



CITY OF  
**HAYWARD**  
HEART OF THE BAY

## **COUNCIL AIRPORT COMMITTEE**

**APRIL 24, 2014**

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**CITY COUNCIL AIRPORT COMMITTEE MEETING  
THURSDAY, APRIL 24, 2014  
CONFERENCE ROOM 2A  
5:30 PM**

**CALL TO ORDER**

**ROLL CALL**

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**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.)*

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1. Approval of January 23, 2014 Summary Minutes

**[Minutes](#)**

2. Annual Evaluation of the Performance Based Noise Ordinance CY 2013

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

3. Airport Ground Lease to the California Army National Guard

**[Staff Report](#)  
[Attachment I Lease Parcel Site Drawing](#)**

4. Committee Member Announcements, Referrals
5. Future Agenda Items

**ADJOURNMENT**

**NEXT REGULAR MEETING – 5:30 PM, July 24, 2014**

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*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.*

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777 B STREET, HAYWARD, CA 94541  
<http://www.hayward-ca.gov>

AUGUST 2, 2011



**DATE:** April 24, 2014  
**TO:** Council Airport Committee  
**FROM:** Morad Fakhrai, Director of Public Works - Engineering & Transportation  
**SUBJECT:** Summary Minutes for January 23, 2014

**CALL MEETING TO ORDER**

Council Member Halliday called the meeting to order at 5:30 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  
David Decoteau, Airport Operations Supervisor  
Noemi Dostal, Administrative Analyst II  
Sean Moran, Noise Abatement Analyst  
Amy Toste, Secretary

**Members of the public present:**

Gary Briggs	Ben Henderson	Craig Zirzow
Quincy Carr	Doug Ramsey	

**PUBLIC COMMENTS:**

None

**1. Summary Minutes for October 31, 2013**

Summary Minutes approved as submitted.

**2. Increase in Annual Airport Operations**

Airport Manager Doug McNeeley presented information regarding the number of airport operations recorded in CY 2013. An operation is defined as one aircraft takeoff or landing. The number of operations increased from 83,275 in CY 2012 to 100,138 in CY 2013. Compared with other selected general aviation airports of similar size and geography, Hayward Executive Airport showed the greatest increase (20.25%) in operations for CY 2013. Some potential reasons for this increase include:

- An economic recovery in the general aviation industry;
- The San Francisco Bay Area has experienced an economic recovery, most noticeably in the real estate and job markets, which suggests consumers have more disposable income for such activities as flight lessons or aircraft charter;

- There are five new businesses on the Airport; and
- APP Jet Center has completed renovations of their facility, lowered the price of jet fuel, and hired new staff.

Council Member Jones asked if there is an increase in revenue for the Airport due to these changes. Mr. McNeeley said Airport revenue should increase if the volume of fuel sales increases. In addition, the Airport has seen an increased demand in hangar and tiedown spaces.

Council Member Jones asked if the increase in operations placed any additional demand on City resources. Mr. McNeeley stated the increase in operations has not yet had an impact on the services and maintenance provided by staff or the condition of the Airport pavement surfaces.

Council Member Zermeño questioned why the price of jet fuel has decreased and if it was still profitable for APP Jet Center. Mr. McNeeley responded that this is a business decision and the new general manager of APP apparently wants to attract new business by offering more competitively priced jet fuel.

Council Member Halliday asked if the increase in operations was due to flight school activity. Mr. McNeeley stated the Federal Aviation Administration (FAA) does not track the number of operations conducted by flight schools, but staff has periodically observed more flight school activity.

## **PUBLIC COMMENTS**

None

### **3. Cooperative Program with Chabot College**

Airport Manager Doug McNeeley stated that he was following-up on Council Member Zermeño's October 2012 request for staff to investigate the possibility of a business partnership between Chabot College and aviation businesses at the Airport to provide ground school, flight instruction, or other career training. This request was based on a forecasted increase in the hiring of pilots and aircraft mechanics in the next decade. Mr. McNeeley said that since then, he had several conversations with Dr. Matthew Kritscher, Dean of Counseling, and Dr. Tom Clark, Dean of Applied Technology and Business. Both took a tour of the Airport in April 2013, and on May 11, 2013, Dr. Kritscher attended the annual Airport Open House. On December 13, 2013, Dr. Kritscher met with representatives of five flight schools and proposed four items:

- Businesses could place advertisements in the Chabot course catalog at reasonable rates;
- Businesses could make a presentation about learning to fly to students at a Career & Transfer Center Presentation;
- Businesses could have table displays at the Student Center; and
- Chabot College could create training classes for the employees of Airport businesses.

If the flight schools desired to pursue any of these items, and the students show an interest, Dr. Kritscher indicated that Chabot College would discuss further cooperative opportunities such as ground school or a more extensive aviation program. Airport staff will continue to follow-up with the flight schools regarding their interest in a cooperative program with Chabot College.

Council Member Jones asked about available military programs to expose students to aviation, such as an ROTC (Reserve Officer Training Corps) program at either Chabot College or Cal State East Bay. Council Member Zermeño noted that there is not a ROTC program at Chabot College. Mr. McNeeley said that he would see if he could determine why such programs are not currently offered on local college campuses.

Council Member Halliday thanked Council Member Zermeño for originally suggesting this idea. She said the initial dialog that had taken place could ultimately result in a mutually-beneficial relationship between the Airport and the college.

## **PUBLIC COMMENTS**

None

### **4. Committee Members and Staff Announcements, Referrals**

Council Member Halliday provided an update on the recent Oakland Airport-Community Noise Management Forum meeting, which focused on helicopter noise and the FAA's "Metroplex".

Residents of Berkeley and Oakland frequently register noise complaints about helicopters operated by media outlets, and Council Member Halliday stated her desire to reduce this noise impact. She noted that staff members of Oakland International Airport and Hayward Executive Airport jointly hosted a meeting with helicopter operators based at Hayward Executive Airport on September 12, 2013 to discuss the concerns of local residents. Mr. McNeeley stated the meeting went well. There was a discussion of several operational procedures designed to reduce noise impact and pilots in attendance left with a better appreciation of the quality of life issues for local residents.

Council Member Halliday stated there was also a discussion at the Noise Forum regarding the FAA Metroplex initiative. She called on Hayward Executive Airport Noise Analyst Sean Moran, who also attended the Noise Forum, and Airport Operations Supervisor David Decoteau to explain the Metroplex concept. They responded that a Metroplex is a region with multiple airports serving a major metropolitan area where heavy air traffic and environmental constraints combine to hinder the efficient movement of aircraft. The Metroplex initiative is based on satellite navigation and allows shorter, more direct routes that reduce flight time and fuel consumption, and result in fewer carbon emissions.

Airport Manager Doug McNeeley gave an update on the construction of the new administration building. To date, it is 35% complete and framing activity is currently underway. There has been a delay in the shipment of steel support beams used in the ceiling of the building, but the General Contractor has been permitted by the City to perform a number of other tasks out of sequence to keep the project moving forward. The building is currently slated for completion in July 2014.

### **5. Future Agenda Items**

None

## **ADJOURNMENT**

The meeting adjourned at 5:55 p.m.

**DATE:** April 24, 2014

**TO:** Council Airport Committee Members

**FROM:** Director of Public Works - Engineering & Transportation

**SUBJECT:** Airport Ground Lease to the California Army National Guard

### **RECOMMENDATION**

That the Committee reviews this information, provides comments regarding the proposed ground lease, and makes a recommendation for action to Council.

### **BACKGROUND**

As the Committee will recall, all of the Airport's land was originally transferred from the United States Government to the City of Hayward. Since 1949, parts of the Airport were leased back to the United States Government for military purposes and until recently, approximately twenty-seven acres of land and buildings were used by the California Air National Guard (CANG) and the United States Air Force. The City entered into the original lease with the U.S. Government in 1949 and since the land was originally provided free to the City, during most of the remaining period until the present, no rental payments were required. The twenty-seven acre site was used by various military units until 1990 when military operations ceased on approximately twenty-four acres. The unused twenty-four acre portion of the site was officially returned to the City in September 2012. The ground lease for the remaining 3.18 acres expires on June 30, 2014.

### **DISCUSSION**

Since 2002 and in anticipation of expiration of the original 1949 lease terms, staff had established a position that any future military leases would be based on standard ground lease terms applied to other airport commercial development. Specifically, negotiations have been underway for the remaining 3.18 acres between the City and the California Military Department through the California Department of General Services for a new ground lease and the parties have reached agreement, as follows:

- The term of the ground lease is eleven years commencing on July 1, 2014 and expiring on June 30, 2025. The State may terminate the lease at any time on or after June 30, 2016 with thirty days written notice, essentially allowing termination for changes in military mission and/or funding after the first two years of the lease. In addition, the State may terminate the lease at any time if any rule, regulation, ordinance, statute or

other law, or adopted Hayward Airport Master Plan, would require the State to substantially change the manner in which it conducts operations at the Airport.

- The site will continue to be utilized by the California Army National Guard for purposes including aviation activities, vehicle storage, maintenance, and training.

The City Attorney has reviewed and approved the ground lease as to form. This ground lease will not prevent or impede the City from leasing the former twenty-four acre CANG site for commercial airport development. Staff is currently drafting a Request for Proposals (RFP) for this site and plans to issue the RFP before the end of the calendar year.

On-site remediation of prior environmental contamination is still ongoing by the U.S. Air Force and the U.S. Air National Guard in accordance with the U.S. Government's commitment to the City. This remediation is to continue until all federal, state, and local clean-up requirements are satisfied.

### **FISCAL IMPACT**

Rent for the leased premises shall initially be \$0.321 per square foot per year and will be subject to the same periodic rental increases as other ground leases on the Airport. The previous lease agreement with the U.S. Government did not require rental payments. The leased premises are 3.18 acres or 138,603 square feet in size. At this rate, monthly rent is equivalent to \$3,707.50 and annual rent is equivalent to \$44,490. Depending on actual rent adjustments, over eleven years, this ground lease should generate more than \$500,000 in revenue.

*Prepared by:* Douglas McNeeley, Airport Manager

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

Approved by:



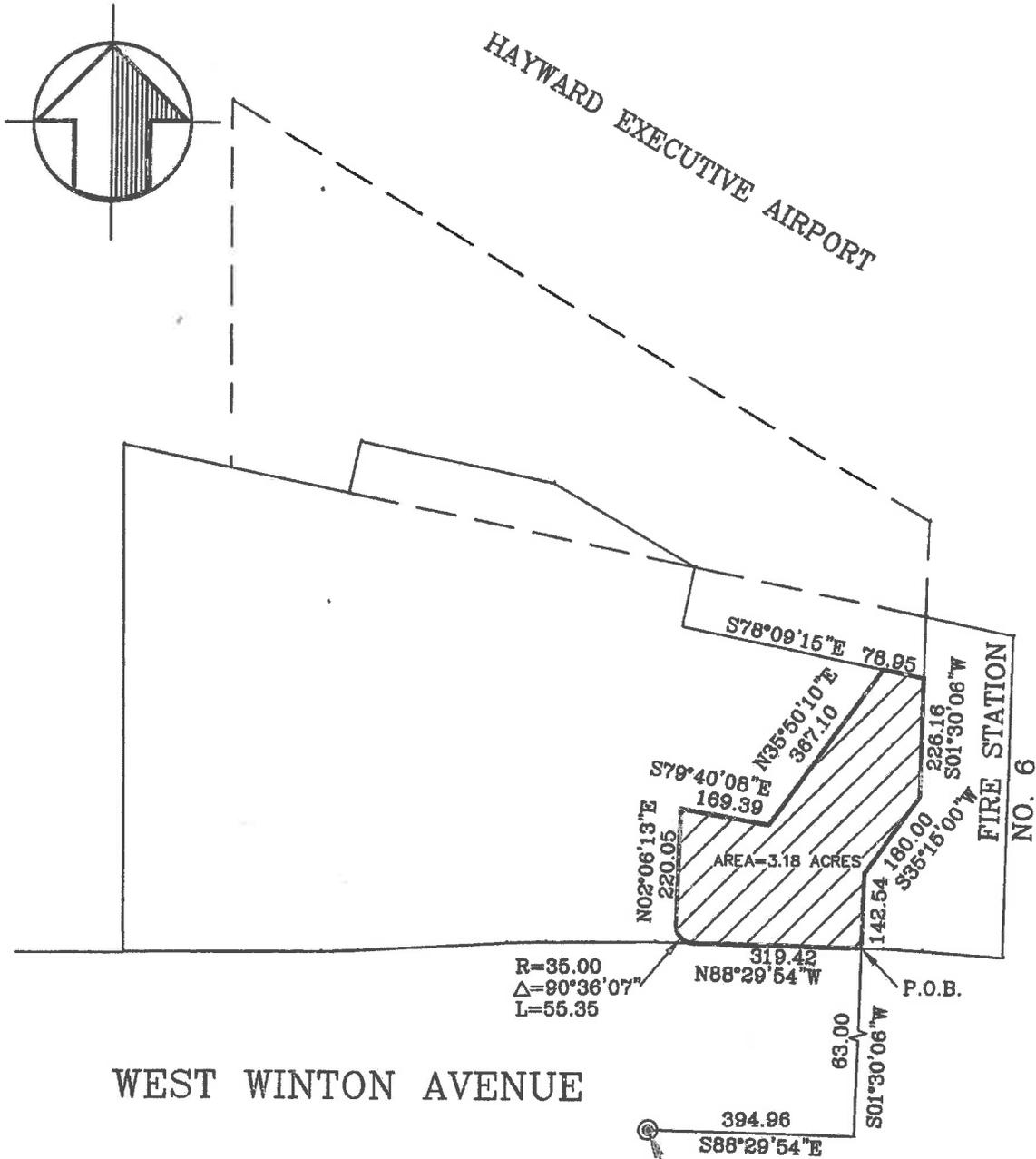
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Fran David, City Manager

Attachments:

Attachment I: Lease Parcel Site Drawing

**NOTE:**  
 BEARINGS AND COORDINATES SHOWN ARE  
 BASED ON THE CALIFORNIA COORDINATE SYSTEM  
 ZONE 3, 1927. DISTANCES SHOWN ARE GROUND  
 DISTANCES. TO OBTAIN GRID DISTANCE MULTIPLY  
 GROUND DISTANCE BY SCALE FACTOR OF 0.99993.



**NOTES:**

- = AREA OF U.S. ARMY LEASE PARCEL  
 AREA = 138,803 Sq.Ft. (3.18 ACRES)
- = FORMER LEASE LINE

P.O.C.  
 MONUMENT "RUSS-CLAW"  
 Y=423,929.67  
 X=1,531,267.19

CITY OF HAYWARD ENGINEERING DIVISION			U.S. ARMY LEASE PARCEL HAYWARD EXECUTIVE AIRPORT	DWG. NO. 02024
DRAWN BY: EDS	DATE: 06-21-11	FILED		
CHECKED BY: EDS	SCALE: 1"=300'			
APPD. BY: CITY ENGINEER	APPROVED: DIR. PUBLIC WORKS	Sheet of 8		

**DATE:** April 24, 2014  
**TO:** Council Airport Committee Members  
**FROM:** Director of Public Works - Engineering & Transportation  
**SUBJECT:** Annual Evaluation of the Performance Based Noise Ordinance CY 2013

### **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 for the Council Airport Committee to summarize the effectiveness of the efforts to reduce and mitigate the effects of aircraft operations upon the surrounding communities of Hayward and San Lorenzo. This report summarizes the findings for Calendar Year (CY) 2013.

### **DISCUSSION**

The findings for CY 2013 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 CY 2013 can be summarized as follows:

1. There were 100,138 aircraft operations at Hayward in CY 2013. This is an increase of 20.40% in comparison with CY 2012 (83,173).
2. There were 552 complaints registered and logged between January 1 and December 31, 2013. This is a 9.8% decrease from CY 2012 (612 complaints). Two households in San Lorenzo filed a total of 442 complaints, representing approximately 80.07% of all registered complaints. Of these, 426 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 426 San Lorenzo anomalies removed, a total 126 complaints remained, representing 0.12% (just over one-tenth of one percent) of the 100,138 annual aircraft operations for the year. Table “A” summarizes aircraft noise complaints for CY 2013 as well as 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>
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%
2013	100,138	126	68	101	25	0.12%

4. In CY 2013, there were a total of 101 exceedances of the City’s Noise Ordinance limits. This represents a 4.7% decrease from CY 2012 (106).
5. Approximately 97.2 % of the exceedances were caused by aircraft operating under 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 later 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. Two non-exempt exceedances were .001% of the total annual aircraft operations for CY 2013.
7. Table “B” summarizes aircraft noise exceedance and violation information for CY 2013 in comparison with the previous five years. Pilots and owners who exceeded or violated the Noise Ordinance were promptly contacted and informed of the Airport’s recommended noise abatement procedures by letter, email, or phone. While the Noise Ordinance currently in effect permits the issuance of citations and the imposition of monetary fines for more than one violation, this is rarely necessary to ensure compliance.

**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		
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%
2013	100,138	101	0	2	0.10%	0.0019%

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

Given the reduction in the number of exceedances as the number of annual aircraft operations has recently increased, it appears the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of annual complaints caused by exceedances of the Noise Ordinance’s decibel limits has dropped from 156 to 25, a reduction of 83.97%.

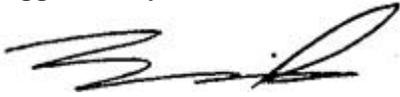
As part of the City’s ongoing effort to reduce aircraft noise and ensure compliance with the City’s Noise Ordinance, staff has conducted a number of formal and informal meetings in the past year with local and transient pilots regarding established noise abatement operations and procedures. Informational flyers were distributed to fixed-based operators to further educate transient pilots on noise abatement procedures. Pilots who exceeded the established noise limits were immediately contacted and provided with aircraft flight track, altitude and decibel level information to substantiate the violation. Pilots who exceed the maximum decibel limitations are informed of how they should modify operations at the Airport, thereby lessening the impact to the surrounding communities.

It is evident from the decreasing number of noise complaints over time that the combined efforts of pilots and staff are having a beneficial effect in reducing aircraft noise. Staff will continue to monitor and address noise issues through pilot education and a timely response to complaints received from nearby residents.

*Prepared by:* Douglas McNeeley, Airport Manager

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

Approved by:



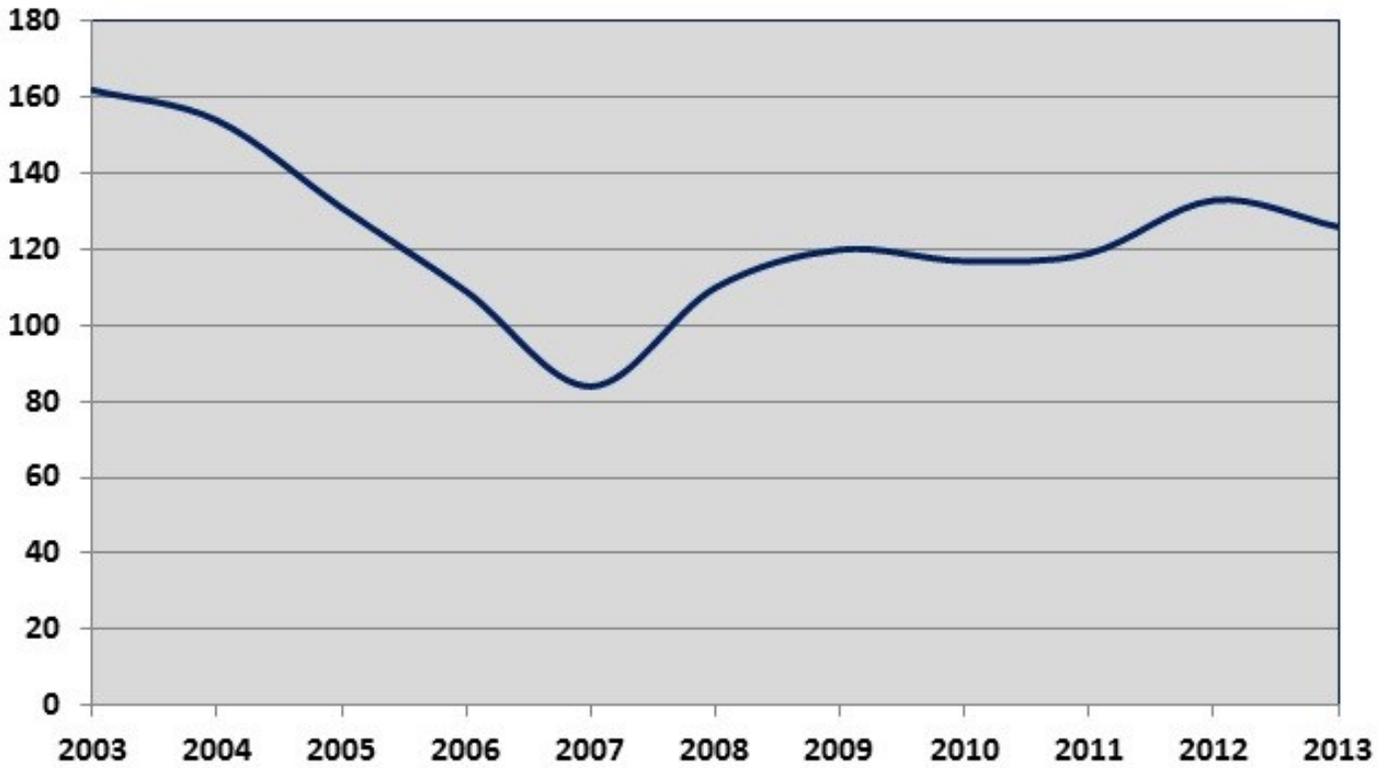
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Fran David, City Manager

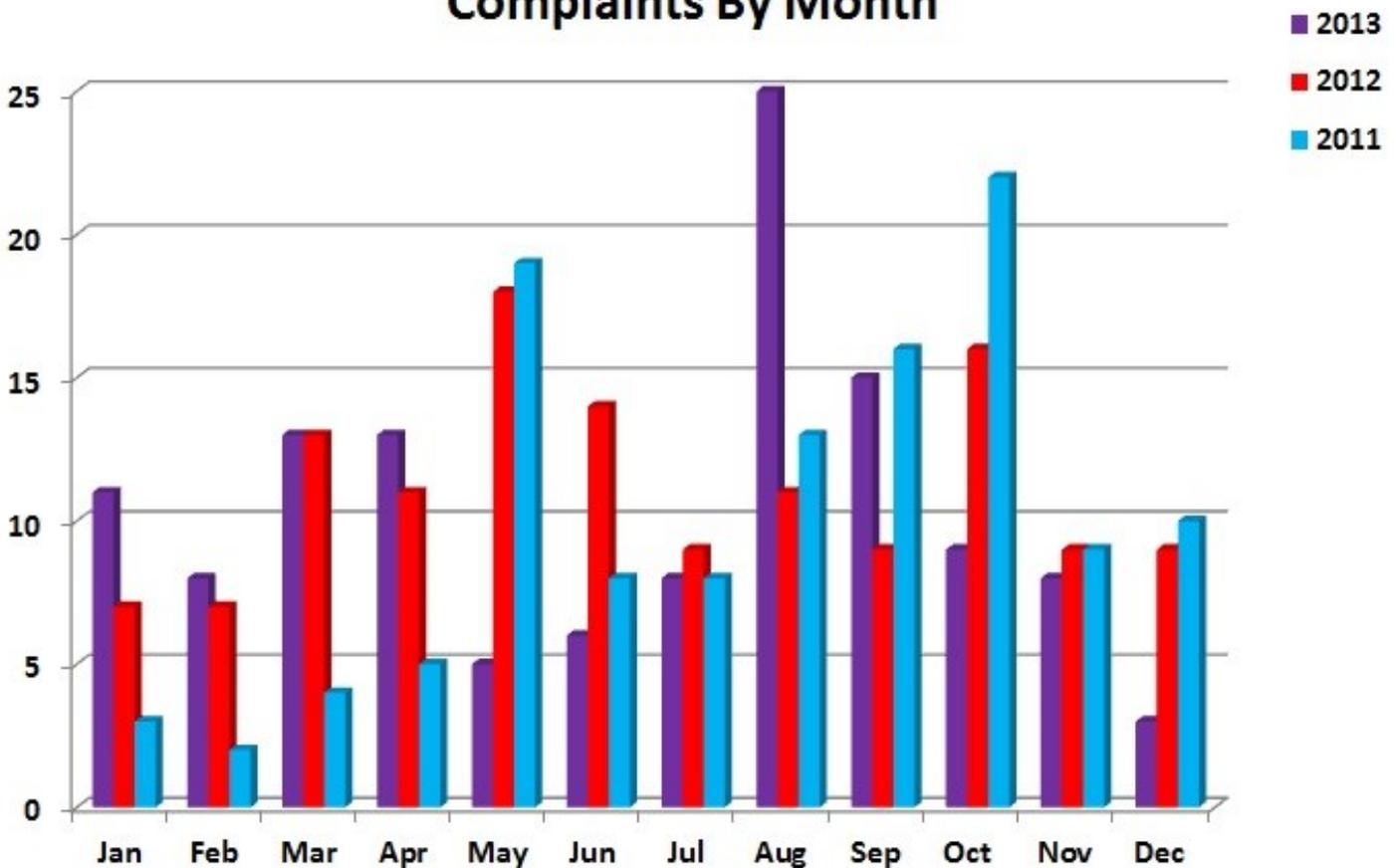
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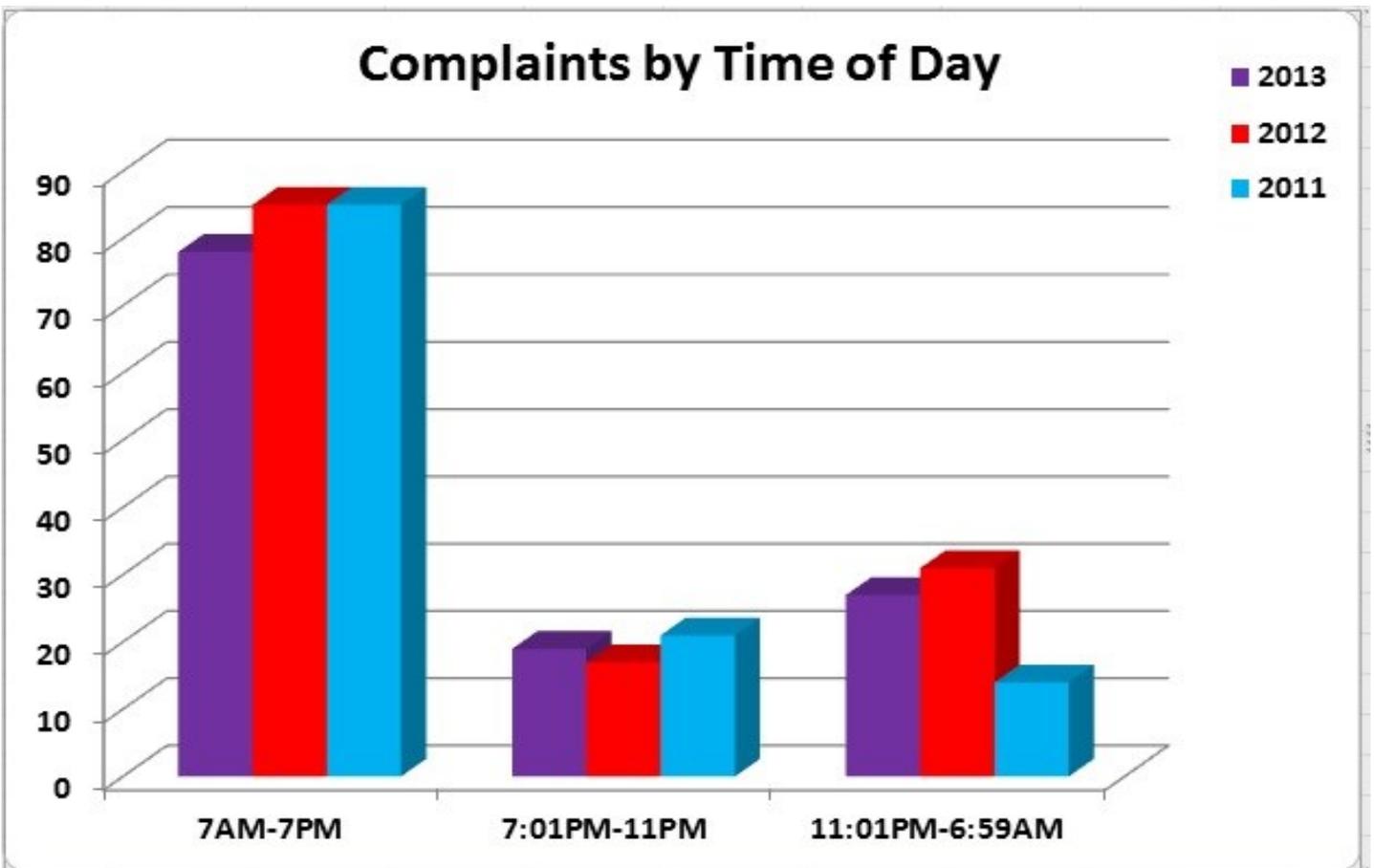
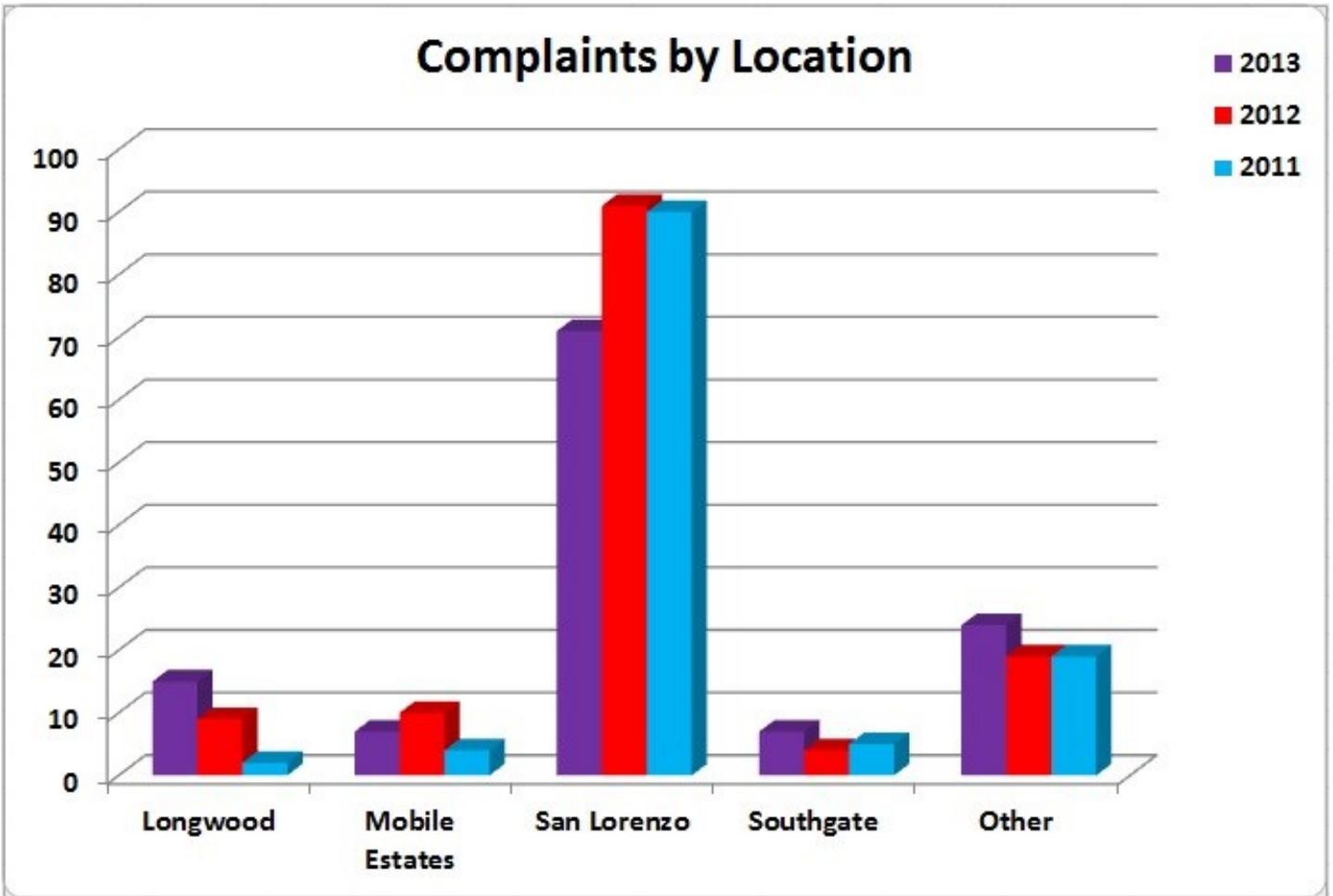
Attachment I:    Graphs

### Ten Year Complaint Trend

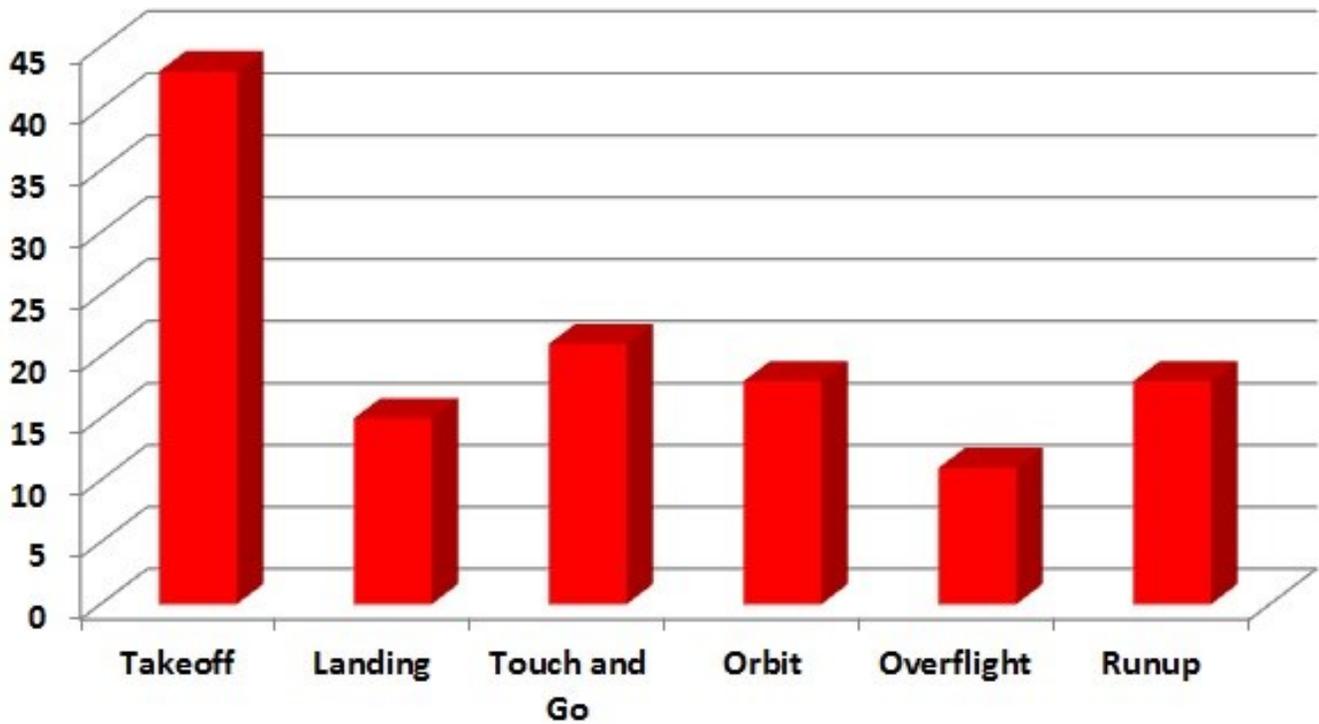


### Complaints By Month





### Complaints by Operation



### Complaints by Aircraft Type

