 156 to 42, a reduction of 73%.
2. Aircraft not in compliance with FAA's estimated maximum A-weighted sound levels in accordance with Advisory Circular 36-3F are unable to operate at the airport without detection, subsequent investigation and appropriate correction.
3. Aircraft noise has been reduced to decibel levels that respond to the environmental concerns of the community, yet are not so severe as to preclude HWD from serving the general aviation needs of the community.

# HAYWARD EXECUTIVE AIRPORT

## Annual Evaluation of the Performance-Based Noise Ordinance For Calendar Year 2009

### OPERATIONS AND NOISE COMPLAINT DATA:

During the period from January 1, 2009, through December 31, 2009, there were 108,611 aircraft operations (105,319) FAA daytime count, 7:00 a.m. to 9:00 p.m., and (3,292) night operations count, (9:00 p.m. to 7:00 a.m.) at the Hayward Executive Airport (HWD). There were 1,027 complaints filed during that period.

Graphs for calendar year 2009 depicting complaints received per month, by neighborhood, time of day, and type of operation are attached as Exhibits 1 through 4. Complaint trends over a ten year period are displayed for reference purposes (Exhibit 5).

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

1. Of the 1,027 complaints, 620 were from two households in San Lorenzo. As in years past, complaints from these two households (not correlated with an exceedance or violation of the City's Noise Ordinance) have been separated from this report unless stated otherwise.

Three additional homes started logging frequent complaints and mailing them in a long time after the operations occurred. These homes generated 330 complaints in 2009. Because of the inability to associate any reportable noise activity to many of these complaints and staff's objective to manage limited resources, complaints not correlated with an exceedance or violation logged from these three homes also have been separated from this report unless stated otherwise. This removes a total of 907 complaints not correlated with an exceedance or violation of the City's Noise Ordinance. A total of 1,039 complaints were removed from the annual noise evaluation in 2008.

2. A total of 54 households filed 120 complaints in CY 2009. In CY 2008, 52 households filed 110 complaints. In CY 2007, 30 households filed 84 complaints.

The percentages of complaints filed by households were:

	<u>2009</u>	<u>2008</u>	<u>2007</u>
San Lorenzo	70%	65%	86%
Mobile Home Park	4%	8%	2%
Southgate	8%	5%	2%
Other	18%	22%	10%

When complaints not correlated to exceedances or violations from the five households are added, the percentages of complaints filed by households from San Lorenzo become: 96% in 2009, 71% in 2008, and 88% in 2007.

A total of 14 complaints for 2009 were filed from neighborhoods not in the vicinity of the airport. Most of these complaints were from the Hayward Hills, Castro Valley, Union City, and Oakland. These complaints were not necessarily from aircraft operating to or from the Hayward Airport.

3. The majority of complaints (94) were received between the hours of 7:00 a.m. to 7:00 p.m. The number of complaints received during the same time period in CY 2008 was 87 (Exhibit 3).
4. Causes of the 120 complaints by type of operation and by type of aircraft are (Exhibit 4):

Departures	76	Helicopter	16
Media/Police	2	Jet	78
General Complaints	4	Multi Engine	7
Touch and go's	18	Single Engine	19
Run-ups	6		<u>120</u>
Landings	14		
	<u>120</u>		

5. The percentage of total complaints (1,027) relative to total operations (108,611) is 0.95%. When the 907 non-exceedance complaints from the five San Lorenzo residents are removed, the percentage of complaints (120) to operations (108,611) is .11%. In 2008 complaints/operations percentage removing the same non-exceedance complaints from the three San Lorenzo residents was .07%.

#### **EXCEEDANCE OF NOISE LIMITS:**

In 2009, there were 197 exceedances of the noise ordinance resulting from the 108,611 operations. Therefore, only .18% of operations resulted in an exceedance. This is a 0.05% increase from last year. One (1) exceedance represents an SENEL (Single Event Noise Exposure Level) measuring above the level allowed in the ordinance that is recorded at any given Noise Monitoring Terminal (NMT). Therefore, a single aircraft operation, i.e. a landing or take-off, can cause more than one exceedance if the noise level is exceeded at two or more NMT's. Of the 197 exceedances, 159 involved operations exempt (Lifeguard and Stage III) from being considered in violation of the noise ordinance (Section 2-6.123).

Lifeguard	8
Stage III Jet Aircraft	<u>151</u>
	159

## **EXCEEDANCE OF NOISE LIMITS AND RELATED COMPLAINTS:**

A total of 56 complaints were received as a result of the 197 exceedances of the noise limit during CY 2009. Of the 56 complaints, there were 42 complaints received on aircraft exempt from noise restrictions by state or federal law, or by provisions of the City's Noise Ordinance, i.e., a Lifeguard flight, Police operation or an ATC request. There were 14 complaints received on aircraft, which operated in violation of the noise ordinance. When a complaint is received by our office and staff investigation determines there was an exceedance of the City's established noise decibel level in accordance with the Noise Ordinance, the owner/pilot of the aircraft is contacted by phone or by mail whenever possible. Airport staff instructs him/her on proper noise abatement procedures and our "Fly Friendly" program, this occurs even for exempt operations.

## **VIOLATIONS INCURRED BY AIRCRAFT:**

### **HWD Based**

There were 4 violations of the noise ordinance by HWD based aircraft. These violations generated 1 complaint from neighboring residents. The pilots involved were informed of the violation. Staff worked closely with the aircraft owners to bring them into compliance. The pilots and/or owners were very cooperative with Airport staff, and are not willful violators or repeat offenders.

### **Transient**

There were 26 transient aircraft, which created 34 violations of the noise ordinance. These aircraft were a mixture of out-of-state and out-of-area aircraft from a variety of cities. The aircraft owners were contacted regarding Hayward's noise limits and procedures.

## **UPDATE ON NOISE EQUIPMENT:**

As part of the City's ongoing effort to monitor and ensure compliance with the Noise Ordinance, a \$125,000 upgrade was made to our radio frequency scanners in October of 2009. This equipment now has the ability to scan and record eight different frequencies in a crystal clear format. Combined with our Airport Noise and Operations Monitoring System (ANOMS), we can see and hear Air Traffic Control instructions and pilot read backs. This will greatly assist in finding non-compliant flights as well as provide information on each operation on a variety of frequencies.

In addition to ANOMS and the scanner equipment, Hayward Executive Airport also has a continuous radio broadcast of the City's noise abatement and operational procedures. This broadcast allows staff to communicate our "fly friendly" program to local and transient pilots nonstop. In our ongoing effort to remain sensitive to the needs of the surrounding airport community, airport staff also designed a variety of "fly friendly" brochures. These comprehensive guides provide information to concerned citizens regarding what, how, and when to report aircraft they believe may be in violation of the City's Noise Ordinance. They also inform pilots on recommended operational procedures that can significantly reduce the noise impacts on our surrounding community.

## **SUMMARY OF NOISE VIOLATIONS FOR CALENDAR YEAR (CY) 2009:**

Violations incurred by based aircraft operators:	4
Violations incurred by transient operators:	<u>34</u>
Total:	38

## **SUMMARY OF FINDINGS FOR CALENDAR YEAR (CY) 2009:**

1. There were 108,611 aircraft operations at Hayward in 2009. This is a decrease of approximately 29.3 % from 2008 (153,684).
2. There were 197 exceedances of the noise limits. This is the same as 2008 (197).
3. There were 120 complaints from aircraft operations at HWD, representing only 0.11% of the 108,611 total operations. The number of households submitting complaints increased from 52 in CY 2008 to 54 in CY 2009. 11 of the 54 households were outside the vicinity of the airport and therefore outside Hayward Airport's jurisdiction.
4. Approximately 81% of the exceedances of the noise ordinance (159 of 197) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's noise ordinance.
5. The 38 non-exempt exceedances were .03% of the total operations for 2009. This reflects nearly 100% adherence to the Noise Ordinance.
6. Approximately 46% of the noise complaints (56) received was the result of a noise decibel limit exceedance. Only 12% of the complaints (14) were the result of a violation of the Noise Ordinance.

## **CONCLUSIONS:**

Staff is committed to accomplishing the objectives established by City Council. Conclusions can be summarized as follows:

1. Since 1992, the number of complaints caused by exceedances of the noise ordinance has dropped from 156 to 42, a reduction of 73%.
2. Aircraft not in compliance with FAA's estimated maximum A-weighted sound levels in accordance with Advisory Circular 36-3F are unable to operate at the airport without detection, subsequent investigation and appropriate correction.
3. Aircraft noise has been reduced to decibel levels that respond to the environmental concerns of the community, yet are not so severe as to preclude HWD from serving the general aviation needs of the community.

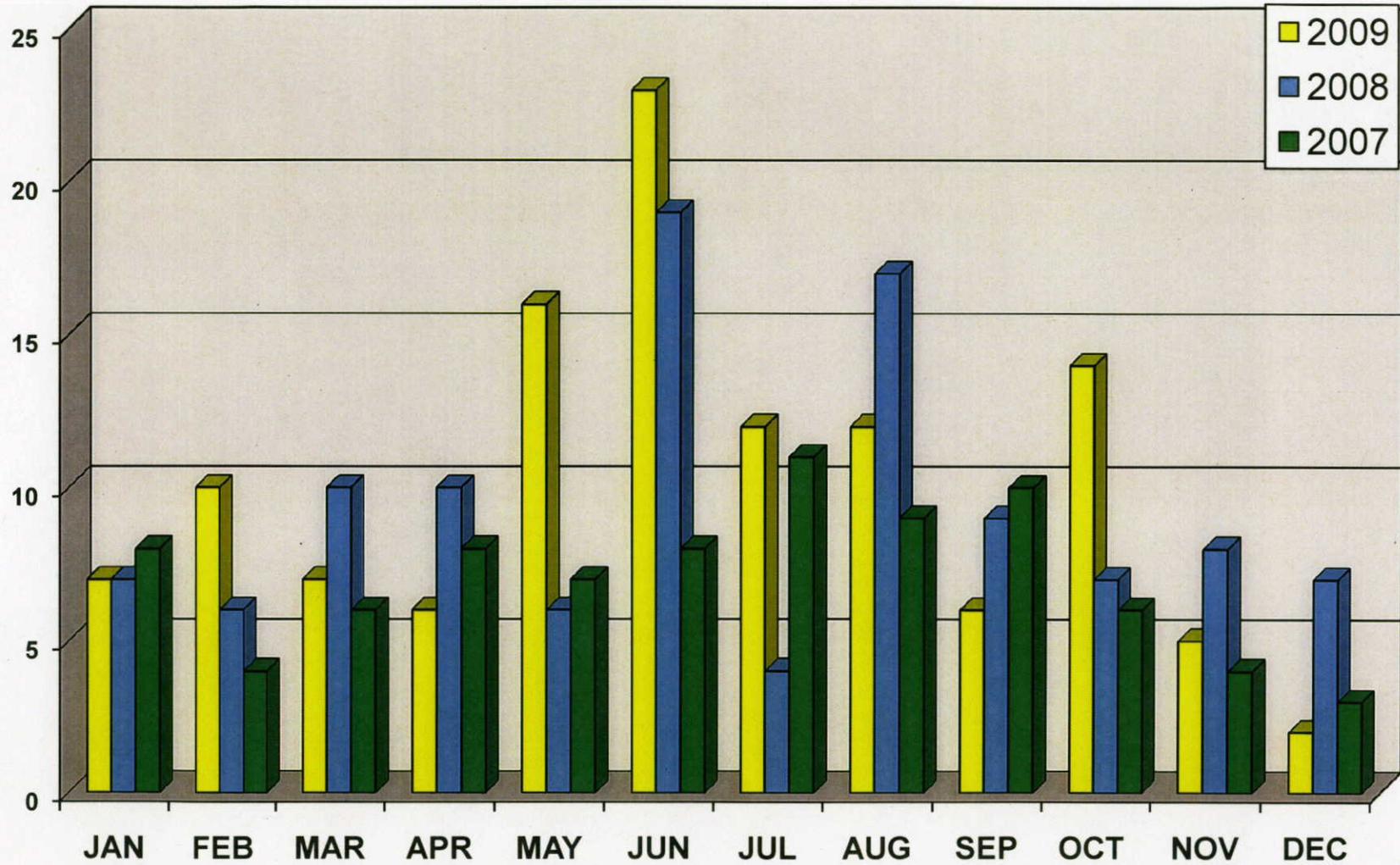
4. The noise ordinance is reasonable and reflects significant positive input from the community and a number of airport users.
5. The "Fly Friendly" User Education Program continues to be effective by instructing local and transient pilots in quiet-flying techniques and in the use of the noise abatement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

The program has been effective in reaching both local and transient operators as evidenced by the low percentage of violations and 99.97% adherence to the noise ordinance by local and transient operators. A toll free telephone number is maintained to encourage pilots and corporate groups to inquire about noise abatement procedures and the noise ordinance prior to using HWD. They can also direct inquiries to staff through airport email on the City's website.

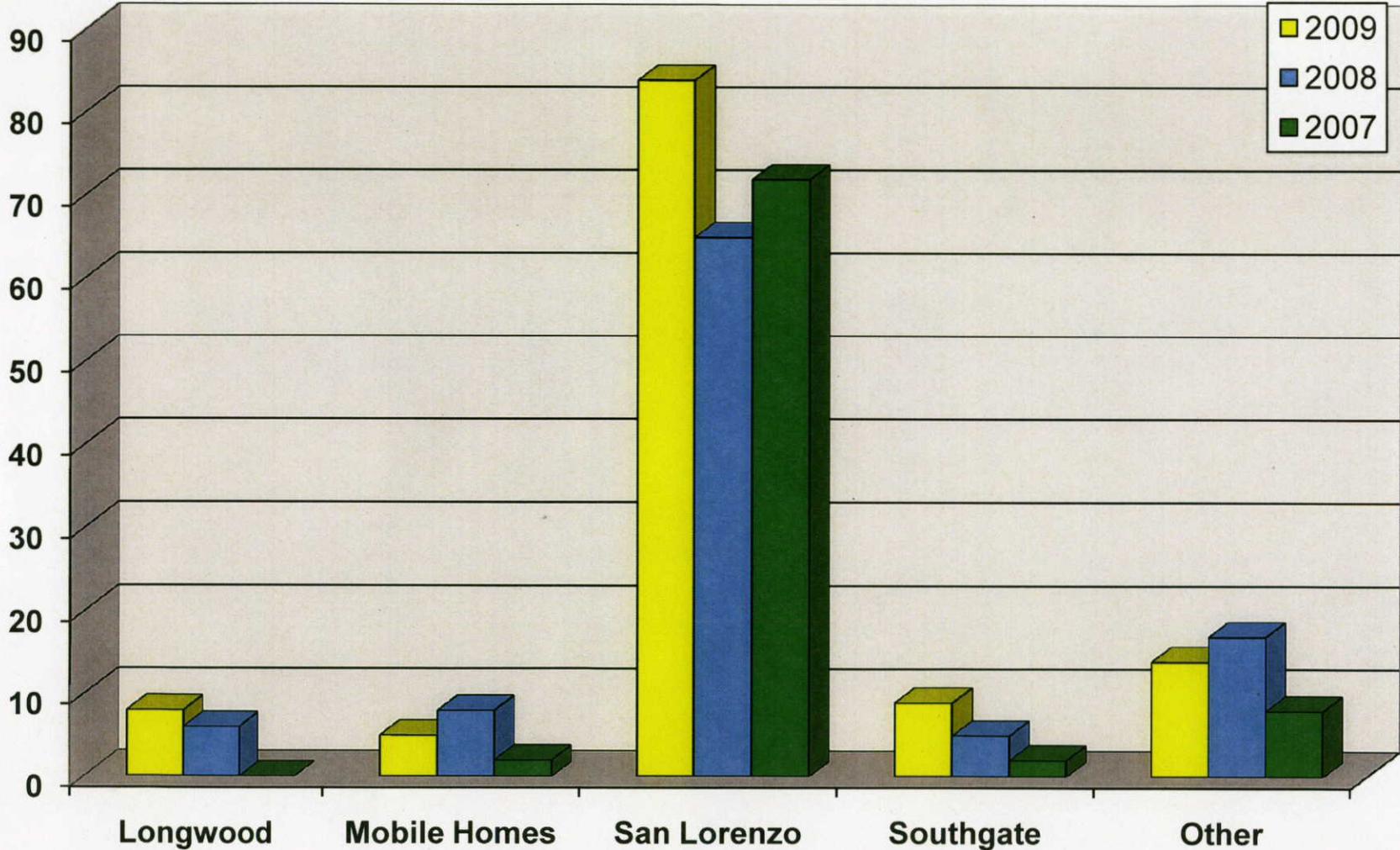
**EXHIBITS:**

1. Complaints Received/Month
2. Complaints by Neighborhood
3. Complaints by Time of Day
4. Complaints by Type of Operation and Type of Aircraft
5. Ten Year Complaint Trend

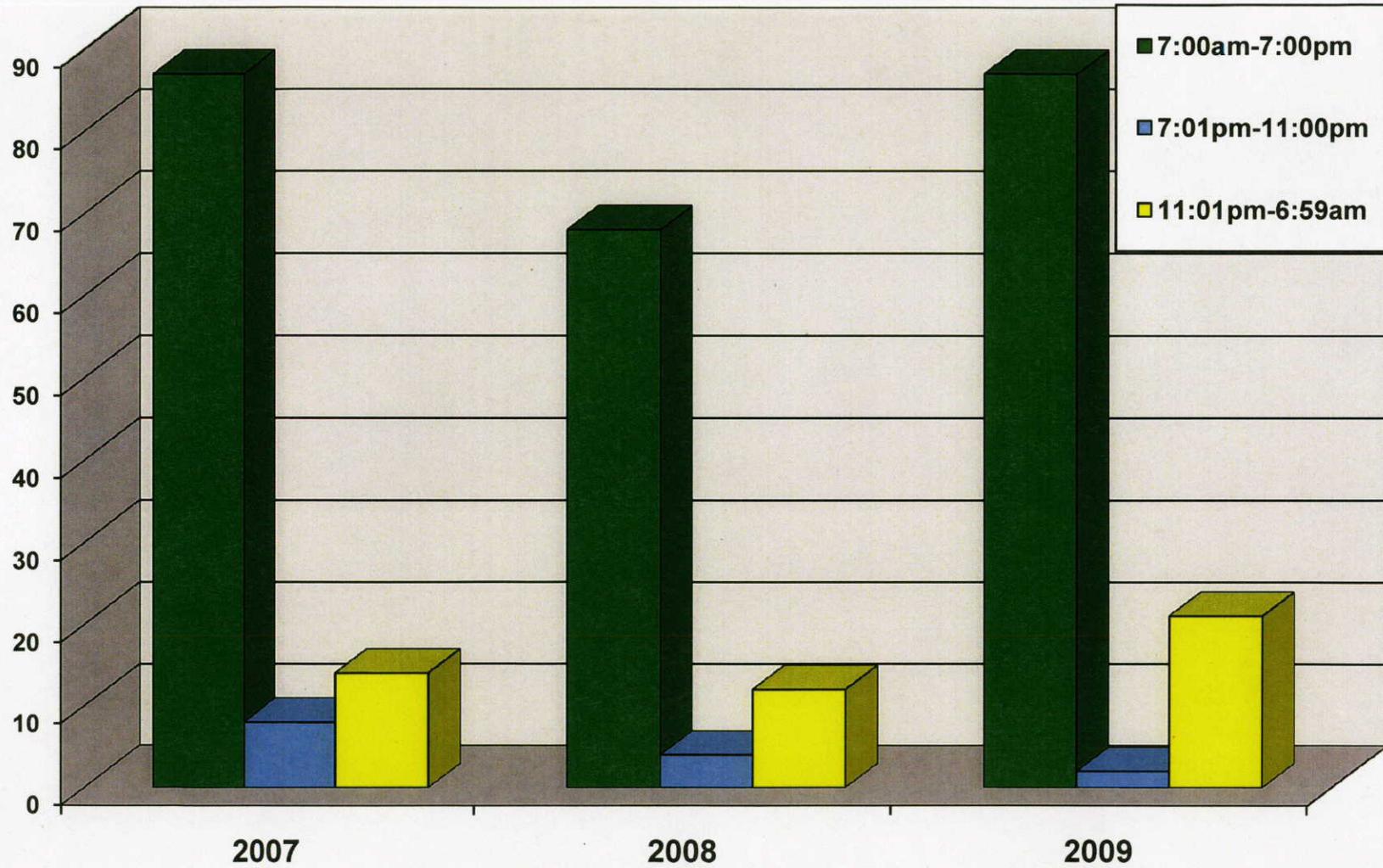
# Complaints by Month



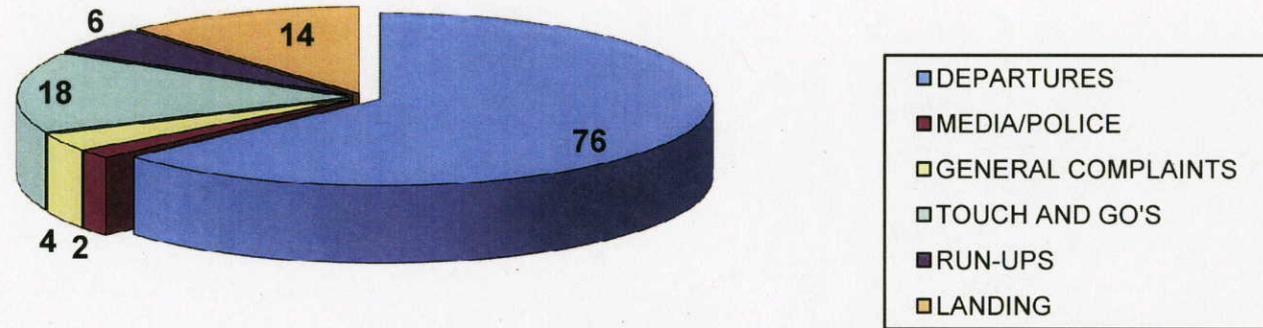
# Complaints by Location



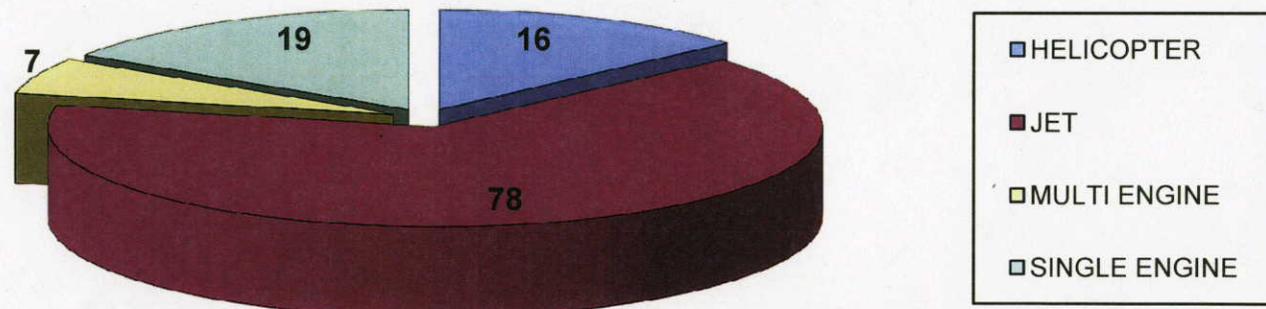
# Complaints by Time of Day



## COMPLAINTS BY OPERATIONS 2009



## COMPLAINTS BY TYPE OF AIRCRAFT 2009



# Ten Year Complaint Trend

