

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

**Council Airport Committee Meeting  
Thursday, July 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 April 22, 2010 Summary Minutes**
- 2. Report on Airport Website Change**
- 3. Update on California Air National Guard Site**
- 3. 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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**DATE:** July 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Summary Minutes for April 22, 2010

**CALL MEETING TO ORDER**

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

**City staff:** Fran David, City Manager  
Robert A. Bauman, Director of Public Works  
Lloyd Partin, Airport Manager  
Brendan O'Reilly, Airport Operations Manager  
Noemi Dostal, Airport Administrative Analyst  
Amy Maloon, Airport Secretary  
Courtney Moreland, Airport Intern

**Members of the public present:**

Robert Coutches	Phil Johnson	John Kyle
Ernest Delli Gotti	Nathan Hofferber	Charles Middlebrook
John Fulton	Norman Ramirez	Bill Simpkinson
Brian Schott	Ben L. Henderson	

**PUBLIC COMMENTS:**

There were no public comments.

**1. Approval of Summary Minutes – February 25, 2010**

Summary Minutes approved as submitted.

## **2. Informational Update on American Aircraft Sales Proposal for a New Ground Lease**

Mr. Lloyd Partin presented the proposal for the new lease for American Aircraft Sales. The current lease will expire on December 31, 2010. The company plans to develop its site because it has outgrown the current facilities. The development will occur in three phases over ten years, and construction will start immediately after permits are received. The development will include three 11,000 sq. ft. hangars and a new office space. The ground rent will follow the standard used in all other leases and adjustments will be based on Consumer Price Index (CPI) every 5 years, alternating with a new ground rent appraisal after the next 5 years. The length of the new lease will be 50 years, if American Aircraft Sales completes all planned development. At minimum, the company will receive a 35-year lease for completion of Phase 1 (hangar with office space). The business plan for the company is consistent with the ALP, and will include the addition of the Cessna Citation Mustang line of very light jets (VLJ) to the list of aircraft they will sell. Mr. Partin concluded his presentation with a list of benefits to the Airport from American Aircraft Sales' planned development; the release of City-owned hangars for use by other pilots and companies, increased tax revenue, and increased traffic flow to the Airport. Airport staff fully supports the proposed lease.

Council Member Halliday asked for the average cost of VLJs. Robert Coutches, President of American Aircraft Sales, replied that the average cost is \$10 million. Ms. Halliday added that she was pleased to see the plan to have vintage aircraft on display in one of the new hangars, as it will tie-in nicely with the Tuskegee Airmen's planned museum at the California Air National Guard site.

Council Member Quirk questioned when Phase 1 and 2 of the development would begin. Mr. Coutches responded that Phase 1 would begin immediately and Phase 2's start date is still undetermined. He also said that Phase 2 might start at the same time as Phase 1 because the slow economy has resulted in a lower cost of development.

Council Member Henson congratulated Mr. Coutches on the green building techniques included in the American Aircraft Sales' development, and said he was excited to see that development would allow more City of Hayward hangar spaces to be available to the public.

*Public Comments* - John Kyle wanted to know how the Airport would receive an increase in tax revenue and where the point-of-sale would occur. Robert Bauman, Director of Public Works, replied that aircraft sales would be in Hayward and the sales tax would contribute to Hayward's sales tax revenue base.

Mr. Kyle also asked about the term and amount of rent the Airport would be collecting from American Aircraft Sales. Mr. Bauman responded that American Aircraft Sales currently pays 30 cents per square foot per year. In five years, the amount would change based on the CPI; five years later, there would be an appraisal of the land value. Council Member Quirk clarified that the Airport rates are different from the commercial rates for the downtown properties. Mr. Kyle said that the Airport should make sure the appraisal is done by an appraiser with airport appraisal experience.

Ernie Delli Gatti wanted to know if the VLJs that American Aircraft Sales would be selling could cause conflicts with the Airport Master Plan in regards to noise, the environment, and if they have enough space to operate on the Hayward Executive Airport. Mr. Bauman answered

that American Aircraft Sales development was included in the final ALP Update and that the VLJs are a new type of aircraft that poses no environmental concerns. Mr. Partin said that these jets can operate off short runways and will be able to use the Airport easily. Mr. Delli Gatti suggested that the Airport perform some test flight of the VLJ in question, and for the Airport to check the ANOMS system for noise pollution. Council Member Quirk proposed that the Airport check the noise regulations for the VLJ, and Council Member Henson agreed.

Mr. Bauman reminded everyone at the meeting that American Aircraft Sales lease was still under negotiation and that it needed to be completed before any noise studies could be conducted. The Committee approved the proposal for American Aircraft Sales development plan for a new ground lease. The negotiation for the lease can now move forward and upon completion, it would be presented to the full City Council.

### **3. Update on Airport Layout Plan (ALP) Revision**

Mr. Bauman announced that the final revision of the ALP would now be available for public viewing at the Airport. The next steps of the process involve FAA formal review and conditional approval of the ALP, conditional upon environmental review of projects before any airport improvements could begin.

Council Member Henson asked why a revision of the final narrative was necessary. Mr. Bauman explained that a problem with aircraft entering the runway safety zone at Taxiway Alpha existed that initially required closure of the taxiway to aircraft with tail heights greater than 10 feet. As noted at the last CAC meeting, to eliminate having to close the taxiway, staff proposed to reduce the length of Runway 28R, by moving the threshold 480 feet west. This had less impact from numerous aircraft having to cross the main runway. Because the closure alternative was already included in the draft narrative, staff requested that the consultant change the narrative to reflect the decreased runway option, a process requiring multiple changes throughout the document. Council Member Quirk congratulated the Airport staff for coming up with the solution.

Council Member Halliday asked if the shortened runway would make it unusable to some aircraft. Mr. Partin explained that there would be the same amount of pavement for take-off but a shorter distance for landing due to the relocation of the runway markings. She also asked if the pilots would know about this change. Mr. Partin said that the pilots have to calculate the distance they would need before every take-off; therefore, the decision about which runway to use occurs well before the aircraft approach either runway.

*Public Comments* - Gary Briggs, Ascend Development General Manager, asked when the ALP would be sent to the FAA. Mr. Partin said that it should have reached its offices about the same time we received our final copies.

Mr. Delli Gatti questioned if the ALP would be sent to both the FAA and Caltrans, and if Caltrans has to approve the shortened runway. Mr. Partin replied that the ALP would be sent to both the FAA and Caltrans. He said that Caltrans had provided its consent for the shortened runway proposal.

Council Member Halliday asked if the Bud Field Aviation project could go forward with the ALP's completion. Mr. Bauman answered that once the ALP receives conditional approval from the FAA, Bud Field Aviation can proceed with environmental review of its project.

Council Member Henson asked for clarification of the purpose of the ALP. Mr. Bauman responded that it is required in order for airports to make changes and improvements. Each project needs proper environmental clearance prior to construction, and all capital improvement projects that desire federal assistance must be on an approved ALP.

John Fulton, representative from CTP Aviation, asked how far the threshold for runway 28R would extend once the changes take place. Mr. Partin answered 480ft. Mr. Fulton then stated that his company's jets have been able to use 28R when 28L is closed; he wanted to know if that would still be possible and if it was safe to do so. Mr. Partin replied that it would still be possible because the runway would be shortened only in terms of where the runway markings are painted. He added that markings could be temporarily repainted if the large runway was closed for a long period. Council Member Quirk added that the full length of 28R can be used, if need be, because the pavement will not be removed.

#### **4. Agenda Report on Airport Landing Fee Proposal – Action Item**

Mr. Partin began the presentation with the explanation that landing fees will need to be added to the City's master fee schedule to assist with paying for the Airport Rescue and Firefighting (ARFF) program costs, estimated at \$70,000 per year. Hayward Executive Airport has never charged landing fees in the past, but many of the surrounding airports do charge landing fees to generate sufficient revenue to pay for pavement repairs.

The fee will be applicable to transient commercial aircraft (FAR Part 135) but not to any aircraft based in Hayward. Research of Livermore Airport's landing fees and the impact that charging landing fees had upon traffic, indicates that no noticeable decrease in traffic levels occurred from charging landing fees. Once the Master Fee schedule is approved by City Council, FBOs at the Hayward Executive Airport will collect and forward the fees to the Airport on a monthly basis, less a 15% service charge.

Mr. Partin stated that the landing fees, when collected, are estimated to be \$40,000 per year and will ensure that transient aircraft are supporting the Airport. The Airport will work with aviation groups to foster comments prior to initiating the new fee schedule on July 1, 2010. The airport recommends this proposal to the Committee for approval so the landing fees can be added to the Airport Master Fee Schedule.

Council Member Quirk wanted to know if landing fees at Livermore Airport are collected by its FBOs. Mr. Partin answered that the City of Livermore has been collecting the landing fees but that its FBOs would start to collect them when the new FBO becomes operational.

Council Member Quirk then asked if the FBOs collect 15% of the landing fees, how much would our Airport receive. Mr. Bauman responded that most airports pay 15% to the companies that collect the landing fees. He also clarified the \$40,000 is the net amount going to the Airport and does not include the 15% service charge that the FBOs would keep for collecting the fee.

Council Member Quirk had another question about the numbers of transient take-offs and landings and if they were down by 1/3 of the total from the previous year. Mr. Partin stated that there were about 1,600 transients last year. Council Member Quirk asked if the reason for the decline last year was due to the state of the economy. Mr. Partin replied that it was, also adding that transient operations have declined nationwide. He also said that revenue from landing fees

should increase, if and when the economy picks up. Council Member Henson added that nationwide, there was a 30+ % decline.

Council Member Halliday stated that Fire Station #6 is not currently paying rent, in exchange for providing ARFF services to the Airport. Council Member Halliday asked staff, if the services provided by Hayward Fire Department equal the monetary value of the free rent. Mr. Bauman and Fire Chief Bueno both responded to Ms. Halliday's questions. The rent would be equal to about \$30,000 per year, and because of the services offered by having a co-located Fire Station at the Airport, the services and rent are presumed to be equal.

*Public Comments* - Mr. Briggs asked if the landing fee schedule would be published. Mr. Bauman replied that the proposed fee schedule is included in the Agenda report. Mr. Bauman explained that landing fees are based on the weight of the aircraft and will be identical to the landing fee schedule in use at the Livermore Airport.

Nathan Hofferber, General Manager of APP Jet Center, asked why the Airport could not directly collect the landing fees if the Airport can get the tail numbers of aircraft. Mr. Partin answered that the FBOs are in a better position to identify aircraft and determine if they should be assessed a landing fee.

The members of the Council Airport Committee approved the request for the landing fees to be included in the Master Fee Schedule for Fiscal Year 2010-2011.

## **5. Agenda Report on Airport "Mission Statement"**

Mr. Bauman presented the Mission Statement and asked for any comments or changes.

Council Member Halliday asked if there was any input from Mr. Beckman. Mr. Bauman said there were changes to the Mission Statement based on Mr. Beckman's input and that Mr. Beckman was pleased that the Airport took action following his comments.

Council Member Halliday said that she wanted to add to the ending sentence as follows:

*"Hayward Executive Airport will work to maintain positive relationships with the surrounding communities through open and honest communication and through efforts to minimize adverse effects such as noise and air pollution resulting from airport operations."*

Council Member Halliday asked about the airflow from aircraft and possible reduction of idle time to minimize the air pollution. Mr. Partin answered that a study was recently conducted at Santa Monica Airport, a California airport very similar to Hayward and it concluded there were no adverse increases in air pollution due to aircraft sitting static with their engines idling because aircraft are much cleaner today than in the past.

Council Member Henson shared his recent meeting with the Oakland Airport Noise Forum. He reported that the older, noisier aircraft are being completely phased out nationwide. He explained the Shultz Curve, which demonstrates the relationship between noise perception and the physical noise that is actually heard by a person.

*Public Comments* - Mr. Delli Gatti commented that it is good to get ahead of the curve in terms of pollution and since Hayward Executive Airport has both old and new aircraft, he hopes there will be no problems in the future.

Council Airport Committee approved the adoption of the Airport Mission Statement with the changes that Council Member Halliday recommended.

## **6. Informational Report on Annual Evaluation of the Performance Based Noise Ordinance**

Mr. Partin gave the report on noise problems at the airport.

- In 2009, there were 197 exceedances, including the 38 non-exempt aircraft. Exempt aircraft are classified as Stage 3 or higher
- The noise complaints numbers remain static, largely attributed to the declining number of operations at the airport
- Most of the noise complaints come from the San Lorenzo neighborhood at the departure end of the runways
- The month of June historically has the highest number of complaints because of the increase of aircraft operations in the summer
- Propeller aircraft tend to be louder than most jet aircraft, but the majority of complaints concern the jets, predominantly due to perception
- Since 1992, there is a 72% reduction in noise complaints, reinforcing the positive impact of the Airport's outreach and education of policies to the pilots
- There is a fine for noise violators when appropriate
- There are some noise impacts associated with the airliners heading into Oakland International Airport. The Airport is working with Oakland staff to define responsibility for responding to complaints about these flights.

Council Member Quirk commented that the quality of a sound does makes a difference, and that maybe jet aircraft generate a higher pitched sound, whereas the propeller aircraft are "folksy".

Council Member Henson thanked Courtney Moreland, the Airport Intern, for attending the Oakland Airport Noise Forum to discuss Oakland air traffic and to share our monitoring plan at our Airport. He explained that San Leandro had complaints about helicopters, but according to the Noise Report, Hayward Executive Airport only had two helicopter complaints relating to the news media and police use, which comprise the bulk of helicopter operations at Hayward. Council Member Halliday asked if households with noise complaints are using the Access Hayward system. Mr. Bauman replied that most complaints come from the Noise Complaint line. Mr. Partin added that there have been only two complaints through the Access Hayward system so far.

Council Member Halliday asked if Access Hayward could be integrated with the Noise Complaint line. Mr. Partin responded, stating that staff had researched the cost to integrate both systems (Access Hayward and ANOMS) and found it too costly to do so.

*Public Comments* - Mr. Delli Gatti complained that the report does not mention the State mandated decibel levels, and; that ANOMS does not pick up the back blast of jets departing on Runway 28L. He continued saying that most noise is not from the Hayward Airport-based pilots, but the transient aircraft pilots. Mr. Bauman stated that the Airport was fortunate to have

established a noise ordinance in 1991, before approval of the federal Airport Noise and Capacity Act (ANCA), because other airports are no longer able to establish one now under the newer federal regulations.

Council Member Halliday wondered if the Airport was missing noise exceedances because of where the various noise-monitoring microphones are located. Mr. Partin said that the microphones are able to pick up noise in a 360° radius, making missed noise exceedances unlikely. He continued saying that there will always be a certain amount of noise on and around the Airport, but that flight crews do their best to limit it. In addition, pilots try to fly fast and as high as they can to avoid producing noise in the residential areas. Council Member Halliday's final comment was to agree that there was a decline in noise complaints since 2004, but noting that there is always room to refine and improve.

Mr. Brian Schott addressed the Committee, stating that he sold the Digital Loggers system to Hayward Executive Airport, also stating that his company will soon have the same equipment installed at Oakland International Airport. The Digital Loggers system is able to capture tower communications to pilots so that the Airport can better correlate noise events based upon communication from the aircraft.

Mr. Delli Gatti requested that the Airport provide the noise contour information. Mr. Bauman replied that the noise contours are in the report, and they are based on FAA calculation methods.

Mr. Delli Gatti commented that data could be manipulated. He asked if the Airport could do a site survey of his backyard, which is representative of the San Lorenzo area. Mr. Delli Gatti stated that his previous request was denied. Mr. Henson asked if the Airport was meeting the noise requirements, and Mr. Bauman said that the Airport is meeting the requirements and that the Part 150 study determined the monitor placement. Mr. Partin added that another FAA study to determine noise monitor placement would probably cause the Airport to lose its present noise ordinance.

Council Member Henson asked that the Airport work with Mr. Delli Gatti on the noise data collection and monitoring. Both Mr. Partin and Mr. Bauman answered affirmatively.

## **7. Future CAC Agenda Items**

- Look at creating a website for the Airport.
- Update on California Air National Guard site.

## **ADJOURNMENT**

The meeting adjourned at 7:17 p.m.

**DATE:** July 22, 2010  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, Director of Public Works  
**SUBJECT:** Revision of the Hayward Executive Airport Website

### **RECOMMENDATION**

That the Committee reviews and provides comment on the four attached sample layouts for the Airport website.

### **BACKGROUND**

At the April 22, 2010 meeting, the Council Airport Committee (CAC) requested that staff present options for an updated website at the next CAC meeting. Committee members expressed concern that the current website is outdated and does not accurately reflect the positive changes that have occurred on the airport in recent years.

### **DISCUSSION**

Pursuant to the CAC request, airport staff visited websites for comparable Bay Area general aviation airports and discussed the best attributes of each. Staff relayed these findings to the City webmaster who, in turn, developed four different layout designs on which the Committee is asked to comment.

A new website layout will help showcase the Airport as the premier general aviation airport in the Bay Area, attract additional general aviation air traffic, and help pilots and the public to easily navigate through information about the Airport. The new layout will continue to be maintained under the City of Hayward domain name. Airport staff will be responsible for maintenance of the website. Attached for your review, are the four different sample website designs (Attachment I).

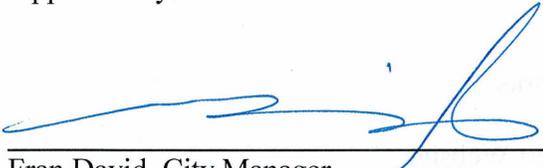
### **NEXT STEPS**

When the preferred design has been chosen, the webmaster will make the necessary changes to the website and staff will report back to the Committee when the upgrade is completed. This should be accomplished no later than the end of August.

Prepared by: Lloyd Partin, Airport Manager

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

Approved by:

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

Attachments:

Attachment I: Website Sample Layout (4)



## Hayward Executive Airport

Division of the Public Works Department



### Welcome to the Hayward Executive Airport

The mission statement for your division.

(after statement)

Questions? **CONTACT US**

**AccuWeather.com®**  
 Hayward, CA  
 Current Hourly Info | 15 Days  
 **Partly sunny**  
**56°F**  
 RealFeel®: 58°F  
 Winds: Calm  
 Weather Forecast | Weather

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- [Airport Master Plan](#)
- [Airport Layout Plan Update](#)
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- [Requests For Proposals](#)
- [RFQ](#)

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- [Pilots - Noise Abatement](#)
- [Aircraft Noise Ordinance](#)
- [File A Complaint](#)
- [Noise Statistics](#)

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- [Rates & Fees](#)
- [Wait List Application - Eexecutive](#)
- [Wait List Application - Sm, Std, Lg](#)
- [Wait List Policy](#)

### COMMUNITY OUTREACH

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- [Event Calendar](#)

### OTHER LINK RESOURCES

- [Link 1](#)
- [Link 2](#)
- [Link 3](#)
- [Link 4](#)
- [Link 5](#)



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Division of the Public Works Department

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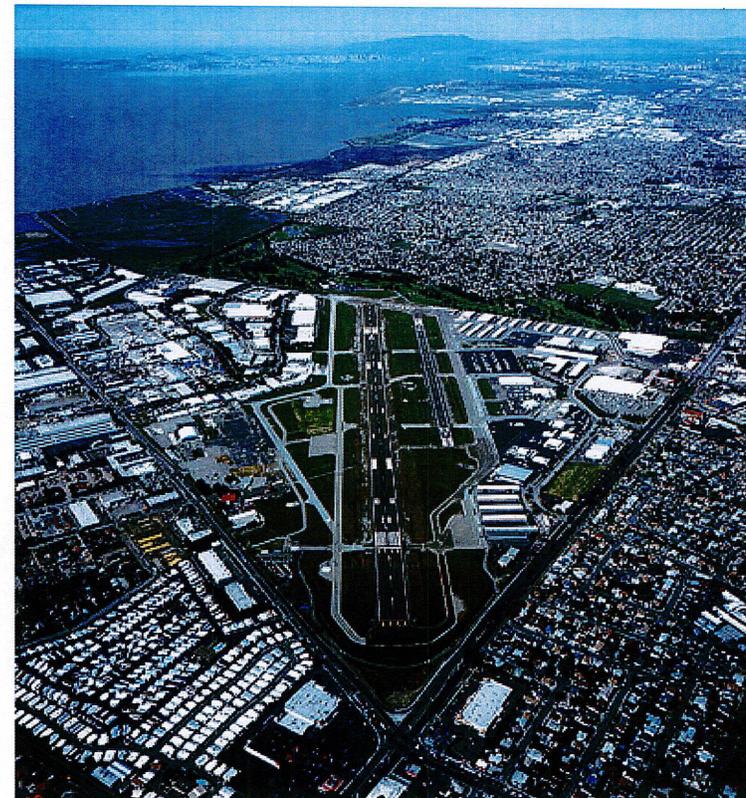
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- Airport Rules & Regulations

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- RFQ



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 Hayward, CA  
 Currently: [Hourly Info](#) | [>15 Days](#)

**Sunny**  
**57°F**  
 RealFeel®: 54°F  
 Winds: W at 8 mph

**Your Forecast**

<b>Today</b>		69°/52° Increasing
<b>Tomorrow</b>		68°/54° Clear
<b>Fri</b>		69°/55° Clear and
<b>Sat</b>		79°/58° Clear and

**Radar** | [ENLARGE](#)  
 7:15AM PDT 30-JUN-10

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Attachment 1

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## Hayward Executive Airport

Division of the Public Works Department

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Attachment 1



**AccuWeather.com®**  
**Hayward, CA**  
[Summary](#) | [Hourly Info](#) | [>15 Days](#)

 **Sunny**  
**57°F**

RealFeel®: 54°F  
Winds: W at 8 mph

**Your Forecast**

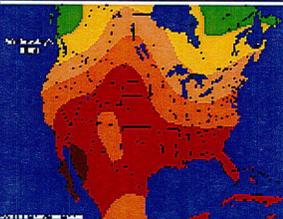
<b>Tod</b>		69°/52° Increasing
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**Radar** | [ENLARGE](#)  
7:15AM PDT 30-JUN-10



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CITY OF  
**HAYWARD**  
HEART OF THE BAY

DATE: July 22, 2010  
TO: Council Airport Committee  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Informational Update on the California Air National Guard Site

### **RECOMMENDATION**

That the Committee accepts this report as an informational update only; no action is necessary.

### **BACKGROUND**

Airport staff has been working closely with the California Air National Guard (CANG) in preparation for complete transfer of the airport site to the City. Meetings were held in February 2009 and March 2010 with various state and federal agencies to resolve issues and develop a plan of action that would allow the seamless turnover of the site to the City. The State of California Department of Toxic Substances Control (DTSC) has been working with the CANG to address additional environmental issues revealed during site testing in March of 2010. A defined plan of action is needed to mitigate both state and federal environmental concerns.

### **DISCUSSION**

Following selection of Hayward Airport Development, LLC as the top proponent to redevelop the site, City staff has held regular discussions with the developer. Lease negotiations were progressing smoothly until new information obtained during a site closure Environmental Assessment was revealed in March 2010. The CANG, at that time, was unable to reach an acceptable plan of action with the DTSC that would allow either partial or full reuse of the property. More recent discussions and meetings have defined a plan of action to allow a turnover of the site to the City of Hayward, detailed in the attached correspondence from the National Guard Bureau, dated June 24, 2010 (Attachment 1).

The correspondence indicates that CANG is now seeking immediate transfer of twenty-four acres of the site to the City of Hayward, less three acres of property that will remain under Army National Guard control. The terms included in the correspondence will require the City and the developer to enter into agreement with the CANG allowing unrestricted access to the site for environmental remediation activities. The CANG has indicated a twenty-one month period of time necessary to

submit a new proposed plan of action to DTSC and to complete a new Environmental Record of Decision.

Staff is preparing a response to the CANG that will ensure the City of Hayward's acceptance of the site in no way obligates the City for any environmental liability stemming from the cleanup or past use of the site. The attached correspondence indicates that the CANG has agreed it will be responsible for all actions related to cleanup.

At this time, it is unknown what actions may be necessary to complete full clean up the site or how the ongoing cleanup activity will impact any future development. The CANG and the State of California have both verbally agreed that reuse of the existing hangar and portions of tarmac required to gain access to the runways can be made available to SP Aviation for use with minimal impact to SP's operations. However, it remains uncertain at this time what new development, other than upgrades to the existing CANG hangar, can occur.

Bud Field Aviation (BFA) has plans to construct new fuel storage and dispensing facilities on the south side of the airport. Until BFA's fuel storage and dispensing facility is constructed on the airport's south side, SP Aviation will have limited access to aviation fuel. Mobile refuelers are not authorized to cross the runways to access the south side. Staff clearly indicated in the RFP and during the interviews that only self-fueling would be allowed and that the development of the CANG site in no way will construe the rights of a Fixed Base Operator to the developer. At present, BFA has hired an environmental consultant to assist with completion of environmental studies necessary to comply with the FAA required National Environmental Policy (NEPA) and State of California Environmental Qualities Act (CEQA). The BFA development will not occur on the Airport until the environmental clearances are received, which may take up to twenty-four months to complete.

## **PUBLIC CONTACT**

This project will be subject to the normal public review process through this and future CAC meetings and subsequent Council review of the lease agreement, once negotiated and finalized. Staff has also provided informational presentations to the San Lorenzo Village Homeowners Association on planning at the Airport. The last presentation was held on May 20, 2010 concerning the Airport Layout Plan Update. When more information is available on the CANG development, staff will again offer to update the community.

## **SCHEDULE**

Staff will resume negotiations with Hayward Airport Development, LLC in August of 2010. The development schedule is contingent upon the CANG's completion of the submitted plan of action for site cleanup and DTSC agreement for site closure activities. The initial, short-term goal will be to restore and reuse the existing CANG hangar as rapidly as possible, a project that will also require pavement rehabilitation of existing tarmac areas, and construction of a new paved taxiway. A

specific development schedule will be negotiated in the lease, but it is estimated that the timing of construction of any new hangers in later phases will be in the thirty-six to seventy-two month range.

*Prepared by:* Lloyd Partin, Airport Manager

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

Approved by:



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Fran David, City Manager

Attachments:

Attachment I - CANG Letter to City of Hayward



**NATIONAL GUARD BUREAU**

3500 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

JUN 24 2010

**HAYWARD**

JUN 28 2010

**EXECUTIVE  
AIRPORT**

Mr. Lloyd Partin  
Airport Manager  
Hayward Executive Airport  
20301 Skywest Drive  
Hayward, CA 94541-4699

Dear Mr. Partin

I am writing in response to your conversation and subsequent email message with Mr. Mark Dickerson on 6 June 2010 requesting formal notice of the Air National Guard's (ANG's) intent to return a portion of the Hayward Air National Guard Station (HANGS) property to the City of Hayward prior to the lease expiration in 2014.

As of this time, all ANG operations at the HANGS have been transferred to other military installations with only one military member working at the site to maintain the property. As you are aware, a unit of the California Army National Guard (ARNG) occupies Building 9 with associated pavements and grounds on approximately three acres of the property and will continue to do so after the ANG's lease interest is terminated. The Corps of Engineers will be directed to amend lease W04-203-ENG-3368 to return approximately 24 acres of land, 13 buildings and associated improvements to the City of Hayward and to reassign the remaining lease responsibility to the U.S. Army on behalf of the ARNG (atch 1). Also, to support the Air National Guard's environmental investigation and restoration of the returned land, a right of entry will be required from the City of Hayward. We anticipate a three month real estate process upon receiving your written concurrence to this action.

Through the Air Force's Installation Restoration Program (IRP), operated under the authority of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the ANG is working to completely delineate all contamination caused by ANG activities at HANGS. The current phase of the IRP at HANGS involves the completion of the Remedial Investigation (RI) Report, which will determine the nature and extent of potential releases caused by ANG activities at HANGS. Once the RI Report is completed, the ANG will then prepare a Feasibility Study (FS), Proposed Plan (PP), and Record of Decision (ROD).

The ANG is planning to mobilize contract resources in the next month to collect the data required to complete the RI Report. Once this data is collected, we anticipate that the ANG will then also be able to complete the FS, PP and ROD documents mentioned above and eventually implement the remedial alternatives required to close out our IRP at HANGS. We anticipate that the RI Report and FS will receive regulatory approval by June 2011. The aviation fuel hydrant system and related contaminated soil are planned for removal by July 2011 under a separately funded project. The PP and ROD are anticipated to be approved by March 2012. Furthermore,

we anticipate having Remedy-In-Place by September 2013 and Response Complete by 2017 (estimated).

ANG acknowledges responsibility for remediation of all contamination caused by past HANGS operations and will continue to conduct investigation and cleanup operations until all Federal and State requirements are satisfied. After termination of the ANG lease interest at HANGS, the ANG will require unobstructed access to the property until all cleanup responsibilities are completed. We also request coordination on any future development plans by the Airport Authority or its tenants to ensure development activities do not impede our ability to execute investigation or cleanup related activities. We cannot guarantee that our restoration program activities will not impact tenant operations. However, as indicated, we will coordinate our actions so that adverse impacts to facility operations are minimized. In addition, because we are not at the stage of the process in which actions to mitigate contamination can be taken, intrusive development and maintenance activities may require provisions to protect workers, and to manage potentially contaminated soil. We will also require an agreement that future releases of hazardous materials by tenants are the responsibility of the tenants and the Airport Authority and will not be addressed as a part of ANG's cleanup activities.

Thank you for your consideration and interest in this matter. If you have any further questions, please feel free to contact my POC for this matter, Mr. Mark Dickerson, at (301) 836-8445 or by email at [mark.dickerson@ang.af.mil](mailto:mark.dickerson@ang.af.mil).



BENJAMIN W. LAWLESS, P.E., YF-03  
Chief, Operations Division

Attachment:  
Site Map

cc:  
162 CCG/BCE  
USP&FO for California  
TAG for California  
NGB/A7OR  
NGB/A7AR

