



CITY OF
HAYWARD
HEART OF THE BAY

COUNCIL AIRPORT COMMITTEE

APRIL 25, 2013

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**CITY COUNCIL AIRPORT COMMITTEE MEETING
THURSDAY, APRIL 25, 2013
CONFERENCE ROOM 2A, CITY HALL
5:30 PM**

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS: *(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda. The Committee welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.)*

1. Summary Minutes for January 24, 2013

[Minutes](#)

2. Airport Safety Measures

[Staff Report](#)
[Attachment I](#)

3. Annual Evaluation of the Performance Based Noise Ordinance

[Staff Report](#)
[Attachment I](#)

4. Committee Members and Staff Announcements, Referrals

5. Future Agenda Items

ADJOURNMENT

NEXT REGULAR MEETING – 5:30 PM, JULY 25, 2013

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the Assistant City Manager at (510) 583-4300 or TDD (510) 247-3340.

777 B STREET, HAYWARD, CA 94541
[HTTP://WWW.HAYWARD-CA.GOV](http://www.hayward-ca.gov)

AUGUST 2, 2011



DATE: April 25, 2013
TO: Council Airport Committee
FROM: Morad Fakhrai, Director of Public Works - Engineering & Transportation
SUBJECT: Summary Minutes for January 24, 2013

CALL MEETING TO ORDER

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

City staff: Morad Fakhrai, Director of Public Works - Engineering & Transportation
Doug McNeeley, Airport Manager
Noemi Dostal, Administrative Analyst II
Courtney Meredith, Airport Noise Abatement Analyst
Amy Toste, Airport Secretary

Members of the public present:

Gary Briggs
Scott Briggs

Paul Buenrostro
John Favors

Ben L. Henderson

PUBLIC COMMENTS:

None

1. Summary Minutes for October 25, 2012

Summary Minutes were approved with a correction on the spelling of Council Member Halliday's last name in the Future Agenda Items section on page 4.

2. Designation of Airport Runways

Airport Manager Doug McNeeley provided examples of runway markings in a presentation. The number assigned to a runway is based upon where it most closely matches the degree heading on a 360° compass, dropping the last digit. Hayward Executive Airport's runways 28L, 28R, 10L, and 10R are closest to the degree headings of 280° and 100°. These numbers change because the earth's geographic poles and magnetic poles are not aligned, thus creating a magnetic variation

between compass readings and geographic location. The FAA evaluates how much the magnetic pole shifts every five years, then changes flight procedures and runway designations accordingly. It is FAA policy that a runway be re-numbered if the magnetic variation changes more than 3 degrees.

Based on the most recent FAA evaluation of the magnetic pole, Hayward Executive Airport must re-number its runways to 29L, 29R, 11L, and 11R. The change in runway designations will create the need for new pavement markings, airport directional signs, and revisions to all instrument approach and departure procedures. The timeline for all of these changes is eighteen months. The FAA provides 90% funding for this type of project, but it will not be available to fund Hayward until after San Francisco International, Oakland International, and San Jose International airports complete their re-numbering. The expected delay to our runway re-numbering is about two years. There are no safety concerns with this delay and the FAA will issue Notices to Airmen (NOTAMs) regarding this change.

Council Member Halliday asked if it is a problem for pilots if the runways numbers are not updated as they rely on a compass. Mr. McNeeley answered that they use the compass but runway numbers are only approximate and all pilots are required to check for NOTAMs.

Council Member Jones wanted to know the FAA's threshold for the variance of degrees on the runway designations. Mr. McNeeley stated the runway number could be off as much as nine degrees on either side of the digit. The National Oceanographic Services makes this determination.

PUBLIC COMMENTS

None.

3. Aviation-Related Educational Opportunities at the Airport

Council Member Zermeño had recommended at the last meeting that staff look into the possibility of aviation-related educational opportunities at the airport. Mr. McNeeley researched and presented the report. He stated that some industry observers forecast a future shortage for pilots and aircraft maintenance positions. The shortage is caused by retiring pilots, as they have to retire at age sixty-five. The flight hours required to become a commercial pilot has also increased to 1,500 flight hours, which is six times higher than the current requirement. Other observers think the job opportunities can be filled by furlough pilots and mechanics due to the economic recession and the outsourcing of employment to foreign companies.

Hayward Executive Airport has six flight school but no aviation maintenance school. There are three aviation maintenance schools in the San Francisco Bay Area and closest is Aviation Institute of Maintenance in Oakland. Mr. McNeeley contacted Aviation Institute of Maintenance and all six flight schools at the airport and all of the schools are interested in collaborating with Chabot College to train people in aviation careers. If the committee approves, staff proposes to contact Chabot College to determine their interest in a cooperative venture.

Councilman Zermeño volunteered to talk with Chabot College's president and get the contact person for this collaborative opportunity.

Council Member Halliday commented favorably on Council Member Zermeño's suggestion to promote a community connection with the airport.

Council Member Zermeño asked Mr. McNeeley if he sees this as a positive action for the airport. Mr. McNeeley responded affirmatively as this would help the flight schools increase their customers, increase fuel sales and work for aviation maintenance providers.

PUBLIC COMMENTS

John Favors, co-owner of Aerial Beacon, Inc., a banner towing company, and a board member of an aviation education facility in Sacramento, CA, expressed an interest to set up a flight school and a maintenance training facility for pilots on the Hayward Executive Airport. He wants to discuss this interest with Mr. McNeeley at a future date.

4. Status of Ground Lease for Phase 1 with Hayward Airport Development, LLC

Mr. Doug McNeeley presented a status update regarding the Hayward Airport Development (HAD) ground lease for Phase I development at the former California Air National Guard (CANG) site. Since the last Council Airport Committee meeting on October 25, 2012, HAD has withdrawn its proposal to construct hangars at the site (Phases I-IV) because of economic concerns, but the group was still interested in discussing retail development (Phase V).

The City of Hayward is able to re-issue a Request for Proposals (RFP) for the old CANG site immediately, but airport staff recommends waiting until after the environmental cleanup has begun. The environmental remediation is expected to last all summer, after which, staff will be able to assess timeframes and potential development, in a possibly stronger economy.

Council Member Zermeño liked the idea of having a retail space along Winton Ave. He then asked whether the Tuskegee Air Museum is threatened now that HAD is not developing the former CANG site. Mr. McNeeley answered affirmatively because the museum was to be inside the renovated CANG hangar, which was Phase I of the HAD project.

Council Member Jones asked if it was possible to write a requirement into the next RFP that a portion of the CANG hangar be reserved for the Tuskegee Airman Museum. Mr. Morad Fakhrai, Director of Public Works-E&T, and Mr. McNeeley both agreed because the museum is important to the community and the City Council.

Council Member Zermeño asked about the development of the retail space along Winton Avenue. Mr. Fakhrai answered that he would like to receive input from the City Council, but added that the FAA does not want non-aviation use as a major component use on the land.

Council Member Halliday stated that she does not want the retail space as a separate RFP on the CANG site because there should be some aviation-related use. Mr. McNeeley agreed because a developer might want to use the entire site.

Council Member Halliday questioned the timeline for monitoring the pollution at the CANG site, and if it will be a hindrance to potential developers. Mr. McNeeley responded that the monitoring is different from the remediation, and it will not stop anyone from developing the site. Mr. Fakhrai said the timeline for the cleanup is set to begin in June or July, and then by early fall (September or

October) the engineers will have a better idea of how much more remediation will be needed and how long the monitoring wells will need to be in place.

Council Member Zermeño wondered about the airport's confidence level in finding another company that will want to develop the CANG site. Mr. McNeeley answered that this is hard to determine but he is cautiously optimistic because there are signs of economic recovery in some parts of the country. Mr. Fakhrai added that there are not many RFPs out right now, so it is hard to see how many companies are interested in development. The economy should have improved by early Fall and that may encourage interest in developing the site.

PUBLIC COMMENTS

Mr. Gary Briggs, president of Ascend Development, stated that he has started to see a gradual improvement in the economy, but there is still a surplus of hangars for lease and late model aircraft for sale. Council Member Halliday added that if the economy does not improve as everyone hopes, the land and the hangar will remain undeveloped. Mr. McNeeley stated that Hayward Executive Airport is in a good position because it is the only local general aviation airport with this much land available for development. The timing is good because the environmental cleanup is almost complete, and the military has returned the CANG site to the City of Hayward.

Mr. Briggs asked if the new RFP would be open to other aviation uses other than the idea presented by HAD. Mr. McNeeley answered yes, and added that under FAA guidelines the airport was obligated to be open to all ideas for aviation use.

Council Member Halliday commented that the Tuskegee Airman Museum was a project "near and dear to our hearts" and it would be good if it could still be accomplished with a new developer. She added that the museum could be expanded to include Hayward Executive Airport history exhibit.

Mr. Gary Briggs asked about the space requirements for the museum, and Mr. McNeeley said it was 2,000 square feet. Mr. Scott Briggs, Ascend Development managing partner, asked if there was a planned space for an aircraft. Mr. McNeeley replied that Mr. Ben Henderson had planned to hang scale models from the ceiling of the museum.

Council Member Jones asked if there has been any formal action by the City of Hayward to rescind the RFP with regards to HAD abandoning their proposal. Mr. Fakhrai answered that the City does not need to take any formal action, but he will work with HAD on releasing their rights to the ground lease for the CANG site.

5. Committee Members and Staff Announcements, Referrals

Council Member Zermeño questioned why the CAC meetings are not held at the airport. Mr. McNeeley responded that the current conference room at the airport does not have adequate space. The new administration building will have sufficient space for the meeting.

Council Member Halliday followed with questions regarding the timeline for the new airport administration building, and when could we all expect to start holding the CAC meetings there. Mr. Fakhrai answered that approval of the plans and to advertise for bids is on the City Council's agenda on February 19, and the construction will begin three months after the approval. The CAC

meetings will be held at the conference room of the new administration building around this time in 2014.

Council Member Halliday recently attended a meeting of the Oakland Airport-Community Noise Management Forum and reported that there was a focus on helicopters and the use of drones. The community was more concerned about safety and privacy in regard to the use of drones than noise, but the use of drones is becoming a trend in aviation. Council Member Halliday asked Council Members Jones and Zermeño if they were interested in participating in a tour of the new tower at Oakland. They responded affirmatively.

Council Member Halliday asked Mr. McNeeley to talk about the news release regarding Meridian Aviation. Meridian Aviation is a charter company based at Teterboro Airport in New Jersey. A family business that has been in operation since 1948, it has expanded to locations in New York, Colorado, and now at the Hayward Executive Airport. Meridian Aviation has chosen to base a Citation XLS at Ascend Development beginning in February 2013. In addition to the Hayward expansion, Meridian Aviation has a sales representative in the area looking for customers for charter.

Doug McNeeley announced that there are two new businesses at the airport. Both businesses, ATP Flight School and Gulfstream Maintenance Center, are tenants of Parkavion. ATP Flight School has been in business for about 30 years and has 28 locations across the country. This company focuses on training airline pilots. The Gulfstream Maintenance Center has a truck to service Gulfstream jets in Northern California and the Reno, Nevada areas. There will not be a service center here, but the truck and mechanics are available to fix small problems. There is one Gulfstream jet based at the airport that could benefit from their services.

Airport Manager Doug McNeeley presented two items that are newsworthy in the field of aviation. The first item was a proposal to impose a user fee of \$100 per flight on general aviation jets and turbine engine aircraft when pilots use FAA's Air Traffic Control Towers (ATCT) and other services. This fee is different from the tax on tickets when booking commercial flights. General aviation pilots would rather pay a tax on fuel because it would be less onerous. This proposal is based on a similar user fee plan in Canada, which started by charging operators of jets and turbine aircraft, but now charges the fee on all general aviation aircraft. Mr. McNeeley believes that if this user fee affects all users of the ATCT system, it could have a chilling effect on general aviation by a decrease in fuel sales and maintenance on aircraft due to lack of use.

The second item was about alternative fuel for piston engine aircraft. One Hundred Low Lead (100LL) aviation gasoline is only used in piston aircraft, so there is a relatively little demand and it is costly to produce. In May of 2012, the US Government mandated that 100LL be phased out of the market by 2023 in exchange for an unleaded gasoline such as Swift Fuel or G100UL. This change in fuel is in response to environmental concerns.

Council Member Zermeño asked for the date of the Airport Open House. Mr. McNeeley announced the date as Saturday, May 11, 2013. This date will coincide with the Experimental Aircraft Association (EAA) sponsored B-17 tour arrival in Hayward.

PUBLIC COMMENTS

None.

6. Future Agenda Items

None.

ADJOURNMENT

The meeting adjourned at 6:20 p.m.



DATE: April 25, 2013
TO: Council Airport Committee Members
FROM: Director of Public Works - Engineering and Transportation
SUBJECT: Airport Safety Measures

RECOMMENDATION

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

BACKGROUND

The Federal Aviation Administration (FAA) requires airports accepting FAA AIP funding for capital projects to maintain a high level of safety for the flying public. Paragraph 19 (a) of *FAA Grant Assurances* requires sponsors such as the City of Hayward to operate the Airport at all times in a “safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation.”

As a matter of policy, the City of Hayward strives to operate and maintain the Airport to the highest standards. Section 2-6.01 of the *Hayward Executive Airport Code* states that it is the intent of the City to “Plan, manage, operate, finance, and develop the Airport to ensure its long-term financial health and protect and promote the health, safety, security, and general welfare of the public consistent with all applicable Regulatory measures.”

Given these requirements, it is appropriate to consider the steps taken by staff to help ensure the safe operation of the Airport. This report specifically outlines safety measures and best practices implemented at the Airport in the past eighteen months.

DISCUSSION

Attached is a summary of the aircraft accidents that occurred at Hayward Executive Airport between January 1980 and November 2012. This information was culled from the *National Transportation Safety Board Accident Database* and indicates a total of forty-eight accidents over a thirty-two year period. Where a probable cause could be determined, only one of the forty-eight accidents was attributable to Airport staff.

While one such incident in thirty-two years qualifies as a rare occurrence, it does illustrate the stakes involved in properly operating and maintaining the Airport. Even seemingly innocuous events can

have serious potential consequences. It is for this reason that, in addition to safety practices already in place, staff has recently implemented the following measures:

- The Airport is now inspected twice daily during both daylight and nighttime hours. The results of each inspection are recorded on a form designed by the FAA, and a system is in place to track discrepancies and ensure prompt resolution.
- A *Motor Vehicle Driving Safety Manual* with site-specific information was prepared and distributed to all tenants at the airport and posted on the airport website. The manual includes sections on definitions, surface markings, security, safety, specific safe driving procedures, and enforcement action.
- Attendance at a class on safe airport driving procedures is now mandatory for all current airport employees, new employees, and vendors. Attendees must successfully pass a written examination at the conclusion to receive a gate access card.
- On May 27, 2011, a comprehensive *Airport Emergency Plan* was prepared and distributed to Airport tenants and first response agencies within Alameda County. The manual includes sections on responsibilities, types of emergencies, emergency response procedures, communications, and aircraft alerts. The manual was developed in cooperation with the Hayward Fire Department.
- In addition to annual Airport inspections by Caltrans, at the invitation of staff, annual inspections are now conducted by the Airport insurance underwriter to provide additional safety perspectives.
- Arrangements were made for the donation of an Oshkosh T-1500 Airport Rescue and Fire Fighting (ARFF) vehicle by the Port of Oakland to replace an older, less capable model. All first responders received hands-on training and the vehicle is now in service.
- Movement Area pavement markings were installed for the first time to clearly delineate the boundary with the Non-Movement Area and to help prevent pilot and vehicular deviations.
- On August 1, 2012, a new Letter of Agreement (LOA) regarding banner towing operations was implemented with the FAA.
- On March 26, 2012, Revised Letters of Agreement (LOA) were implemented with the FAA regarding movement area operations, airport condition reporting, operation of airfield lighting, emergency services, and direct entry Notices to Airmen (NOTAM).
- Periodic safety training classes are conducted for the Airport maintenance staff on subjects ranging from pavement marking recognition and proper communication techniques to preventing runway incursions and driving procedures.

In addition to these items, staff is now planning the Airport's first tabletop emergency drill scheduled for May 1, 2013. Airport staff, FAA air traffic controllers, and first responders will meet to review the response to an aviation accident scenario.

FISCAL IMPACT

The cost of implementation for the safety measures outlined above is primarily staff time in the normal course of business and nominal printing costs. Training costs for the ARFF vehicle totaled \$6,000, and decal and other vehicle preparation costs were \$2,830.

PUBLIC CONTACT

Information regarding some of the emergency measures outlined above has been featured in the quarterly Airport newsletter and posted on the Airport website.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering & Transportation

Approved by:



Fran David, City Manager

Attachments:

Attachment I: Summary of HWD Aircraft Accidents 1980 - 2013

SUMMARY OF AIRCRAFT ACCIDENTS AT HAYWARD EXECUTIVE AIRPORT 1980 - 2013

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
9/16/2009	12:15	N726CB	Beechcraft King Air 200	Off	91	M	Day	VFR	10	270/07	21
Description											
The aircraft had just undergone routine maintenance. During initial climb the pilot observed the aircraft was drifting to the left and attempted to counteract the drift. Directional control could not be maintained and the aircraft collided into a building and came to rest on railroad tracks just outside the airport perimeter. The subsequent NTSB investigation revealed that elevator and rudder trim were outside of the normal range and the right propeller level was found one-half inch forward of feather. The probable cause was the pilot's failure (PE) to maintain directional control and his failure to follow the aircraft checklist to assure trim was properly set for takeoff.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
6/25/2006	12:35	N761GW	Cessna T210M	On	91	M	Day	VFR	10	290/09	24
Description											
The aircraft was standing with the engine operating when the passenger got out and contacted the rotating propeller (Pax E) The passenger was an experienced pilot. One fatality.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
6/25/2006	16:30	N761GW	Cessna 210M	Off	91	M	Day	VFR	10	290/11	23
Description											
The aircraft experience a loss of power in the initial takeoff climb and collided with trees and terrain during the subsequent forced landing on the adjacent golf course. The pilot was involved in another mishap about four hours prior to the accident flight. The probable cause was loss of power for undetermined reasons (UR).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
4/12/2005	8:55	N16TN	Newell Thomas RV6-A	Off	91	E	Day	VFR	10	Variable	11
Description											
The aircraft collided with an unoccupied truck short of the runway, following a total loss of engine power. The truck was located in a City maintenance yard. The probable cause was a loss of engine power due to fuel system contamination (ME). A factor in the accident was the fuel system not being flushed out after it was involved in a previous accident where the fuel tanks were damaged.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
4/19/2004	14:13	N83587	Aeronica Champ 7AC	On	91	M	Day	VFR	10	170/12	18
Description											
While landing the aircraft looped off the runway and collided with a taxiway identification sign and the aircraft continued into a ditch located between the two parallel runways. The probable cause was the pilot's inadequate compensation for crosswind conditions and failure to maintain directional control (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/18/2003	12:56	N271RP	Monaghan/Glasair	On	91	E	Day	VFR	10	280/10	19
Description											
The aircraft ground looped on landing. The probable cause was the pilot's inadequate recovery from a bounced landing and his failure to maintain directional control (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
10/17/2002	18:12	N61416	Schweizer 269C Helicopter	On	91	M	Day	VFR	10	290/11	21
Description											
The helicopter landed hard and rolled over while practicing 180-degree autorotations. This was an instructional flight with a student and CFI onboard. The skid assembly collapsed during the accident. The probable cause was the flight instructor's inadequate supervision and delayed remedial action, which resulted in a hard landing (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/2/2001	14:26	N4052K	Robinson R22 Beta	On	91	M	Day	VFR	10	280/10	29
Description											
The helicopter was being used for an instructional flight with a student and CFI onboard when it impacted the ground, bounced, and impacted the ground again during a practice autorotation. The skid assembly collapsed during the accident. The probable cause was the student's excessive rate of descent during a practice autorotation, and the inadequate use of the flight controls by both pilots during the attempted recovery, which resulted in a hard landing. The CFI's inadequate supervision was also causal (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/7/2001	11:40	N757XS	Cessna 152	On	91	M	Day	VFR	10	Variable	22
Description											
During an instructional flight the student pilot had flown two landing patterns with a CFI in preparation for his second solo flight. The instructor deplaned and the student made two successful touch-and-go landings. On the third attempt the aircraft landed hard, bounced, and landed on the nose wheel causing damage to the aircraft. The probable cause was the student pilot's misjudged landing flare and improper use of the elevator control (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
3/17/2001	21:34	N996PD	Eurocopter AS350-B2	Off	PU	M	Night	VFR	10	350/05	9
Description											
The airline transport certificated helicopter pilot was conducting a nighttime surveillance flight in support of law enforcement orbiting about 600 feet above a residential area. The helicopter engine lost power and the pilot entered an autorotation. The helicopter struck a small gauge residential power line and landed hard causing damage to the aircraft and minor injuries. The probable cause was mechanical failure. The residential power line was an associated factor (ME).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/26/1999	10:25	N5539W	Piper PA-28-180	On	91	M	Day	VFR	10	310/05	15
Description											
<p>While on a left turn to final approach after descending through an overcast layer, the aircraft engine stopped running about one-half mile from the runway at 500 feet MSL. Unable to restart the engine, the pilot declared an emergency and made an approach to a parking lot which terminated in a hard landing. The probable cause was the pilot's failure to apply carburetor heat to prevent the formation of carburetor ice while operating in IFR conditions which resulted in a loss of engine power (PE).</p>											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
4/23/1999	19:52	N9512T	Cessna 210	Off	91	M	Day	VFR	10	270/09	19
Description											
<p>While descending toward a right base entry to Runway 28R, the pilot lost engine power after switching from the left to the right fuel tank. He was attempting to perform a forced landing in a residential area when the right wing collided with an electrical transmission line. The aircraft then collided with a tree and a portion of an apartment building. The probable cause was the pilot's inadequate preflight planning and his failure to verify fuel consumption during flight that resulted in fuel exhaustion and the subsequent collision with obstacles on the ground (PE).</p>											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
1/2/1999	11:18	N4556Z	Piper PA-22-108	On	91	M	Day	VFR	8	180/05	13
Description											
<p>A solo student pilot was completing the last of his touch-and-go landings when the aircraft contacted the ground and subsequently nosed over. The aircraft was destroyed in a postcrash fire. The probable cause was the pilot's failure to maintain directional control (PE).</p>											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
11/27/1995	16:43	N6349M	Cessna 152	Off	91	M	Day	VFR	50	290/08	17
Description											
<p>A private pilot and a CFI (not instructional flight) reported a rough running engine during climb out. The pilot attempted to return to the airport but made a forced landing in an adjacent golf course. The probable cause was loss of engine power for an undetermined reason (although carburetor icing is suspected).</p>											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
2/26/1995	15:22	N28SQ	Thunder and Colt GA42	On	91	M	Day	VFR	3	Calm	15
Description											
<p>The blimp had a history of unresolved electrical problems. During flight the electrically-operated flight controls stopped working due to low voltage and the pilot attempted a forced landing that ended short of the designated landing area. Without line crew immediately available, the pilot attempted to hold the blimp down on the ground. The blimp began to rise with the pilot holding on to a hold down rail, and he fell to his death. The probable cause was the pilot's decision to operate the blimp with a known and unresolved electrical deficiency, which led to a loss of the flight controls, and the pilot's improper remedial actions after the blimp came to a rest on the ground (PE). One fatality.</p>											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/17/1993	19:49	N7687N	Beech 36	Off	91	M	Day	VFR	15	300/15	UNK
Description											
The pilot took off on the right fuel tank and switched to the left tank after leveling off at 3,000 feet. The engine quit, and despite repeated attempts, the pilot was unable to restart it. The aircraft collided with a dirt berm short of the runway during the forced landing. The probable cause was fuel starvation due to the pilot's inadequate pre-flight inspection and his failure to ensure an adequate fuel load in the tanks to be used (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
1/12/1993	20:23	N3202A	Bell 206B Helicopter	Off	135	M	Night	IFR	4	050/07	7
Description											
A helicopter struck the water of the San Francisco Bay while attempting a night flight in an area of reduced visibility. The probable cause was the pilot's continued flight into known adverse weather conditions and continued VFR flight into IMC conditions (PE). Two fatalities.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/2/1992	17:45	N11BU	Cessna 421B	On	91	M	Day	VFR	0	270/05	21
Description											
The pilot stated he overprimed the right engine when he attempted to start it. An accumulation of fuel vapor located outboard of the right engine exploded and ripped open a yard long portion of the right wing's upper skin panels. The pilot stated he was an A&P mechanic and that he owned and maintained the aircraft. The probable cause was the explosion due to the pilot's overpriming and an uncorrected preexisting fuel system leak (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
6/26/1992	15:45	N9447E	Cessna 172	On	91	M	Day	VFR	50	300/15	23
Description											
The aircraft landed hard on the nosewheel during an instructional flight . The probable cause was the student pilot's misjudging the landing flare and the CFI's delayed remedial action and his failure to properly supervise the flight.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
11/3/1991	13:59	N4933B	Cessna 152	On	91	M	Day	VFR	3	290/05	UNK
Description											
The aircraft veered off the side of the runway during takeoff, struck a ditch and nosed over during this instructional flight . The probable cause was the failure of the pilot to maintain directional control following a premature takeoff rotation (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
9/2/1991	14:28	N3660V	North American AT-6D	On	91	M	Day	VFR	20	300/05	UNK
Description											
During landing roll out the right landing gear strut lowered, which dropped the right wing, and the aircraft turned to the right. The pilot applied left aileron and rudder, and the left wing contacted the ground and the aircraft ground looped, and the landing gear collapsed. The probable cause was the failure of the pilot to maintain directional control (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
1/15/1991	8:56	N9721B	Cessna 172RG	Off	91	M	Day	IFR	1	Calm	11
Description											
The instrument rated pilot's flight originated in Concord, CA and was bound for San Carlos, CA. Because San Carlos does not have an instrument approach, the pilot flew an instrument approach to Hayward and attempted to cross the San Francisco Bay to San Carlos SVFR. The pilot descended into the Bay. The probable cause was the pilot's failure to maintain altitude, improper VFR procedures and misjudgment of the weather conditions (PE). One fatality.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
9/21/1990	10:46	N46326	Cessna 152	On	91	M	Day	VFR	10	Calm	-18
Description											
During landing the aircraft's landing gear failed and the aircraft ground looped and veered off the runway. The probable cause was the failure of the landing gear bolt/nut plate attachment assembly (ME).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
8/9/1990	10:50	N13NH	Convair L-13A	Off	91	M	Day	VFR	20	300/06	UNK
Description											
The pilot of the restored military observation aircraft experienced a loss of power and made a precautionary landing at a local high school that destroyed the aircraft. The probable cause was the absence of an oil system fitting cap (ME).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
12/2/1989	14:25	N3350W	Piper PA-32-437	On	91	M	Day	VFR	10	Calm	16
Description											
A power loss occurred during takeoff and the aircraft landed adjacent to the runway damaging the landing gear and propeller. The probable cause was water in the fuel system that was not discovered by the pilot during his preflight inspection (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
11/19/1989	20:56	N4359C	Piper PA-28-161	Off	91	M	Night	VFR	5	Calm	15
Description											
While landing the pilot reported the engine lost power. A forced landing was made in a parking lot damaging the aircraft and an automobile. The probable cause was an inadequate preflight of the aircraft by the pilot resulting in fuel exhaustion (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
11/6/1989	14:00	N3018T	Cessna 320	On	91	M	Day	VFR	20	L & V	18
Description											
The pilot made a landing short of the runway. The probable cause was failure of the pilot to attain the proper touch down point due to lack of experience in the make and model and company induced pressure to make the flight (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
2/24/1989	8:26	N9076K	Robinson R22	On	91	M	Day	VFR	8	Calm	8
Description											
On takeoff during an instructional flight the aircraft's left skid impacted an alignment device protruding from the pavement. The helicopter was damaged during recovery from this event. The alignment device was left by a contractor that recently installed new paint markings. The probable cause was failure of airport personnel to properly inspect the airport (AE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
6/8/1988	15:35	N47TT	Rockwell 690C	Off	91	M	Day	VFR	30	270/09	UNK
Description											
While on final approach to land the pilot experienced dual engine failure. The pilot made a forced landing in a field short of the runway and the aircraft collided with a ditch. The probable cause was not listed in the NTSB report, but is suspected to involve fuel mismanagement (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
4/27/1988	0:14	N3588Y	Piper PA-31-350	Off	135	M	Night	VFR	10	260/06	17
Description											
While descending to land the pilot heard a noise that seemed to be coming from the right engine and airspeed began to decrease. The pilot elected to land on a freeway and the aircraft collided with a vehicle on touchdown and slid to a stop. The probable cause was the pilot's failure to detect an uncommanded propeller feathering and follow the procedures in the POH (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/19/1987	17:00	N8K	Temco TT-1	Off	91	M	day	VFR	50	300/13	19
Description											
During final approach to landing the engine flamed out and a forced landing was made short of the airport that destroyed the aircraft. The probable cause was not listed in the NTSB report.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
1/4/1987	22:37	N5076V	Varga 2150A	Off	91	M	Night	VFR	10	Calm	8
Description											
Witness said the aircraft engine sputtered and the departing aircraft made a turn back to the airport. The aircraft then began a steep descent and impacted the ground short of the airport. An electrical line was cut causing an outage in the area. The probable cause was not indicated on the NTSB report. One fatality.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
12/10/1986	18:32	N1429H	Piper PA-28-235	Off	91	M	Night	VFR	5	Calm	10
Description											
The aircraft collided with a dirt bank after a loss of power while on a night pleasure flight. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
10/3/1986	13:12	N6366D	Cessna 172	On	91	M	Day	VFR	50	360/17	23
Description											
A solo student pilot was unable to correct for strong winds and landed in a grass area south of the runway. The NTSB report does not list a probable cause, but the complete narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
3/19/1986	10:56	N52628	Cessna 172	On	91	M	Day	VFR	50	350/06	UNK
Description											
The aircraft collided with a runway edge light after veering off the runway. The right main gear collapsed. The NTSB report does not list a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/10/1985	12:32	N2022B	Beechcraft A36 Bonanza	On	91	M	Day	VFR	30	270/15	UNK
Description											
The aircraft developed engine trouble on departure. While attempting to return to the airport it abruptly pitched down, impacting on the adjacent golf course. The NTSB report does not provide a probable cause. One fatality.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
2/16/1985	15:19	N4186W	Piper PA-32-200	On	91	M	Day	VFR	8	290/05	21
Description											
During an instructional flight the engine lost power and the CFI attempted to land on the remaining runway. The aircraft continued off the end of the runway, through a chain link fence, and came to rest on the adjacent golf course. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
9/9/1984	9:05	N7338F	Cessna 172	On	91	M	Day	VFR	20	Calm	UNK
Description											
While taxiing to Runway 28 on a taxiway the aircraft was overtaken by a VW bus that struck the left wing. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/5/1984	13:38	N67819	Cessna 152	Off	91	M	Day	VFR	10	330/08	UNK
Description											
During the landing phase of this instructional flight the student pilot landed hard, causing the nose gear to collapse. The NTSB report does not list a probable cause, but the narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/21/1984	16:30	N734TH	Cessna 172	On	91	M	Day	VFR	15	270/10	UNK
Description											
The aircraft landed hard and porpoised down the runway causing damage to the firewall and other components. The NTSB report does not specify a probable cause, but the narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/10/1984	18:02	N589H	Enstrom F-28C Helicopter	On	91	M	Day	VFR	20	290/12	UNK
Description											
During a practice autorotation the engine lost power and the helicopter was extensively damaged during an attempted landing. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/5/1984	17:18	N53BT	Taylor/Smith Mini DSA-1	On	91	E	Day	VFR	25	260/10	24
Description											
The aircraft was taxiing off the runway when it was struck in the rear by another aircraft. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
5/5/1984	17:18	N3528	Olson Mini-Plane	On	91	E	Day	VFR	25	260/10	24
Description											
The aircraft landed in trail behind another aircraft and bounced. During recovery the aircraft overtook the lead aircraft and collided with it. The NTSB report does not specify a probable cause, but the narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
2/10/1984	19:38	N4552Q	Piper PA-28R-201T	On	91	M	Night	VFR	10	320/05	18
Description											
During this instructional flight the private pilot landed on a closed runway and collided with a concrete construction block. The NTSB report does not specify a probable cause, but the narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
2/4/1984	23:10	N52034	Cessna 180J	Off	91	M	Night	VFR	10	054/04	11
Description											
Enroute to Palo Alto Airport the aircraft engine stopped operating. The aircraft was damaged during a forced landing while attempting to land at Hayward. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
7/1/1983	17:57	N4957G	Cessna 172	Off	91	M	Day	VFR	15	260/07	UNK
Description											
The aircraft was damaged when it began bouncing during takeoff, veered right and collided with trees. The NTSB report does not specify a probable cause, but the narrative strongly suggests pilot error (PE).											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
8/27/1982	18:18	N2671Z	Bellanca 7ECA	On	91	M	Day	VFR	20	280/06	UNK
Description											
While landing on the aircraft veered to the left of the runway and was damaged. The NTSB report does not specify a probable cause.											

Date	Time	N-Number	Make/Model	On/Off	FAR	Mfr	Day/Night	Wx	Vis	Wind	Temp C
4/25/1982	12:56	N21551	Cessna 172	Off	91	M	Day	VFR	15	260/08	UNK
Description											
While on final approach for landing the engine lost power. The aircraft struck a fence and nosed over during the landing. The NTSB report does not specify a probable cause.											

DATE: April 25, 2013
TO: Council Airport Committee Members
FROM: Director of Public Works - Engineering and Transportation
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.

DISCUSSION

The findings for calendar year 2012 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.

The findings for calendar year 2012 can be summarized as follows:

1. There were 83,173 aircraft operations at Hayward in 2012. This is a decrease of approximately 7.4% from 2011 (89,799).
2. There were 612 complaints registered and logged between January 1 and December 31, 2012. This is an 8.5% increase from 2011 (564 complaints). Two households in San Lorenzo filed a total of 504 complaints, representing approximately 82.3% of all registered complaints. Of the 504 complaints registered from these two homes, 479 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 the report.
3. With the San Lorenzo 479 anomalies removed, there remains a total 133 complaints, representing 0.16% of the 83,173 total operations for the year. Of the 133 actual complaints

registered, twenty-five were submitted by the previously mentioned two households in San Lorenzo that are correlated to an exceedance and one complaint that could be tied to an actual violation of the Noise Ordinance. Table A displays a summary of Aircraft Noise Complaints for the year 2012 as well as a comparison of findings from the previous five years.

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

Year	Operations	Complaints	Households Filing a Complaint	Exceedances	Complaints due to Exceedances	Complaints as a Percentage of Operations
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%
2010	87,122	117	54	208	58	0.13%
2011	89,799	119	39	115	49	0.13%
2012	83,173	133	45	106	32	0.16%

4. For Calendar year 2012, there were a total of 106 exceedances of the City’s Noise Ordinance limits. This is a 7.8% decrease from 2011 (115).
5. Approximately 94.3% of the exceedances of the noise ordinance (100 of 106) were caused by aircraft operating as Stage III or IV, which pertain to noise standards established by the FAA for jet aircraft; Stage III is the current noise standard, while jet aircraft designed in 2006 or latest must conform to Stage IV, which is a more stringent standard. Such aircraft are exempt from restrictions by state or federal laws, or by provisions of the City’s Noise Ordinance.
6. The six non-exempt exceedances were .007% of the total operations for 2012.
7. Of the 133 complaints, approximately 24.1% (32) of the noise complaints received were associated with a noise decibel limit exceedance. Of these, 6.3% (two) of the complaints were associated with a violation of the Noise Ordinance. Table B further summarizes the aircraft noise exceedance and violation information for 2012 and compares it to the previous five years. Pilots and owners who exceeded or violated the Noise Ordinance are promptly contacted and briefed on the Airport’s recommended noise abatement procedures by letter, email, or phone. The City Noise Ordinance permits the issuance of citations and the imposition of monetary fines for more than one violation.

**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		
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%
2010	87,122	208	3	11	0.24%	0.02%
2011	89,799	115	0	4	0.13%	0.004%
2012	83,173	106	0	3	0.13%	0.004%

* Based = Aircraft normally stored at Hayward Executive Airport. Transient = Aircraft visiting from other cities.

As depicted in the staff review, 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 32, a reduction of 79.5%. 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 with 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. Fly friendly noise flyers were created and distributed to the Airport’s fixed-based operators to further educate transient pilots on noise abatement procedures. Additionally, pilots whose aircraft exceed or violate the noise ordinance are contacted in writing or by telephone immediately, using information gained through the Airport’s 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.

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.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering & Transportation

Approved by:

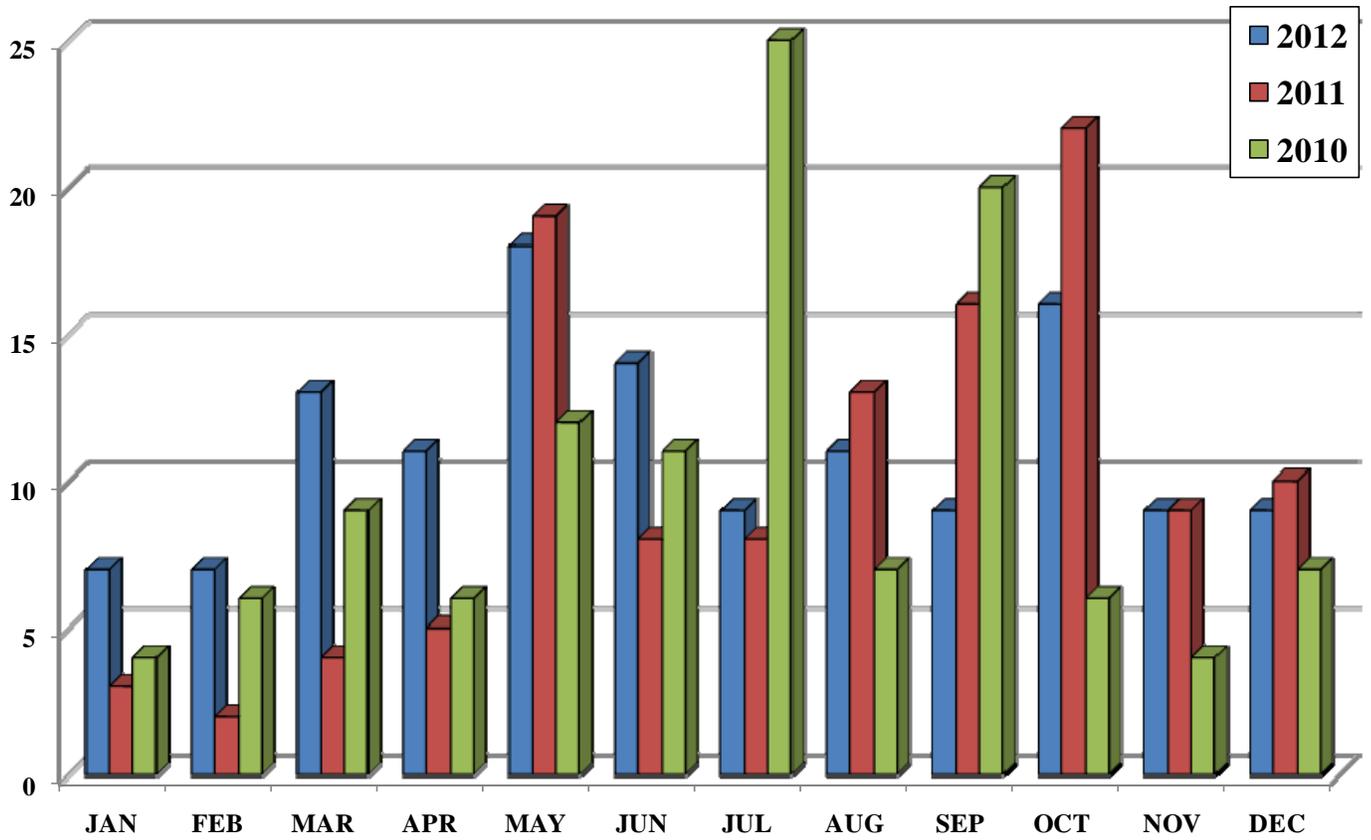


Fran David, City Manager

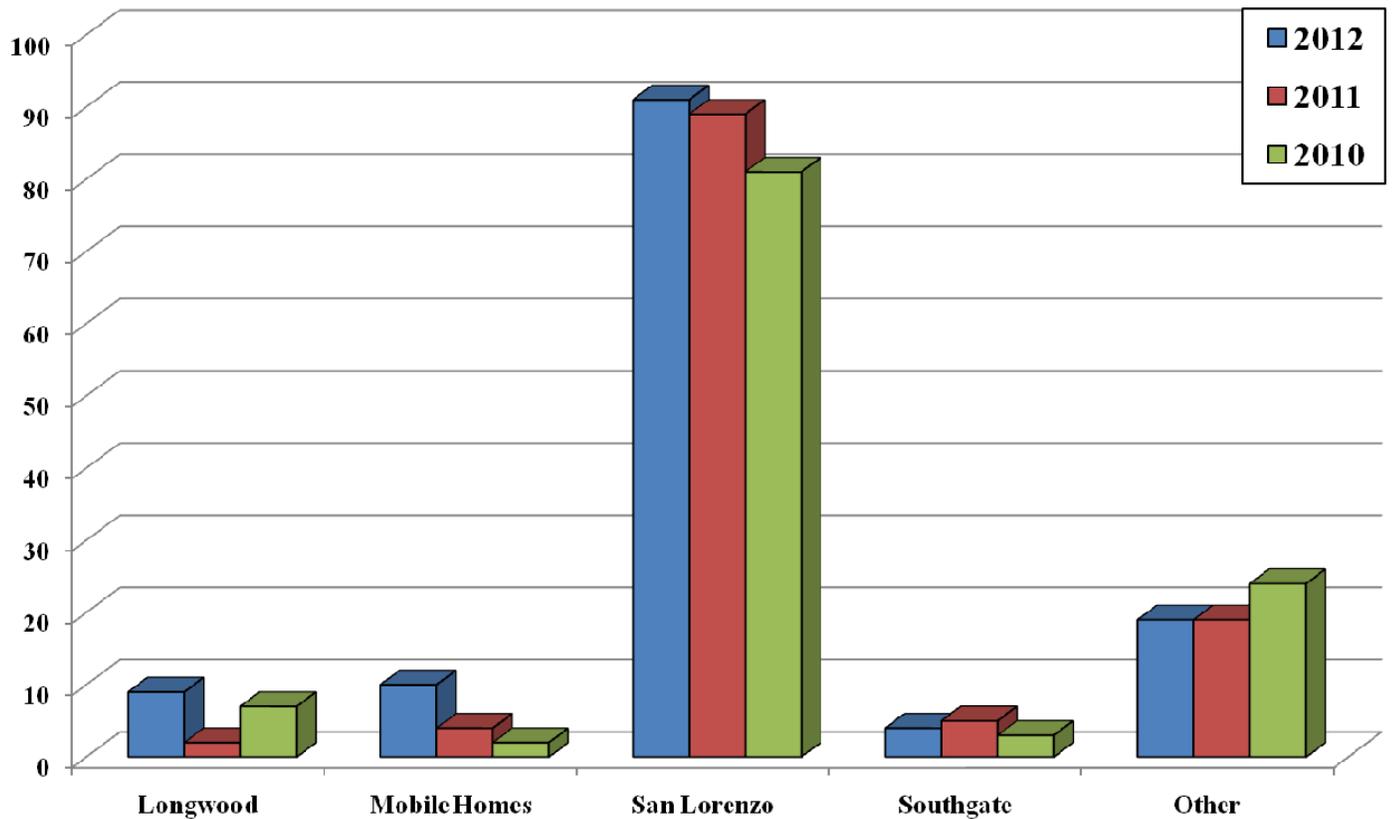
Attachments:

Attachment I: Graphs

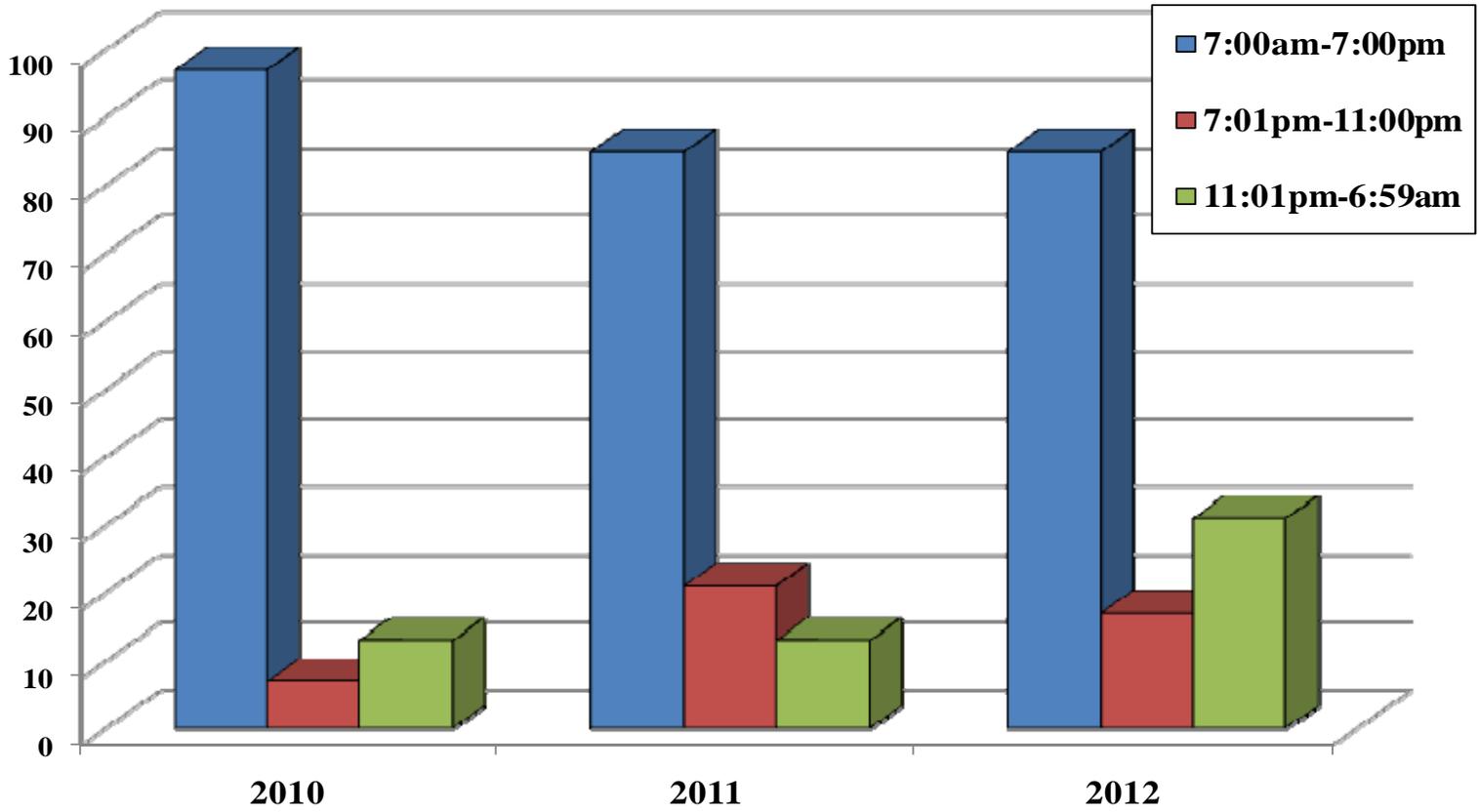
Complaints by Month



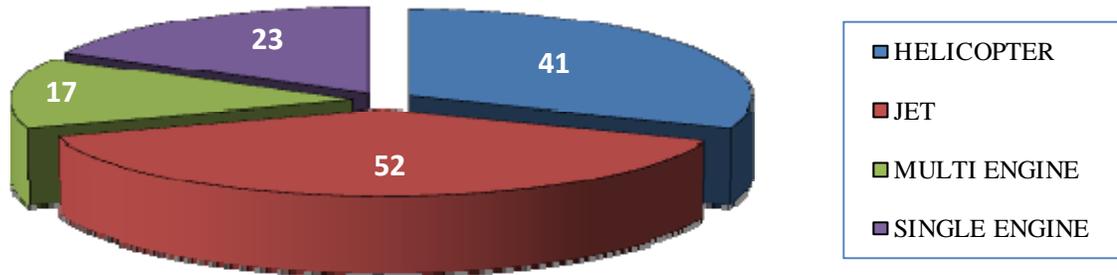
Complaints by Location



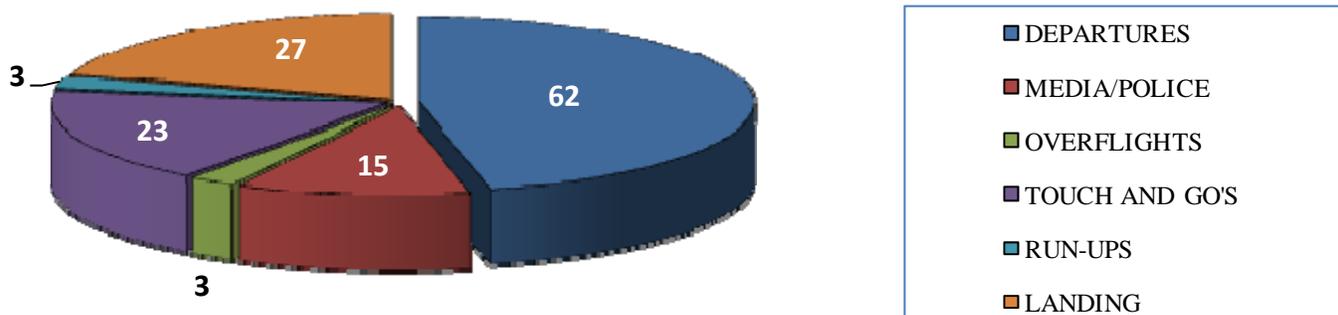
Complaints by Time of Day



COMPLAINTS BY TYPE OF AIRCRAFT 2012



COMPLAINTS BY OPERATIONS 2012



Ten Year Complaint Trend

