



CITY COUNCIL AGENDA REPORT

August 17, 2021
City Manager

TITLE: RECEIVE STATUS UPDATE REGARDING THE LIVERMORE AIRPORT, THE KAISERAIR PROJECT, AND RECENT FINDINGS OF PHASE 1 NOISE STUDIES

SUMMARY

The City of Livermore (Livermore) is currently reviewing a proposal from KaiserAir to add a new phased fixed-base operator (FBO) facility on a 45-acre parcel at the Livermore Municipal Airport (airport). City of Pleasanton (City) Noise complaints related to the airport have been increasing in recent months. City staff has worked with airport staff to facilitate a new noise study, which is only partially completed. While Livermore is restricted by federal law in what it can do to control flights in and out of the airport, they have implemented voluntary programs addressing nighttime flight limitations and specific flight pattern activity away from residential neighborhoods with mixed results. City staff is continuing to participate in the preparation of the noise study and is actively tracking the KaiserAir proposal. City staff has identified several actions to pursue moving forward and has also retained the services of Johnson Aviation, Inc. to assist us in these efforts.

RECOMMENDATION

Receive the information in this report, and direct staff to continue to track the Livermore Airport Noise Study and KaiserAir application, pursue related actions described in this report, and provide updates to the City Council when appropriate.

FINANCIAL STATEMENT

There is no financial impact to the City in receiving this report.

BACKGROUND

Livermore Municipal Airport

The Livermore Municipal Airport is a public-use, general aviation facility. The airport was constructed in 1965 and is home to over 500 based aircraft. The airport provides services including aircraft maintenance, flight instruction, aircraft storage, and charter service. The airport is restricted from providing scheduled passenger airline operations and services (Federal Aviation Regulations Part 121). The airport would need to meet certain regulatory criteria from the Federal Aviation Administration (FAA) to be approved for scheduled passenger service with large aircraft. The 1975 Livermore Airport Master Plan planned for nearly 2 million square feet of development. In 2010, at the conclusion of an extensive public outreach process, Livermore rescinded the Master Plan and completed a rezoning of the airport, significantly reducing the total development capacity to roughly 1.4 million square feet. Existing development at the airport is approximately 749,000 square feet, leaving roughly 651,000 square feet available for development under the current plan.

Proposed KaiserAir Project

Livermore is currently reviewing a proposal from KaiserAir to add a new phased FBO facility on a 45-acre parcel at the airport. An FBO is a company or organization granted the right by an airport to provide aeronautical services and aircraft fuel to the flying public. KaiserAir was established in 1946 as the flight department of industrialist Henry J. Kaiser's family of companies. KaiserAir is now a full-service aviation company, specializing in aircraft management, sales, maintenance, and charter. The company currently operates facilities in Oakland and Santa Rosa.

When completed, the proposed Livermore facility would include a 6.5-acre concrete aircraft parking apron, offices, a terminal, hangar space, maintenance service facilities, a self-fueling station, and fuel storage facilities. KaiserAir states that they intend to use the facility to store and service aircraft that they use to provide charter flights out of Oakland International and Sonoma County airports. Additional information on this application is provided as in Attachment 1 to this report.

According to Livermore staff, KaiserAir has committed to adhering to the airport's Voluntary Restraint from Night Flying and will be an active participant in mitigating noise impacts. In addition, all aircraft going into or out of the airport are encouraged to adhere to the Recommended Visual Flight Rules (VFR) Procedures which direct flights away from developed areas in Livermore, Dublin, and Pleasanton. More information on these programs is provided later in this report.

The KaiserAir proposal would require review by three Livermore government bodies. The first is the Livermore Airport Commission, which reviewed the project on February 8, 2021, and voted to recommend approval of the project to the Livermore Planning Commission. The second is the Livermore Planning Commission, which would review the project for compliance with relevant Livermore design standards and land use policies (similar to other development proposals in their City). The project application would also be subject to the requirements of the California Environmental Quality Act (CEQA), which requires an analysis of the environmental impacts of the project. The application to the Livermore Planning Commission has not yet been submitted. Third, the project must go to the Livermore City Council for review and consideration of the lease of the land to KaiserAir. This step would not occur until after the Livermore Planning Commission review and approval. Both the

Livermore Planning Commission and City Council Meetings require public notice, a public hearing and public comment. Pleasanton City staff have recently been informed that KaiserAir has received an extension until July 2022 to initiate the lease process with the City of Livermore. The previous deadline for this action was July 9, 2021.

Federal and State Regulation of the Airport

The Livermore Airport is largely built and maintained with federal Airport Improvement Program (AIP) grant funds, issued by the FAA for eligible airfield improvements, maintenance projects, and land acquisition. AIP grants are primarily from the Airport and Airway Trust Fund, which is airport user-funded through taxes levied on aviation fuels, passenger tickets, air transportation of goods, and the use of civil aircraft. Over the last two federal fiscal years, the AIP has also received funding from the General Fund of the U.S. Treasury to stabilize airports during the COVID-19 Pandemic and its impact on airport operations and finances.

Upon accepting these federal grants, Livermore must agree to certain obligations to protect the federal investment in the airport facilities. Two of these grant assurances relevant to the operation of the airport call for Livermore to:

- continue to operate the facility as a public-use airport;
- make the airport available to the public on reasonable terms without unjust discrimination to all types, kinds, and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

The California Department of Transportation (Caltrans), Division of Aeronautics, issues an Airport Permit and assures the continued safe operation of the airport through annual safety compliance inspections.

Air Space/Flight Patterns Restrictions

In accordance with Federal regulations (49 U.S.C. 40101), the FAA has exclusive authority in regulating airspace over the United States and prescribes air traffic regulations on the flight of aircraft.

Although Livermore Airport staff informs pilots of the impact that some flights have on the surrounding residential community and asks that such overflights be avoided, safety permitting, Livermore does not have the authority to dictate flight patterns for aircraft in flight. Therefore, all of Livermore's voluntary noise abatement procedures, including the restraint from night flying policy, are only requests to pilots.

Noise Restrictions or Curfews

Very few airports in California have curfews and those that remain were established prior to the adoption of the Airport Noise and Capacity Act of 1990. Since the passage of that federal legislation, no new curfew has been established at a public-use airport despite a regulatory process being available to do so.

The FAA's and the State's basic criteria for noise compatibility planning are defined by the extent of the 65 dB Community Noise Equivalent Level (CNEL) noise contour. An airport is legally considered as "noise sensitive" when the 65 dB CNEL noise contour encompasses residential areas. Even though 65 dB CNEL is the established standard for new residential

development in California, this does not imply that some people are disturbed at lower levels of aircraft noise within the 60 or 55 dB CNEL noise contours.

Livermore has buffer zones beyond the end of each runway that contains the 65 dB CNEL noise contour within the boundaries of the airport. An analysis completed as part of the most recent Livermore Municipal Airport Land Use Compatibility Plan concluded that this is expected to be true even if the airport reaches 370,000 operations. Recent annual aircraft operations peaked below 161,000 in 2019. Since the airport does not meet the basic noise impact criteria, the FAA will not support or fund a 14 CFR Part 150 noise compatibility study, nor permit any aircraft access restrictions.

The Livermore Airport Land Use Comparability Plan (ALUCP) standard for residential land use is 55 dB CNEL. As shown in Attachment 2, the projected CNEL noise contours for the airport do not show any residential areas located in Pleasanton within the 55 CNEL contour.

Voluntary Noise Avoidance Efforts

As noted above, Livermore cannot restrict access to any type of aircraft that can safely use the Airport. However, in 2002 Livermore instituted a voluntary nighttime noise policy focused on then increasing night operations by older, noisy jets. The policy reads:

Aircraft operators, especially those operating jet aircraft, are requested to adhere to the "Livermore Airport Voluntary Restraint from Night Flying Time Period" and refrain from flying between 2200 hours and 0600 hours local time.

Livermore Airport staff report that they work with pilots and flight instructors to communicate the need to apply quiet flying techniques and follow local noise abatement procedures. Airport staff also disseminate noise abatement procedures and request adherence to the voluntary restrictions via monthly tenant newsletters, pilot and instructor meetings, pilot flight planning websites and guides, letters to pilots, and direct calls to pilots based on noise complaints.

Also according to Livermore Airport staff, they log all aircraft noise complaints. They ask that anyone calling to file a noise complaint should state their name and address, the time the aircraft was observed and, if possible, a brief description of the aircraft (e.g., color, number of engines, low or high mounted wings, etc.). A daytime phone number should be provided if a return call is desired. Based on the complaint details, staff may request the FAA Tower to assist in identifying the aircraft in question. It is important to note that FAA Tower personnel are solely responsible for the safe separation of aircraft and hence, noise complaints should be directed to Livermore Airport staff and not the FAA.

Because of noise complaints, Airport staff has been able to identify aircraft and, on certain occasions, has contacted pilots directly. However, Livermore Airport staff have shared that attributing a particular noise event to a specific flight and airplane is an imperfect process with the Airport's current technology.

Livermore Airport staff also request that pilots comply with voluntary flight patterns that direct airplanes away from residential neighborhoods. As with the night flying restrictions, these requested flight patterns can only be encouraged, and not enforced by Livermore.

City of Pleasanton Advocacy

In 2010, in recognition of the value of the Livermore Airport to the Tri-Valley, but also with concern for the ongoing noise disturbances to residents, the Cities of Pleasanton and Livermore adopted a joint resolution to pursue several avenues to resolve airport noise issues including the coordination of Airport Noise Studies and the commitment to hold quarterly meetings of the Livermore-Pleasanton Liaison Committee to improve communications and promote mutual understanding of airport operations. (A copy of the resolution is provided as Attachment 3.)

More recently, the City of Pleasanton staff has requested a meeting of the Livermore-Pleasanton Liaison Committee to discuss the KaiserAir project and its potential impacts on our community. Historically, this forum has been used successfully to facilitate similar dialogue between the Cities on airport-related issues (including noise monitoring). It consists of two Council members from each of the two cities. At this time, the City of Livermore, with assistance from City staff from both Pleasanton and Dublin, has begun a noise study to determine current noise levels in all three of the communities around the airport. The Mayors and City Managers of each city have also been communicating with each other on the more recent issues surrounding the airport.

Current Noise Study

As envisioned by the joint resolution approved in 2010, Livermore recently initiated a new noise study and invited staff from both Pleasanton and Dublin to help select and secure sites in our communities. Pleasanton staff recommended sites based on previous monitoring locations (2008 and 2015) to provide comparable data over time, but also requested additional sites in areas receiving a higher concentration of recent complaints for a total of seven (7) monitoring locations. The scope of the study included two monitoring periods: one two-week period in May of 2021; and a second two-week period intended to occur later this year in November. Only data on average noise levels have been made available at the time of this writing. The preliminary noise data indicate modest increases and reductions in average noise levels in most monitoring locations, with average noise levels below the City standard of 60 decibels for residential compatibility. (See Attachment 4.) We have requested data on individual noise events from Livermore, however, it has not yet been provided.

Recent Flight Activity

In recent months, after the news of the KaiserAir proposal was reported in the news, the cities of Dublin, Pleasanton, and Livermore have all experienced a large increase in complaints about airport noise and non-compliance with Livermore's voluntary noise reductions policies. Compliance with these policies is "voluntary" because FAA regulations prohibit the enforcement of any local requirements beyond those imposed by the FAA. However, Livermore believes it has had some success with convincing users of the airport to comply. All of the cities surrounding the airport have heard from residents that flights to and from the airport have significantly increased. The number of operations has been increasing with the exception of 2020, however, there are fewer operations in and out of the airport than in other previous years (e.g., over 282,000 operations in the early 1990s.)

The number of operations (i.e., either a take-off or landing) in the last five years is provided below:

- 2020: 145,056 flights
- 2019: 160,746 flights
- 2018: 145,980 flights
- 2017: 130,656 flights
- 2016: 118,099 flights
- 2015: 117,708 flights

DISCUSSION

Livermore has limited control over aircraft before landing or after take-off due to several applicable federal laws. Based on the information about federal laws described above, it is unrealistic to think that mandatory flight curfews or noise restrictions will be implemented at the airport in the foreseeable future.

Livermore also has implemented voluntary programs that discourage flights between 10 PM and 6 AM and discourages flights over existing residential neighborhoods (the requested flight patterns are illustrated in Attachment 5). However, as demonstrated by the approximately 57 email complaints the City of Pleasanton has received (and a petition with over 6,000 signatures outlining similar concerns) about noise from the airport between February and the end of July 2021, these measures have been limited in their effectiveness.

With respect to the KaiserAir project, Livermore does have regulatory authority over the design of any new facility, as well as the lease of their land to an operator, with certain limitations. These decisions will be subject to review under CEQA and while City staff will be carefully reviewing the CEQA documentation for adequacy, based on the preliminary noise monitoring data, it is not yet clear that the average noise levels in Pleasanton (ranging from 49.1 to 52.4 decibels) from the airport activities exceed current noise standards identified in our own General Plan, or that the proposed project would increase these levels above State or local airport noise standards.

In light of the information provided in this report, staff is proposing the following path forward:

1. Continue to encourage the City of Livermore to agree to convene the Livermore-Pleasanton Liaison Committee to facilitate discussion about noise concerns to the City of Livermore City Council Members.
2. Continue to assist with, track, and comment on the current and future airport noise studies.
3. Track and review the KaiserAir project proposal when it is submitted with special consideration of the adequacy of the CEQA aircraft noise analysis.
4. Encourage the City of Livermore to acquire and utilize new and improved technology to track incoming and outgoing overflight paths that generate complaints to improve the effectiveness of their voluntary time nighttime flying restriction and flight path programs.

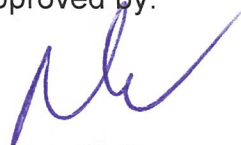
The City has retained the services of Johnson Aviation Inc., to provide technical expertise and to assist in performing the tasks listed above.

Submitted by:



Brian Dolan
Assistant City Manager

Approved by:



Nelson Fialho
City Manager

Attachments:

1. Livermore Airport Commission Staff Report
2. Most recent CNEL Contour Map
3. 2010 Joint Resolution
4. Preliminary Noise Study Data
5. Requested Flight Pattern Graphic



AIRPORT COMMISSION STAFF REPORT

TO: Honorable Chairperson and Airport Commission Members

FROM: David Decoteau, Airport Manager

SUBJECT: KaiserAir Proposed Fixed Based Operator Development

RECOMMENDED ACTION

Staff recommends the Airport Commission support KaiserAir's proposed development that includes a proposed Fixed Based Operator (FBO) facility and associated hangars on airport parcel #904-000300102 to City Council.

SUMMARY

As presented at the November 11, 2020 Airport Commission meeting KaiserAir requests to proceed with their proposed development at Livermore Airport. The Livermore Municipal Airport (LVK) owns and controls parcel #904-000300102 located north of West Jack London Blvd. and south of Taxiway Lima. The approximately 45-acre parcel is a vacant and open field maintained by the City of Livermore which currently includes a small portion under a month to month lease with a limo company and engine testing facility. KaiserAir has proposed a comprehensive phased development of the parcel that would include a FBO terminal complex, offices, aircraft maintenance facilities, fuel farm, self-service aircraft fueling facility, corporate hangars, parking spaces and box/t-hangars. The proposed development will provide enhanced aeronautical services at the airport and generate significant revenues to the Airport Enterprise Fund. The development will house their corporate offices comprised of 30-40 employees and provide space for approximately six KaiserAir corporate aircraft.

DISCUSSION

KaiserAir approached Airport Staff regarding development of the southside aeronautical parcels. After a detailed analysis, it was determined that the site would accommodate KaiserAir's requirements for a FBO, corporate offices and hangar facilities. As a result, staff entered into discussions with KaiserAir on the feasibility of development in that location. Staff determined that the site is adequately zoned as AIR SE and would be compatible with

MEETING DATE: February 8, 2021	AGENDA ITEM: 5. a)
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KaiserAir's proposed development. Staff has entered into lease negotiations with KaiserAir on a long-term (35-year) ground lease/development agreement. Additionally, KaiserAir has agreed to accommodate the two existing tenants who currently occupy the site in their proposed development plans.

KaiserAir's proposed business/development plan which includes an estimated \$15 million to \$18 million investment involves relocation of their corporate offices from Oakland International Airport along with basing some of their existing corporate fleet at LVK. KaiserAir proposes to bring in their existing customer base built off 74 years of service in the industry. The company currently has two successful FBO locations - one at Oakland International Airport and the other at Sonoma County Airport. KaiserAir currently sells approximately four-million gallons of aviation fuel on an annual basis from these two locations. Livermore Airport currently has one Fixed Base Operator and grant assurances requires airport sponsors to entertain additional requests. The proposal by KaiserAir complies with Minimum Standards requirement for bringing in new business instead of dilution of existing fuel flowage.

KaiserAir is proposing a phased development with construction on the first and second phase of development initially followed by future phases predicated on future demand. The proposed long-term development project would be potentially spilt into four distinct phases:

- **Phase One** consists of a 293,200 square foot concrete apron (over 6 ½ acres), a 5,000 square foot terminal, fuel storage facility, self-fueling station, vehicle parking lot and associated airfield infrastructure improvements. It should be noted that KaiserAir estimates that Phase One development will generate 1,000,000 gallons of fuel flowage on an annual basis.
- **Phase Two** includes construction of a 64,800 square foot hangar complex consisting of 18 rectangular 60'x60' hangars.
- **Phase Three** involves construction of a two-story office building and a hangar complex of 38,000 square feet.
- **Phase Four** includes construction of a 4,000 square foot ground service equipment maintenance building and two additional t-hangar complexes of approximately 60,000 square feet of combined area.

KaiserAir also proposes a subsequent development plan which could include the construction of additional corporate and t-hangars. These other projects would be brought back to the Airport Commission for review prior to construction.

The project also includes improvements to the airfield infrastructure including a new vehicle service road as well as enhancements to a taxiway intersection improvement estimated at over \$1 million and Taxiway Lima to accommodate aircraft access to and from the site. KaiserAir has also agreed to take an active role in noise abatement at the airport and will work closely with City staff to support efforts of noise mitigation.

KaiserAir will comply with LVK's Minimum Standards for Fixed Based Operators and will conform with applicable Federal Aviation Administration (FAA) legal requirements related to the development and operation of the facility. Additionally, the project is subject to required State and Federal environmental compliance review, clearance and approval. An update of the Airport Layout Plan is also required. Airport Staff is working with its consultants and the FAA on meeting all requirements. This proposed development will eventually require

approval by the City of Livermore Community Development Department, Planning Commission, and City Council. Continuous updates of the project can be presented to the Airport Commission as they become available.

FISCAL AND ADMINISTRATIVE IMPACTS

Based upon revenue projections, the ground lease would net the Airport Enterprise Fund approximately \$286,944 per year. Over the term of a 45-year lease (35-years with two five-year options), an estimated net revenue of \$12,912,480 is anticipated. In addition, fuel flowage fees would result in over \$100,000 additional revenue to the airport fund per year. The development would also increase enterprise fund revenues further through landing fees. The additional revenue would be used to enhance and improve airport facilities for the betterment of all airport users and visitors.

ATTACHMENTS

- Attachment 1- South Development Area
- Attachment 2- Kaiser Air Proposed Development Layout Phase I
- Attachment 3- Kaiser Air Proposed Phasing Plan
- Attachment 4- Kaiser Air Proposed Full Buildout

Prepared by:



David Decoteau
Airport Manager

Approved by:



Scott Lanphier
Public Works Director



KAISER AIR, INC.

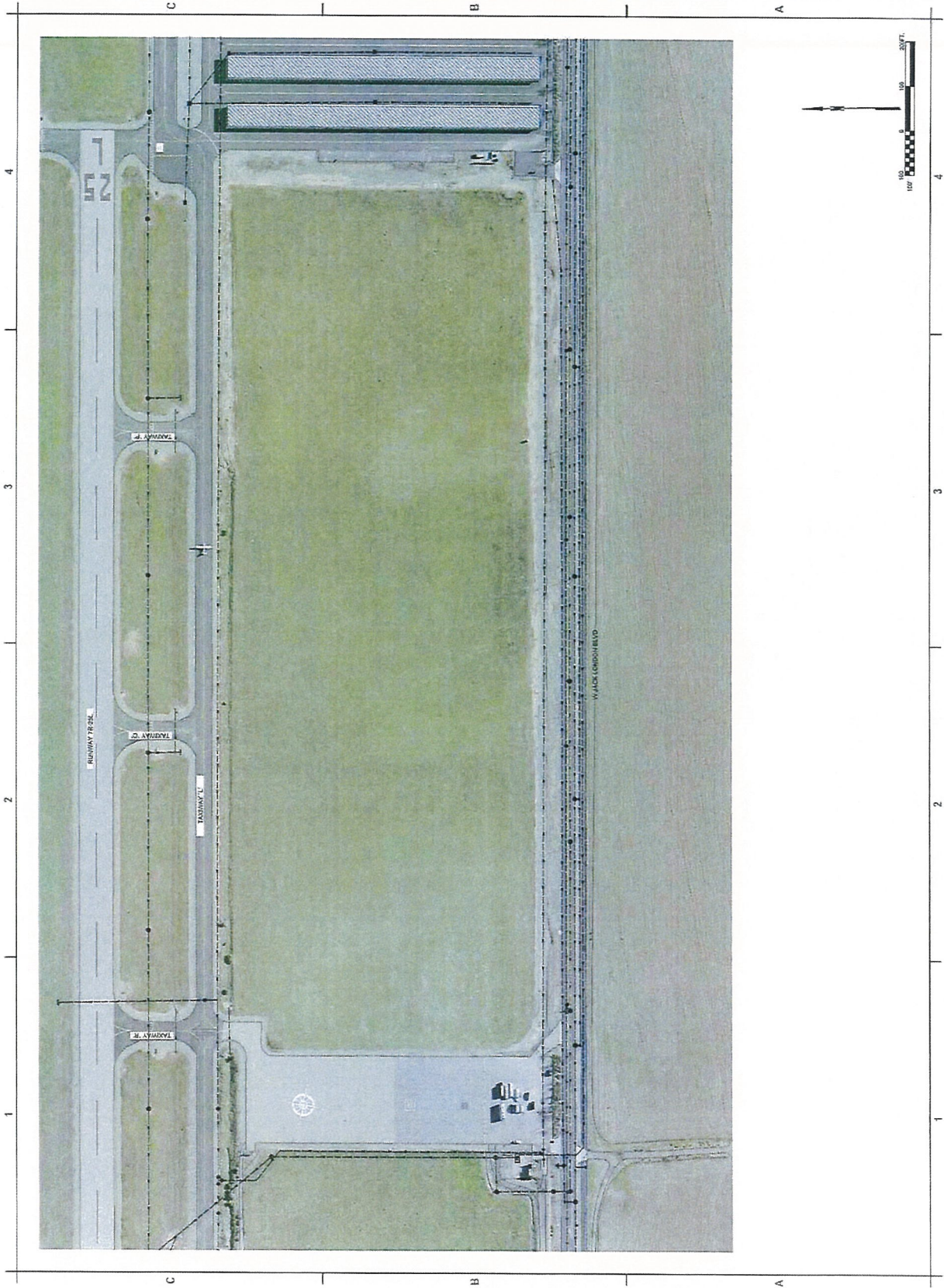


KAISER AIR, INC.
FIXED-BASE OPERATOR DEVELOPMENT
CITY OF LIVERMORE, CALIFORNIA
LIVERMORE MUNICIPAL AIRPORT

WORKSHEET
NO. 001
DATE
SEPTEMBER 2002

EXISTING
CONDITIONS

EXHIBIT 2





KAISER AIR, INC.

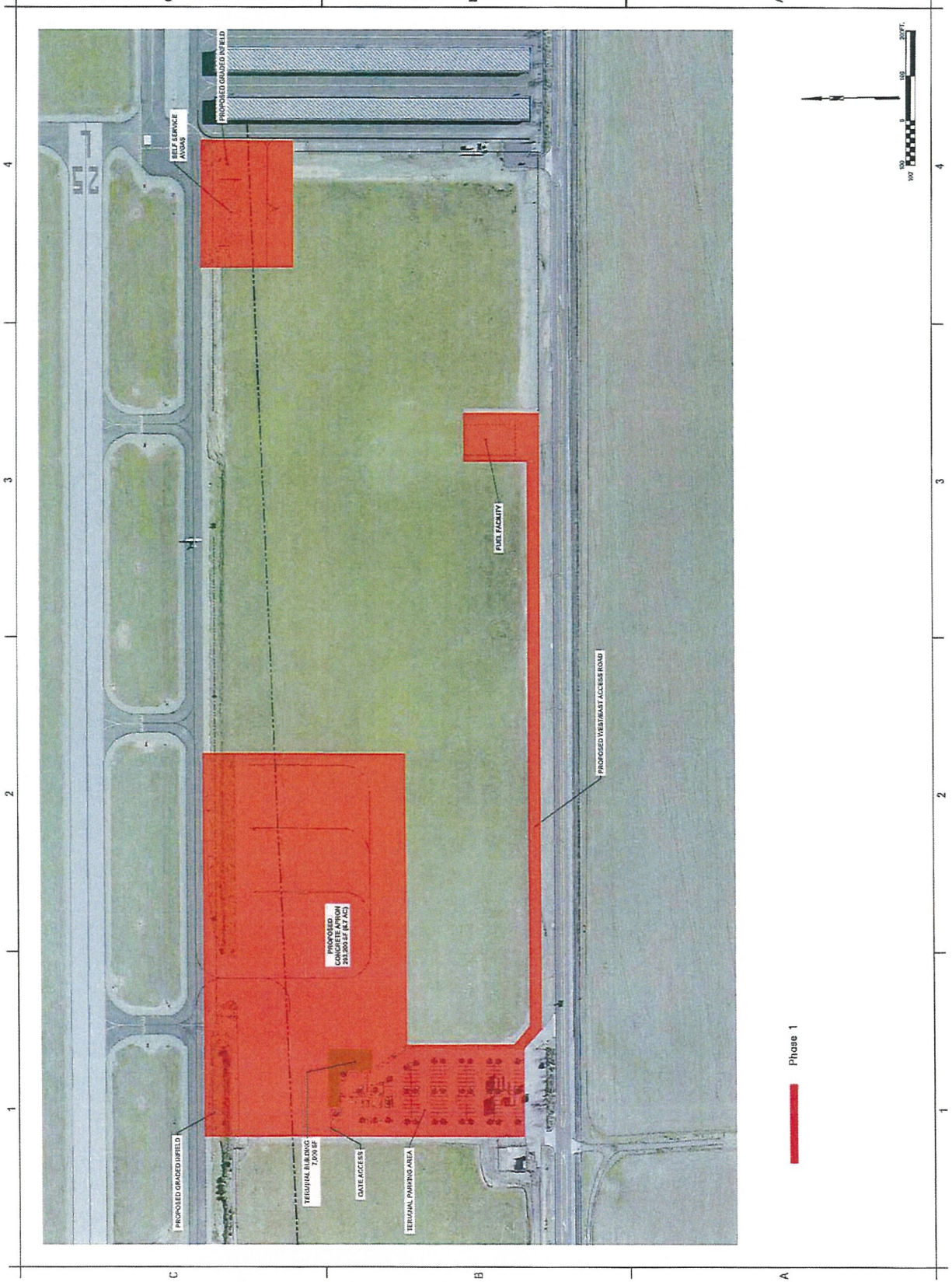




KAISER AIR, INC.
FIXED-BASE OPERATOR DEVELOPMENT
LIVERMORE MUNICIPAL AIRPORT
CITY OF LIVERMORE, CALIFORNIA

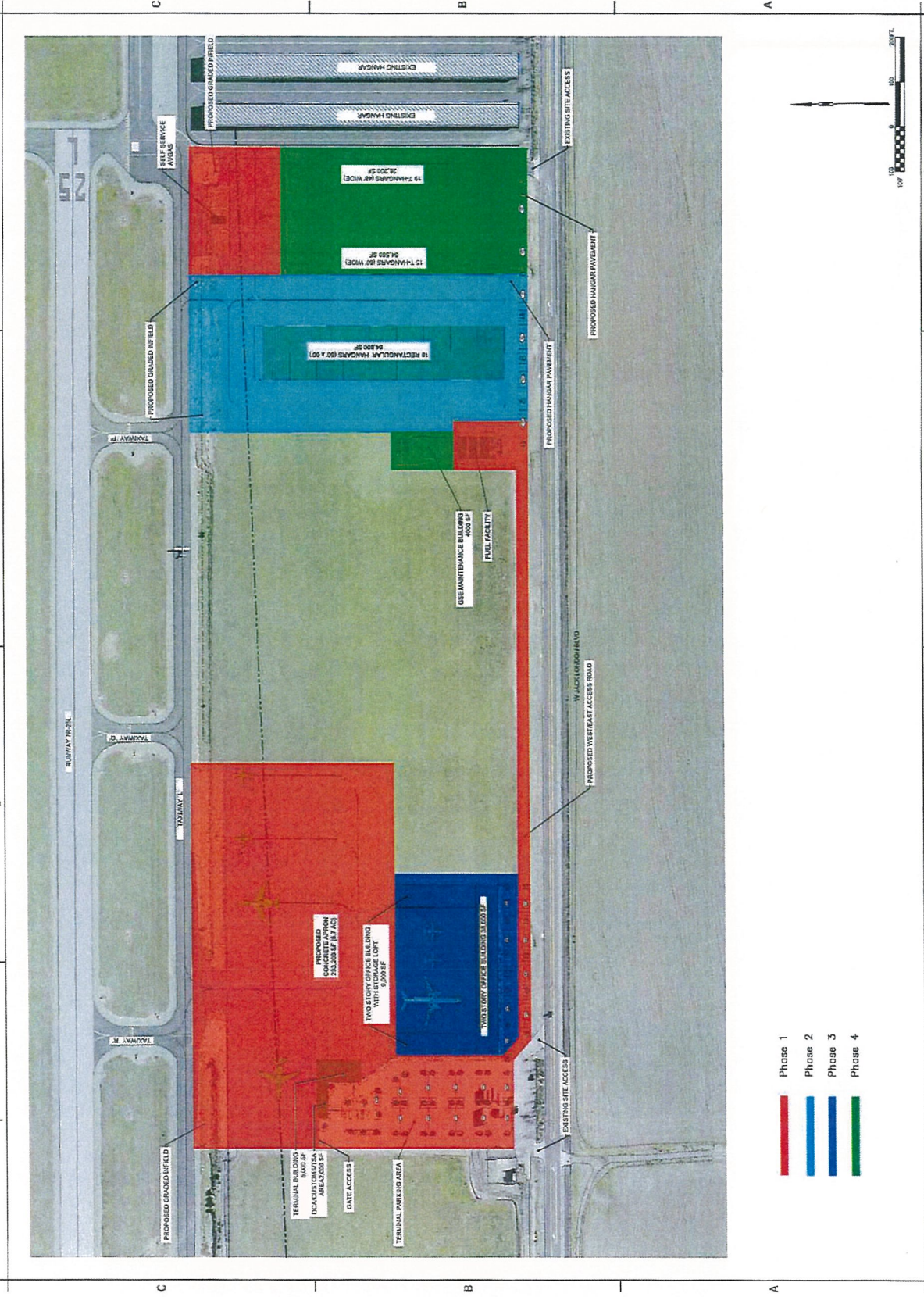
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PHASING
PLANS

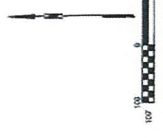
EXHIBIT 4

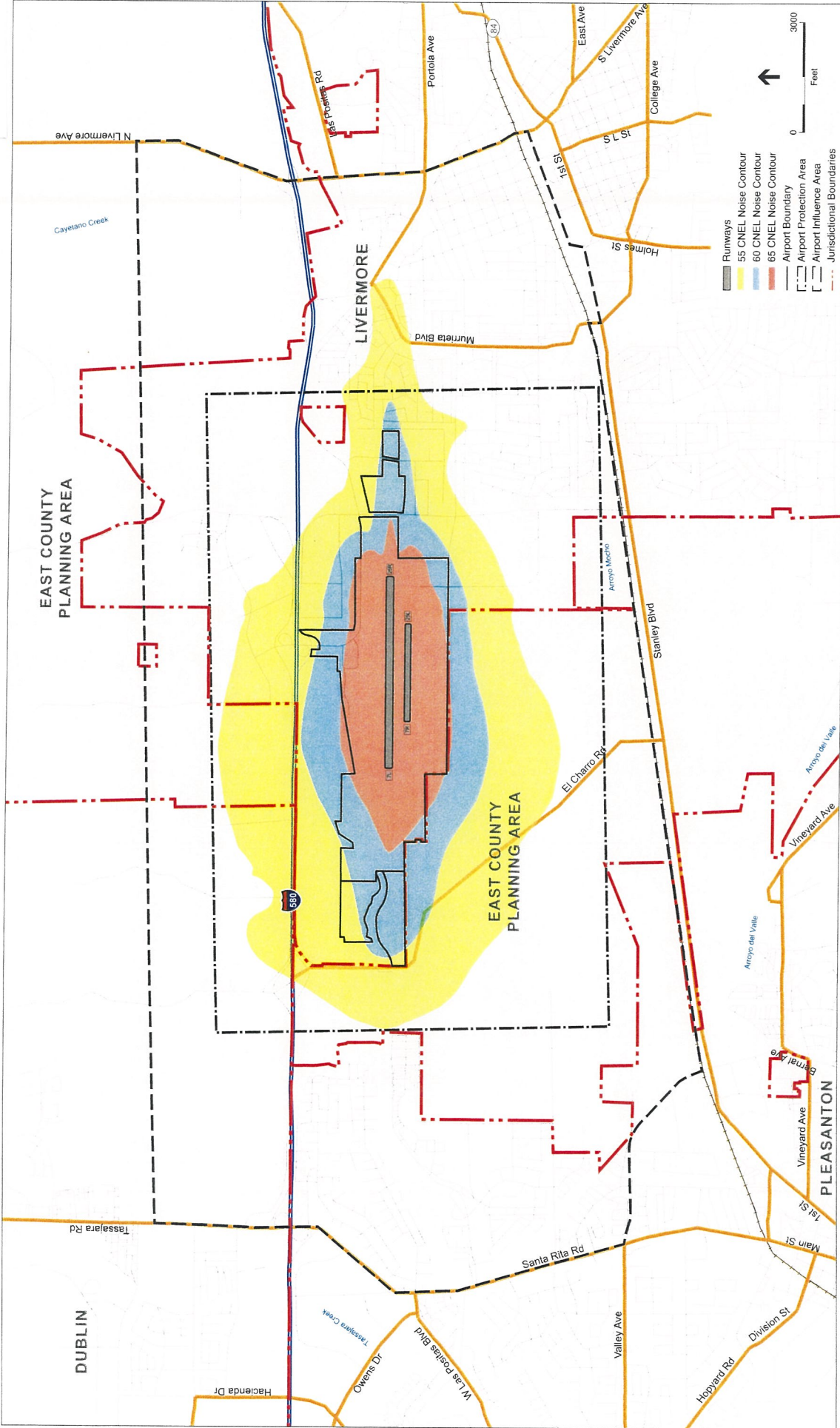


 <p>CS COMPANIES C&S Engineers, Inc.</p>	<p>KAISER AIR, INC.</p>	 <p>CITY OF LIVERMORE, CALIFORNIA</p>	<p>KAISER AIR, INC. FIXED-BASE OPERATOR DEVELOPMENT LIVERMORE MUNICIPAL AIRPORT</p>	<p>DATE: 09/01/2010</p> <p>BY: SEPTIEN/ELR/ROD</p> <p>TITLE: PHASING PLANS</p>
				<p>PROJECT: LIVERMORE MUNICIPAL AIRPORT</p> <p>PHASE: PHASING PLANS</p>



- Phase 1
- Phase 2
- Phase 3
- Phase 4





Livermore Municipal Airport Land Use Compatibility Plan, 2022229
Figure 3-2
 Noise Compatibility Zones

SOURCE: ESA/Arpents, 2009; ESRI, 2008; Brown-Buntin Associates, Inc., 2008; LSA Associates, Inc., 2009

RESOLUTION NO. 10-400

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING JOINT COOPERATIVE EFFORTS BY THE CITY OF LIVERMORE AND THE CITY OF PLEASANTON REGARDING THE LIVERMORE MUNICIPAL AIRPORT

WHEREAS, the Livermore Municipal Airport is a regional asset which provides needed aviation facilities that enhance economic development in, and provide emergency access to, the Tri-Valley; and

WHEREAS, the City Council of the City of Livermore adopted on March 23, 2010, a Resolution Establishing Airport Operational and Development Policies (Res. No. 2010-058), which includes several policies on which the City of Pleasanton wishes to collaborate. The City of Livermore and the City of Pleasanton desire to engage in joint cooperative efforts to implement several of these policies to minimize airport impacts on the Tri-Valley community, and improve the sharing of information between the cities and their residents, including:

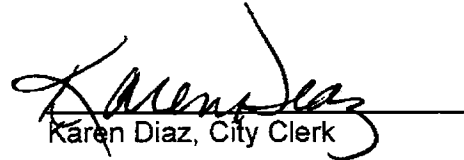
1. Coordinating lobbying efforts by the Tri-Valley city councils to have Federal legislation adopted to phase-out old, high noise-producing jets.
2. Establishing jointly a community forum of stakeholders, to meet twice a year to receive: updates regarding the airport manager's responses to noise complaints; information provided to pilots regarding voluntary noise reduction efforts; and noise monitoring reports, when such reports are prepared.
3. Considering implementation of: technology to track planes which generate high noise during take-off and landing, and having the airport manager seek to obtain voluntary cooperation from pilots to reduce noise from such planes; and other voluntary mitigation measures for noise reduction.
4. Sharing information about airport noise reduction efforts and fly-over noise sources that can be incorporated into educational materials to be provided to residents.
5. Coordinating future noise monitoring studies.
6. Resuming quarterly meetings of the Livermore / Pleasanton Liaison Committee to improve communications and to promote mutual understanding of airport operations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pleasanton that the preceding joint cooperative efforts will be pursued by the City of Livermore and the City of Pleasanton.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on September 21, 2010.


I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing Resolution was adopted by the City Council at a regular meeting held on the 17th day of September, 2010, by the following vote:

Ayes: Councilmembers Cook-Kallio, McGovern, Thorne, Mayor Hosterman
Noes: None
Absent: Councilmember Sullivan
Abstain: None



Karen Diaz, City Clerk

APPROVED AS TO FORM:



Jonathan P. Lowell, City Attorney

IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**A RESOLUTION ESTABLISHING AIRPORT OPERATIONAL
AND DEVELOPMENT POLICIES**

The City's General Plan states in Goal CIR-8 that the City will "support and protect safe and efficient aviation operations at the Airport". In support of that goal and the City Council's desire to communicate its position on future Airport development, staff recommends that the Council support, to the extent feasible under federal law and the City's Grant Assurances with the Federal Aviation Administration, the following policies to guide the Airport Advisory Commission and staff in the future development of the Airport:

1. Future development at the Airport shall only occur in response to existing aviation demand. Whether demand exists shall be evaluated by the Airport Advisory Commission, and shall be based on tangible evidence, such as the existence of a hangar waiting list, letters of interest or proposals to provide essential aeronautical services to avoid the need for based aircraft having to fly to other airports to receive those services, or services determined to be supportive of the local community, such as law enforcement or emergency medical transport.
2. Redevelopment at the Airport shall only occur if the Airport Advisory Commission determines that existing facilities are in need of significant rehabilitation, improvement, or replacement.
3. The City Manager, Public Works Director, and Airport Manager shall take no action to solicit or encourage development of a large scale, stand-alone air cargo operator at the Livermore Airport. However, small-parcel air cargo services that serve only businesses and residences in the Tri-Valley region shall be encouraged to support the local economy and ensure economic vitality, and staff shall endeavor to establish this type of business.
4. The City does not intend to extend the existing runways.
5. The City will aggressively foster the reduction of aircraft noise through voluntary noise reduction efforts, especially during night hours. The City will participate in federal lobbying efforts to legislate the phase-out of high noise-producing jets.
6. In cooperation with other Tri-Valley Cities, the City will conduct periodic noise monitoring activities, and report these activities to local elected Boards at least once every two years.
7. The City will take necessary steps to enhance the Airport as the region's key disaster relief and recovery facility.

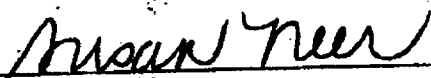
8. The City will continue to operate the Livermore Municipal Airport as an unsubsidized and self-sustaining public enterprise in a safe and efficient manner.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Livermore that the preceding policies and procedures are established for the operation and development of the Airport:

On the motion of Councilmember Leider, seconded by Councilmember Williams, the foregoing resolution was passed and adopted on the 22nd day of March, 2010, by the following vote:

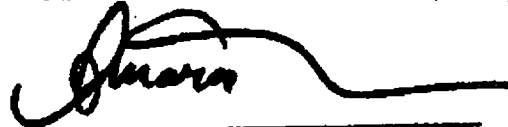
AYES: Councilmembers Leider, Marchand, Williams, Vice Mayor Horner, Mayor Kamena
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST & DATE:



CITY CLERK
SUSAN NEER

APPROVED AS TO FORM:



SPECIAL COUNSEL
AMARA MORRISON

DATE: March 23, 2010



INTEROFFICE MEMORANDUM

Date: June 16th, 2021

To: Marc Roberts, City Manager

From: Scott Lanphier, Director of Public Works
Sean Moran, Interim Airport Manager

Subject: Spring 2021 Airport Noise Study

Introduction

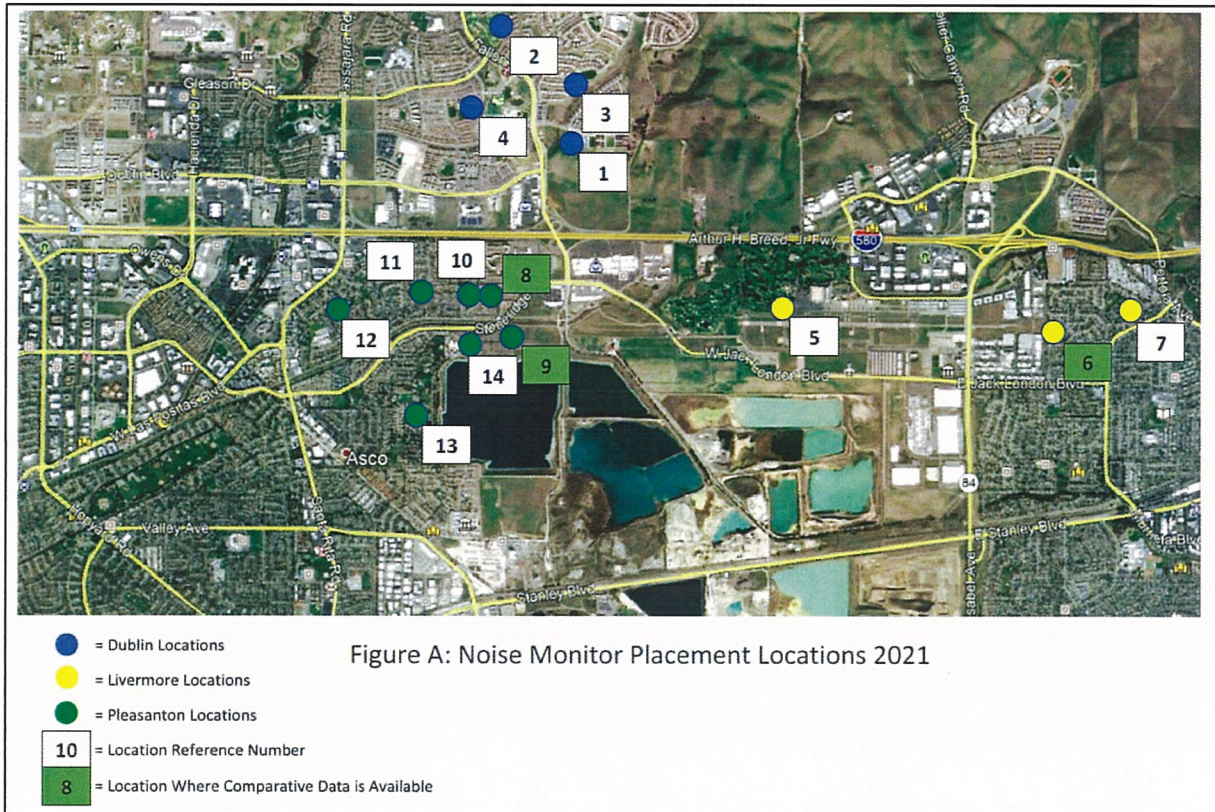
This memorandum summarizes the results of a recent noise study conducted at the Livermore Airport and surrounding community in May of 2021. The study was conducted over a two-week period at over fourteen locations including the LVK airport, surrounding Livermore neighborhoods as well as locations in Pleasanton and Dublin. Three of these locations provide comparative noise data from prior year studies conducted in 2015 and 2008.

Note: Throughout this study, the notation dB refers to decibels noise level.

Data Collection

Figure A shows the location of all the fourteen sites where data was collected. A total of seven locations were selected in Pleasanton, four locations in Dublin, and three locations in Livermore (including LVK Airport.) Locations in Dublin and Pleasanton were selected and provided by City staff at those cities respectively. In general, locations were selected based on proximity to the airport, interest received by local residents in participating in the noise study, and willingness of property owners to allow the noise monitors to be placed on their property. Every effort was made to allow as many residents to participate in the noise study while maintaining a reasonable amount of locations for the study.

Two of the locations in Pleasanton (Sites 8 & 9) as well as one location in Livermore (Site 6) have prior years study data available and were used in a comparative analysis. The results of that comparison are presented later in this memorandum. These locations are indicated by a green shaded site identifier box in Figure A.



Results of the Study

Comparison to prior studies

The Figure B shows comparative noise data for the three locations where previous data was collected as well as current year data. As shown in Figure B, the overall range of noise levels

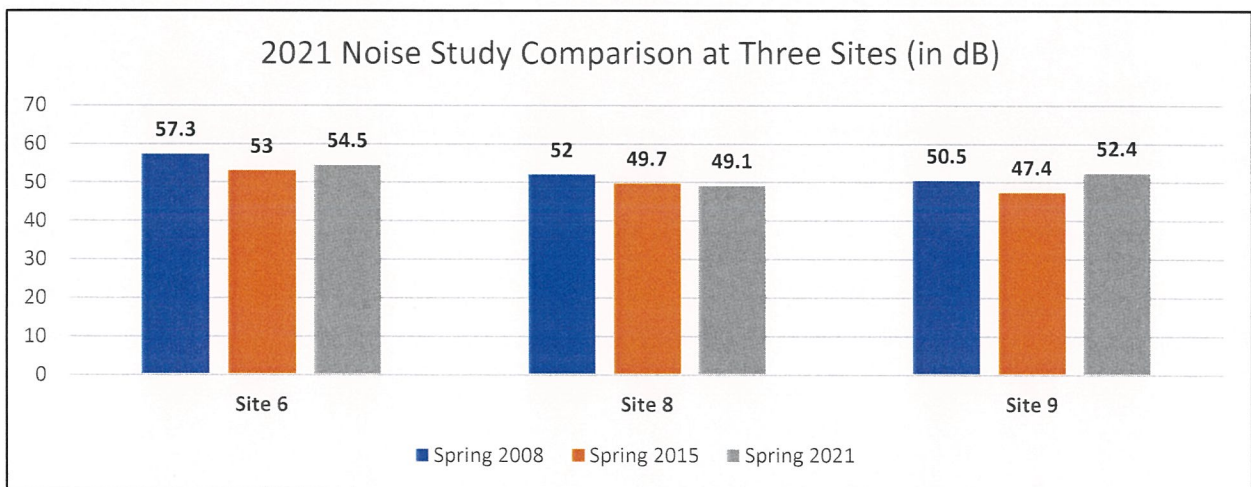


Figure B: Comparative Noise Levels at Three Sites

is from 47.4dB to 57.3dB. At Site 6, the noise level increased slightly from 53.0dB to 54.5dB from the 2015 noise study but remains less than the 57.3dB measured in 2008. At Site 8, the noise levels decreased from 52.0dB and 49.7dB in 2008 and 2015 respectively, to 49.1dB in 2021. At Site 9, the 2021 noise level increased from the 2008 level of 50.5dB and the 2015 level of 47.4dB to the 2021 noise level of 52.4dB.

Preliminary determinations from this comparative data study include the following:

- 1) Overall, the noise levels are up slightly in some locations and down slightly in other locations over previous years
- 2) The current average range of noise levels (2021) is between 49.1dB to 54.5dB
- 3) Previous average range of noise levels were between 50.5dB to 57.3dB (2008) and 47.4dB to 53.0dB (2015)
- 4) For all the residential locations the measured ambient noise (background neighborhood noise) was higher than aircraft noise
- 5) Overall aircraft operations during the noise monitoring period were up slightly but generally consistent to prior years

Summary of All Fourteen Noise Monitoring Locations

The overall results are shown on the next page in Figure C: Summary of 2021 Noise Data Collection. As shown in Figure C, the 2021 noise levels are generally consistent with prior years data with some locations having slightly higher noise values in 2021 and some locations having slightly lower values.

Next Steps

The City of Livermore Airport staff and consultant will conduct a follow up study at the same locations (provided owners grant site access again) in the fall of 2021. This fall data will be compared to fall data collected in prior years (2008 and 2015) to determine if there has been a significant deviation in noise levels during the fall period since prior studies were conducted. The results of that study will be made available later this year.

In addition, Livermore Airport staff are working to install a permanent noise monitor at LVK later this year (2021.) The permanent noise monitor may include up to two locations and will also provide flight-tracking information to correlate high noise activity with a particular aircraft based on flight-tracking data.

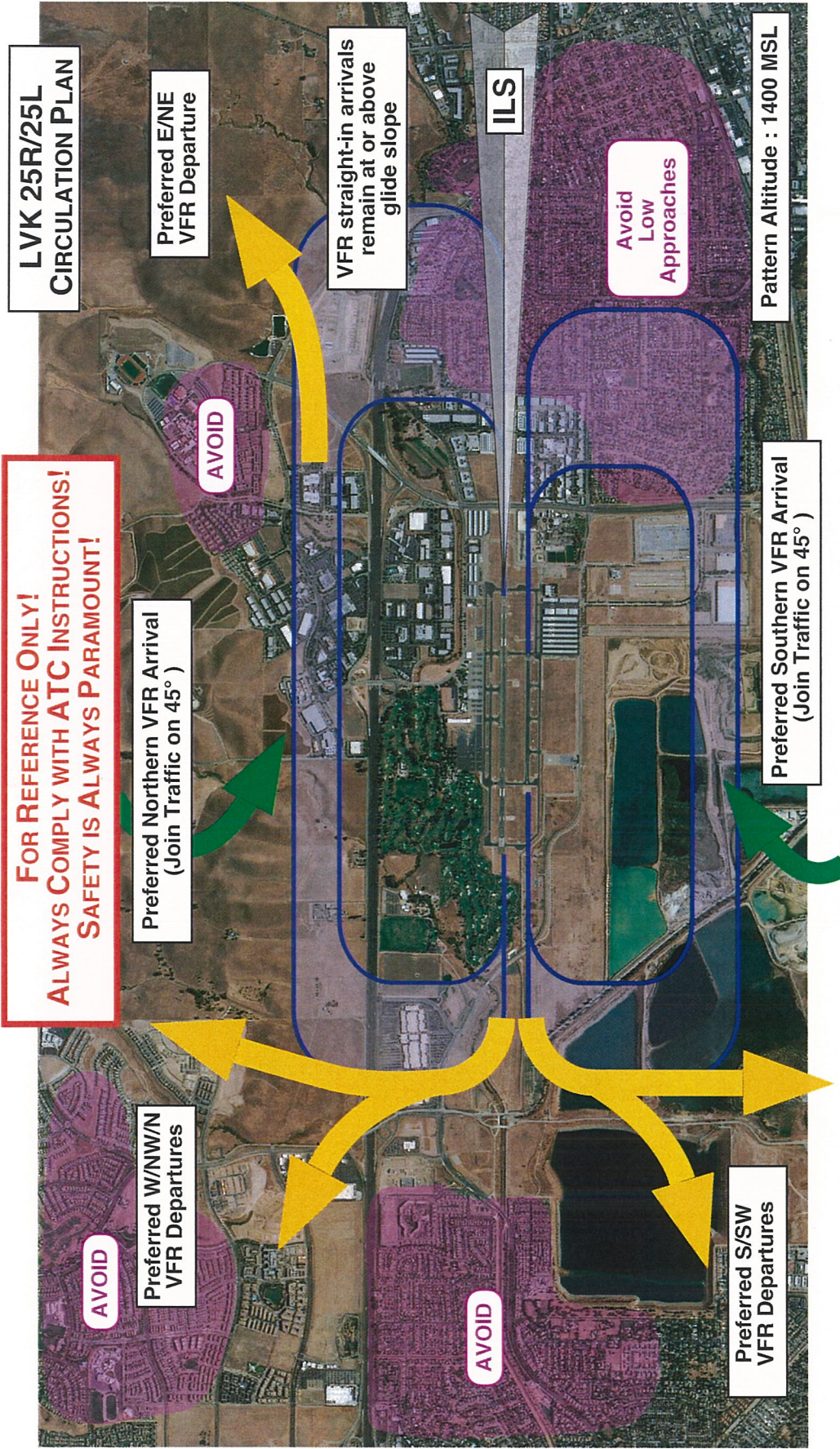
**SUMMARY OF MEASURED AIRCRAFT CNEL VALUES
LIVERMORE MUNICIPAL AIRPORT, 2021**

Site	Description	Date	Measured Aircraft CNEL, dB ¹	
			Range	Mean
1	2400 Central Pkwy, Dublin (Cottonwood Creek Elementary)	May 11-17, 2021	40.7-52.1	43.6
2	2927 W. Castle Pines Terrace, Dublin	May 11-17, 2021	37.8-46.8	41.4
3	4306 Jordan Ranch Road, Dublin	May 19-25, 2021	38.7-46.5	43.4
4	3150 Palermo Way, Dublin (Kolb Elementary)	May 11-17, 2021	39.8-45.2	42.9
5	Next to airport taxiway north of Runway 07L/25R	May 11-25, 2021	61.0-64.2	62.2
6	1386 Arlington Road, Livermore	May 11-17, 2021	53.1-57.3	54.5
7	1613 Placer Circle, Livermore	May 11-17, 2021	50.8-65.0	54.0
8	3318 Vermont Place, Pleasanton	May 11-17, 2021	45.8-51.5	49.1
9	2821 Chocolate Street, Pleasanton	May 19-25, 2021	51.0-55.6	52.4
10	3014 Staples Ranch Drive, Pleasanton	May 19-25, 2021	49.8-53.1	51.0
11	3496 Guthrie Street, Pleasanton	May 11-17, 2021	42.4-50.0	45.9
12	3405 Byron Court, Pleasanton	May 19-25, 2021	42.3-46.7	45.1
13	3622 Diablo Court, Pleasanton	May 19-25, 2021	36.6-54.4	42.9
14	3300 Dennis Drive, Pleasanton (Mohr Elementary)	May 11-17, 2021	43.5-50.0	46.0

¹Shown are the range of daily CNEL values and mean (average) CNEL for the entire measurement period.

Source: WJV Acoustics, Inc.

Figure C: Summary of Noise Data at All Fourteen Locations



**FOR REFERENCE ONLY!
ALWAYS COMPLY WITH ATC INSTRUCTIONS!
SAFETY IS ALWAYS PARAMOUNT!**

RECOMMENDED VFR PROCEDURES

- ◆ Use preferred arrival and departure corridors
- ◆ Keep your patterns tight
- ◆ Avoid overflying residential areas
- ◆ Avoid straight-in VFR arrivals
- ◆ Avoid low passes and formation arrivals
- ◆ Avoid abrupt maneuvering, power, and sudden pronoller RPM changes

HELP US TO REDUCE NOISE!

Adhere to Voluntary Restraint from Night Flying Policy (10 PM - 6 AM local)

ARRIVALS

- ◆ Remain at traffic pattern altitude (1400' MSL) as long as practical before descending to land.

DEPARTURES

- ◆ Climb as quickly as practical to pattern altitude.