

CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Thursday, April 22, 2021

5:30 PM

Remote Participation

Council Airport Committee

COVID-19 Notice: Consistent with State of California Executive Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, the Commission will be participating in public meetings via phone/video conferencing.

Please note that we are now using the Zoom Webinar platform to conduct meetings and receive live public comment.

How to submit written Public Comment:

Send an email to Amy.Toste@hayward-ca.gov by 3:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Committee Members and City staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda. Written comments received after 3:00 p.m. that address an item on the agenda will still be included as part of the record.

How to provide live Public Comments during the meeting:

Click this link below to join the webinar:

[https://hayward.zoom.us/j/96037029975?](https://hayward.zoom.us/j/96037029975?pwd=dS9OdHR1dm5HVWZyQ0VDtDFMcGVtUT09)

[pwd=dS9OdHR1dm5HVWZyQ0VDtDFMcGVtUT09](https://hayward.zoom.us/j/96037029975?pwd=dS9OdHR1dm5HVWZyQ0VDtDFMcGVtUT09)

Passcode: ai7LrwW*

OR

Telephone:

+1 669 900 6833, or +1 346 248 7799, or +1 253 215 8782, or +1 301 715 8592 ,
or +1 312 626 6799, or +1 929 205 6099

Meeting ID: 960 3702 9975

Participant ID: just press #

Passcode: 50184096

How to watch this meeting from home:

<https://www.youtube.com/user/cityofhayward>

A Guide to attend virtual meetings is provided at this link: <https://bit.ly/3jmaUxa>

CALL TO ORDER

Pledge of Allegiance: Council Member Zermeño

ROLL CALL

PUBLIC COMMENTS:

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items 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, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

APPROVAL OF MINUTES

1. [MIN 21-053](#) Approval of Minutes of the Council Airport Committee (CAC) Meeting held on January 28, 2021

Attachments: [Attachment I CAC Minutes for 01-28-2021](#)

REPORTS/ACTION ITEMS

2. [RPT 21-058](#) Update on Aircraft Activity During the Coronavirus Pandemic
Attachments: [Attachment I Staff Report](#)
[Attachment II Hayward vs Business Airports](#)
[Attachment III Hayward vs Resort Airports](#)
[Attachment IV Hayward vs SF Bay Area Airports](#)
3. [RPT 21-059](#) Oral Presentation of the Annual Evaluation of the Airport Noise Program

FUTURE AGENDA ITEMS

4. [RPT 21-060](#) Updated 2021 Agenda Planning Calendar
Attachments: [Attachment I Updated 2021 Agenda Planning Calendar](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**ADJOURNMENT**

NEXT REGULAR MEETING - 5:30 PM, THURSDAY, JULY 22, 2021



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Hayward City Hall
777 B Street
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File #: MIN 21-053

DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Airport Committee (CAC) Meeting held on January 28, 2021

RECOMMENDATION

That the Council Airport Committee reviews and approves the January 28, 2021 Council Airport Committee meeting minutes.

SUMMARY

The January 28, 2021 Council Airport Committee meeting minutes are presented for the Committee's review and approval.

ATTACHMENTS

Attachment I January 28, 2021 Council Airport Committee (CAC) Meeting Minutes



DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Approval of Minutes of the Council Airport Committee (CAC) Meeting held on January 28, 2021

CALL MEETING TO ORDER

Council Member (CM) Zermeno called the meeting to order at 5:30 p.m. with CM Salinas and Mayor Halliday present.

City staff: Alex Ameri, Director of Public Works
Doug McNeeley, Airport Manager
Pamela Svrclin, Airport Operations Supervisor
Todd Strojny, Airport Business Supervisor
Ara Balian, Airport Operations Specialist
Amy Toste, Senior Secretary

Members of the public present:
Eight people on the Zoom presentation.

PUBLIC COMMENTS

Bruce King with the Friends of San Lorenzo Creek asked if there was a Sulphur Creek project update. Council Member Zermeno responded that there will be an update at the April or July meeting. Airport Manager McNeeley confirmed.

REPORTS/ACTION ITEMS

1. Approval of Minutes for October 22, 2020

A motion was made by Council Member Salinas and seconded by Mayor Halliday. The motion passed unanimously; minutes approved as submitted.

2. Hangar Repair Project Update.

Airport Operations Supervisor Pamela Svrclin described the roof repairs to Executive Hangar Buildings #1 and #2 and noted that the project was successfully completed prior to the CAC meeting.

Council Member Zermeño asked if a 10-year warranty was a standard timeframe. Director Ameri responded that the warranty was shorter than what a person would expect for a home because the roof is not new, but a repair.

Public Comments

None.

3. Innovative Aviation Products and Technologies

Airport Manager McNeeley presented the report on various improvements to types of fuel, hybrid aircraft, remote piloting of aircraft, and self-flying aircraft.

All CAC Members were interested in new technologies and cleaner fuel sources for the aviation industry.

Mayor Halliday wondered if the autonomous helicopter was still being developed at the airport. Mr. McNeeley answered that the technology is still being developed, but the company has moved to Southern California.

CM Salinas asked if the Airport has the infrastructure and space to install hydrogen fuel-cell technology. Mr. McNeeley responded that the space exists, but the installation could be costly. Director Ameri added that increasing the quantity of charging stations is on the City's Strategic Roadmap and the federal government is committed to funding projects of this type.

Council Member Salinas asked if there is potential to build a new, longer runway to accommodate the newer-style jets. Airport Manager McNeeley explained that as technology improves, aircraft designs change, and no additional length is needed for take offs and landings. The airport's current runway should be sufficient for the foreseeable future.

Council Member Zermeño wanted to understand the difference between sustainable aviation fuel (SAF) and unleaded fuels. Mr. McNeeley replied that avgas is fuel with lead that is used in aircraft, and the lead helps the aircraft operate safely. The trend now is to create avgas with no lead. SAF is a biofuel that can reduce carbon emissions by 80% when compared to standard avgas.

Public Comments

None.

4. Review and Comment on Updated 2021 Agenda Planning Calendar

Mr. McNeeley presented the informational report for upcoming items.

The following items were added by the Committee for further action:

1. Partnership Opportunities with Other Airports for US Customs

Council Member Zermeño asked if staff can add an item about international flights into and out of Hayward. Mr. McNeeley responded that both applications by Meridian Hayward and APP Jet Center were denied by US Customs. Livermore Airport was similarly denied, and there could be an opportunity to jointly contact lawmakers to elicit cooperation from US Customs.

Public Comments

None.

Committee Member/Staff Announcements and Referrals

Mr. McNeeley shared photographs of the Home2Suite construction activity.

ADJOURNMENT

The meeting adjourned at 6:22 p.m.

Meeting Attendance

	Present 01/28/21 Meeting	Present to Date This Calendar Year	Excused to Date This Calendar Year	Absent to Date This Calendar Year
Mark Salinas	✓	1	0	0
Barbara Halliday	✓	1	0	0
Francisco Zermeño	✓	1	0	0



CITY OF HAYWARD

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File #: RPT 21-058

DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT

Update on Aircraft Activity During the Coronavirus Pandemic

RECOMMENDATION

That the Council Airport Committee (CAC) reviews this report and provides comments.

SUMMARY

A report was submitted to the CAC on July 23, 2020 regarding the effects of the coronavirus on airport operations and financial performance at Hayward Executive Airport (HWD). This report provides updated information with a focus on aircraft operations, one of the primary indicators of activity at general aviation airports.

A variety of airports were recently surveyed in the San Francisco Bay Area and other locations in the United States, and it appears that airports in busy resort areas are recovering more quickly than airports in business centers, particularly in the New York City area. This is unusual. HWD continues to exhibit signs of resilience in today's challenging marketplace and maintains good flight activity in comparison with many other general aviation airports.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Hayward vs Business Airports
Attachment III	Hayward vs Resort Airports
Attachment IV	Hayward vs SF Bay Area Airports



DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT: Update on Aircraft Activity During the Coronavirus Pandemic

RECOMMENDATION

That the Council Airport Committee (CAC) reviews this report and provides comments.

SUMMARY

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A variety of airports were recently surveyed in the San Francisco Bay Area and other locations in the United States, and it appears that airports in busy resort areas are recovering more quickly than airports in business centers, particularly in the New York City area. This is unusual. HWD continues to exhibit signs of resilience in today's challenging marketplace and maintains good flight activity in comparison with many other general aviation airports.

BACKGROUND

According to the National Business Aviation Association (NBAA), the United States general aviation industry, including business aviation, currently supports 1.2 million jobs and \$247 billion in economic activity. The organization also reports that while U.S. commercial airlines serve approximately 500 airports, general aviation aircraft can reach more than 5,000 airports, providing a critical link for pandemic relief. In one instance, one of the largest U.S. laboratories, Quest Diagnostics, relies on a fleet of 23 general aviation aircraft to transport specimens to its facilities across the country.

As noted by the NBAA, companies that utilize business aviation, 85% of which are classified as small and mid-sized, continue to face significant challenges because of the coronavirus pandemic. During the depths of the pandemic last spring, general aviation aircraft operations dropped by an unprecedented 75% based on analysis by FlightAware. NBAA states that to

date, the U.S. aircraft maintenance industry has lost 50,000 jobs, and more than 80% of these companies have seen a decline in revenue in comparison with CY 2019. The decrease in activity prompted the Federal Aviation Administration (FAA) to reduce air traffic control tower operating hours at 100 airports, including HWD. The reduction was also made to help reduce the potential exposure of their employees to the coronavirus. The HWD air traffic control tower has since been restored to full operating status.

An aircraft operation is defined as one takeoff or one landing at an airport. The data for annual aircraft operations is typically recorded by the FAA at airports with operational air traffic control towers, and this data is readily available. There are currently 520 airports in the U.S. with operating air traffic control towers, and in 2020 HWD was ranked as the 128th busiest. The annual ranking for each airport changes as conditions change.

There is a direct correlation between the annual number of aircraft operations and the revenue produced from fuel sales, aircraft space rental, aircraft maintenance, and other sources. The more that each aircraft is flown, the greater the need for services, and the greater the potential for increased revenue generation. Clearly, increased revenue benefits commercial tenants and the airport itself, and it is one of the reasons that aircraft operations are closely tracked throughout the year.

Aircraft operations can also be used as a tool for the comparison of one airport's level of activity with another. Certain factors that affect aircraft operations are within the control of each airport, such as the availability of high-quality commercial tenants that provide the services required by aircraft owners, the availability of instrument approaches and runways of an adequate length, and regular maintenance to airport facilities to enhance safety. There are other developments that are outside the control of airport operators, including the state of the economy, natural disasters, and unanticipated events such as the current pandemic. Over the past year, it has become apparent there is little guidance available for doing business during a worldwide health crisis.

DISCUSSION

According to the *New York Times*, growth is forecast in general aviation activity due to rising demand among travelers worried about the potential risks of traveling by commercial airlines. These concerned travelers, particularly high net worth individuals, are increasingly turning to general aviation charter, fractional aircraft ownership, and traditional aircraft ownership. This increased travel by individuals has resulted in greater activity at airports in resort destinations, and reduced traveling for business needs. These trends can be clearly illustrated.

At Teterboro Airport in New Jersey, a critical business aviation gateway, aircraft operations have dropped significantly (Attachment II). This is noteworthy because Teterboro supports nearly 5,000 jobs and typically generates more than \$1 billion in annual economic impact, according to the NBAA. It should be noted that, for the past year, HWD has recorded more aircraft operations than Teterboro, an unprecedented development. The same trend can be

noted at other business gateways, such as Morristown Municipal Airport in the New York Metropolitan Area (Attachment II).

The strength of airports in resort areas can be illustrated by a comparison of aircraft operations at HWD and Fort Lauderdale Executive Airport (FXE) in Florida (Attachment III). FXE recovered faster than HWD and has maintained a consistent edge in aircraft operations. The contrast in aircraft operations between HWD and Orlando Executive Airport (ORL) in Florida is less extreme, but this resort destination still maintained a consistent lead in aircraft operations (Attachment III).

The results are mixed in comparison of HWD with two similar general aviation airports in the San Francisco Bay Area. HWD and Buchanan Field (CCR) in Concord experienced a similar initial drop in aircraft operations early in the pandemic, but HWD has experienced more aircraft operations in the intervening months (Attachment IV). Livermore Municipal Airport (LVK) has consistently recorded more aircraft operations during the length of the pandemic (Attachment IV). These three local airports are general aviation reliever airports with a mix of business, instructional, and recreational flights, and they do not fall as neatly into a business or resort destination category as the airports listed above in New Jersey, Illinois, and Florida.

The recent operational trends at HWD are positive. There were 11,009 aircraft operations in March 2021. That is almost double the 5,843 aircraft operations recorded in 2020, and it is the best performance in March in over 10 years. Future performance will depend on the strength of the Bay Area economy, a continued reduction in COVID-19 related cases and deaths, and a reduction in domestic and international travel restrictions.

ECONOMIC IMPACT

The reduction in air traffic has temporarily reduced fuel sales revenue for the Airport's fixed base operators. Commercial tenants offering a variety of services to the public have been financially impacted, but improving aircraft activity should positively affect the bottom line.

FISCAL IMPACT

Strong revenue in the first half of the fiscal year and cost monitoring should offset deficits in the second half because of COVID-19. Accordingly, staff anticipates that deficits for FY 2020 will be negligible but may become more impactful if the pandemic continues to depress economic activity for a prolonged period. However, that does not appear to be the case, and the Airport is in a strong position to withstand such a downturn with a \$2 million reserve and numerous long-term leases with commercial tenants, which represent about one-half of the airport's total revenues.

STRATEGIC ROADMAP

This agenda item does not directly relate to items contained within Council's Strategic Roadmap.

SUSTAINABILITY FEATURES

This report is informational in nature and does not pertain to any sustainability features.

PUBLIC CONTACT

The agenda and staff report for this item have been posted on the City's website and distributed to interested parties.

Prepared by: Doug McNeeley, Airport Manager

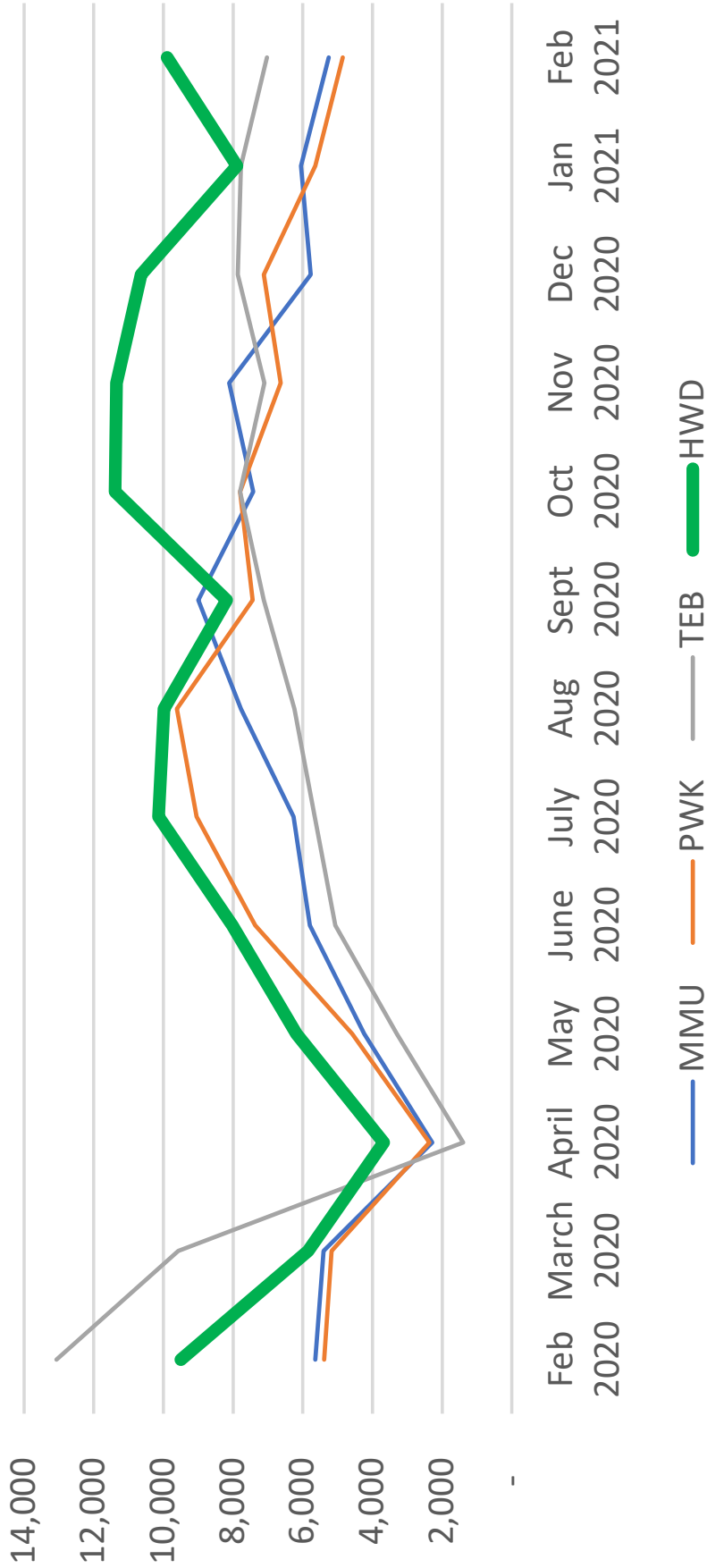
Recommended by: Alex Ameri, Director of Public Works

Approved by:

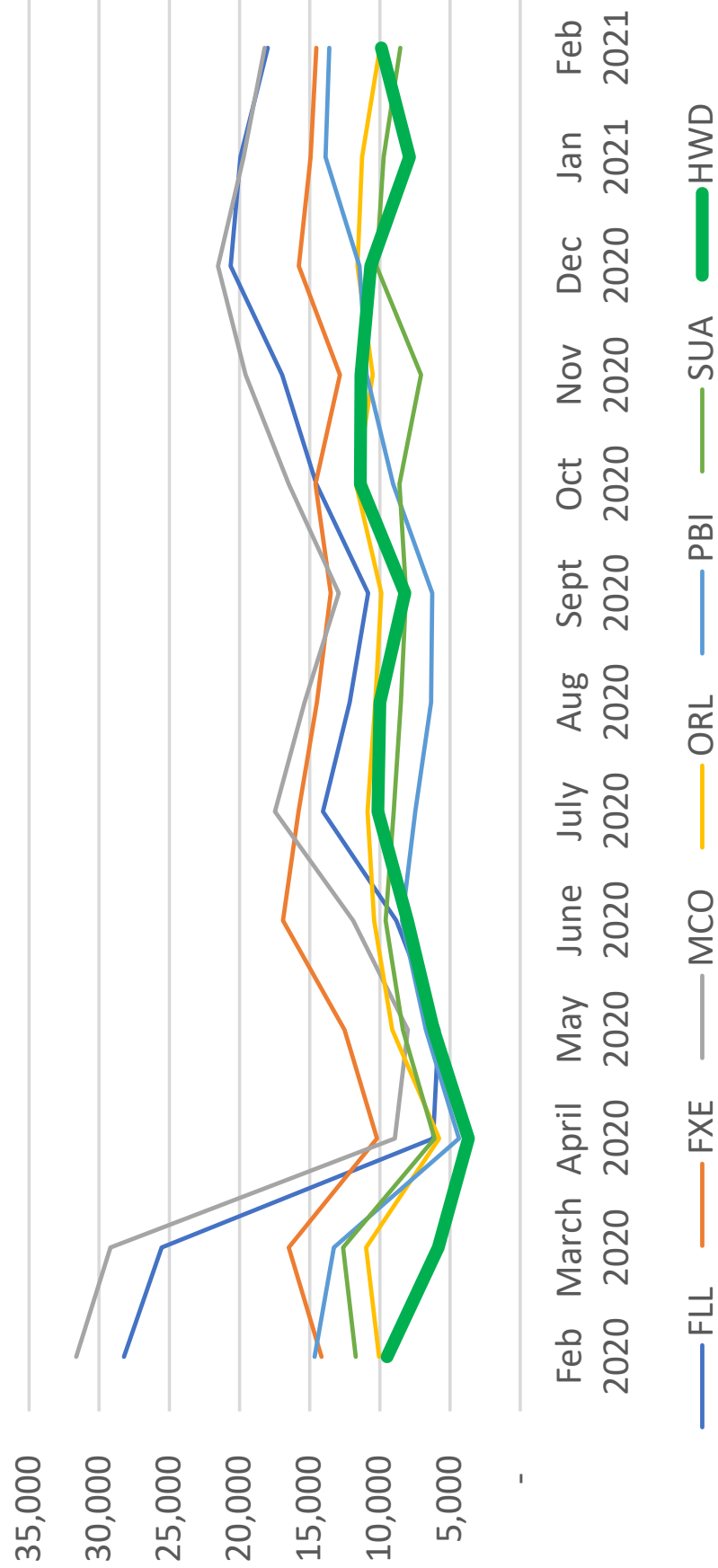
A handwritten signature in black ink, appearing to read 'K. McAdoo', is written above a horizontal line.

Kelly McAdoo, City Manager

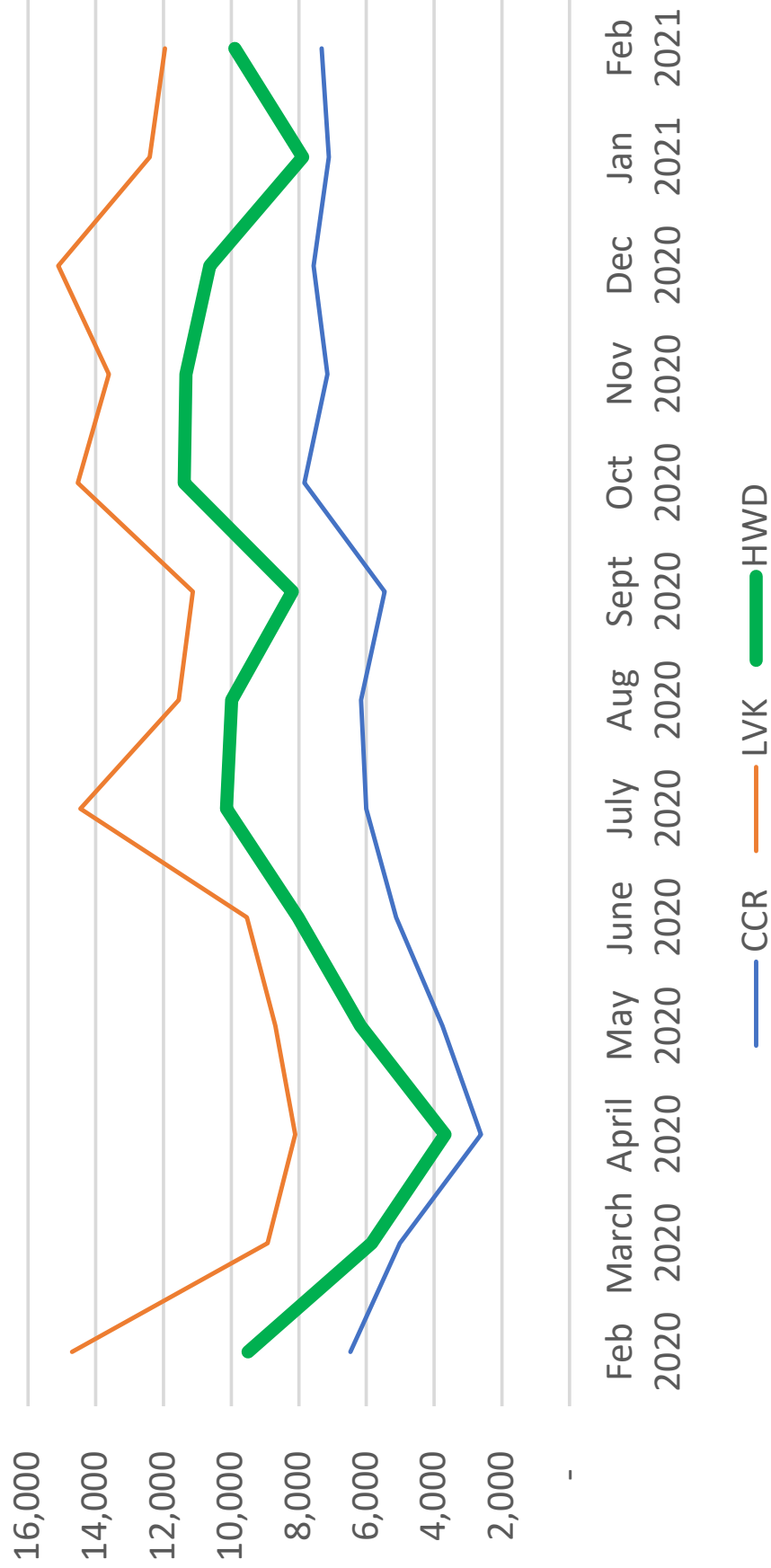
Hayward - U.S. Business Destinations



Hayward - U.S. Resort Destinations



Hayward - Other Bay Area Airports





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File #: RPT 21-059

DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT

Oral Presentation of the Annual Evaluation of the Airport Noise Program

RECOMMENDATION

That the Council Airport Committee (CAC) receives an oral presentation on the Annual Evaluation of the Airport Noise Program.

SUMMARY

Staff will present an oral presentation on the Annual Airport Noise Report for 2020 at the April 22, 2021 meeting.

ATTACHMENTS

None



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777 B Street
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File #: RPT 21-060

DATE: April 22, 2021

TO: Council Airport Committee

FROM: Director of Public Works

SUBJECT

Updated 2021 Agenda Planning Calendar

RECOMMENDATION

That the Council Airport Committee reviews and comments on this report.

SUMMARY

This report presents the proposed 2021 Agenda Planning Calendar for the Committee's review and comment.

ATTACHMENTS

Attachment I Staff Report



DATE: April 22, 2021

TO: Council Airport Committee

FROM: Airport Manager

SUBJECT: Updated 2021 Agenda Planning Calendar

RECOMMENDATION

That the Council Airport Committee reviews and comments on this report.

SUMMARY

This report presents the proposed 2021 Agenda Planning Calendar for the Committee's review and comment.

DISCUSSION

For the Council Airport Committee's (CAC) consideration, staff has prepared this updated 2021 Agenda Planning Calendar with topics and anticipated discussion dates listed below.

JULY 22, 2021
<ol style="list-style-type: none">1. Update on Sulphur Creek Improvements Project2. Update on Skywest Property
OCTOBER 28, 2021
<ol style="list-style-type: none">1. Review of Catalyst Sites in Industrial Sector2. Hotel Construction Update
UNSCHEDULED
<ol style="list-style-type: none">1. Aircraft Noise in Community2. Attracting Small Commercial Flight Operators3. Future Development Plans for South Side of Airport4. Internship Opportunities at Airport5. Taxiways Zulu & Foxtrot – Project Update6. Hangar Condition Assessment – Project Update

- | |
|--|
| <ol style="list-style-type: none">7. Report on Summer Activities for Teens at Other General Aviation Airports8. Revenue Generating Potential of CANG Site9. Partnership Opportunities with Other Airports for U.S. Customs |
|--|

NEXT STEPS

Upon consideration and approval from the Committee, staff will schedule items accordingly for future CAC meetings.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager