

Contra Costa County
Aviation Advisory Committee
Meeting Agenda
550 Sally Ride Drive
Thursday, October 13, 2016, 10:00 a.m.

The Aviation Advisory Committee will provide reasonable accommodations for persons with disabilities who plan to attend its scheduled meetings. Call the Director of Airports Office at (844) 359-8687 at least 24 hours in advance. Any disclosable public records related to this meeting are available for public inspection at the Director of Airports Office, 550 Sally Ride Drive, Concord, during normal business hours.

- 1. Roll Call**
- 2. Opening Comments by Chair**
- 3. Public Comment Period**
- 4. Approval of Minutes (September 2016)**
- 5. Consider Consent Items**
 - a. Airport Noise Report & Statistics Report (August 2016)
 - b. Relevant Board Actions
- 6. Presentations/Special Reports**
 - a. JetSuiteX – Lisa Whalen
 - b. New ‘Learning to Fly’ Video
 - c. AAC Tenant Recognition Award Presentation
- 7. Discussion/Action Items**
 - a. Items Pulled from Consent
 - b. AAC Bylaws Revised by County Counsel
 - c. Noise Complaints News Article (See Attached)
 - d. Business Updates
 - e. Taxiway Echo/Kilo Project
- 8. Updates and Announcements**
 - a. What is Happening at Buchanan Field & Byron Airports/Other Airports
 - b. Airport Land Use Commission (ALUC) Update
 - c. AAC Announcements
 - d. Airport Staff Announcements
- 9. Future Agenda Items**
- 10. Adjourn**

Next AAC Meeting (Tentative): November 10, 2016 at 10:00 am
Next Airport Committee Meeting (Tentative): October 24, 2016 at 10:00 am

AVIATION ADVISORY COMMITTEE

ATTENDANCE ROSTER FOR 2016

AAC Members	Representing	Contact Information	Jan 14	Feb 11	Mar 10	Apr 14	May 12	Jun 09	Jul 14	Aug 11	Sep 08	Oct 13	Nov 10	Dec 08	Total # Abs
Rudi Raab	District 1	Rudi1julie@aol.com	Y	Y	Y	Y	Y	N	Y	N	Y				
Mike Bruno	Airports Bus. Assoc.	michael@sterlingav.com	Y	Y	Y	Y	Y	O	Y	O	ABS				
DeWitt Hodge	Member at Large	Dewitt.hodge@comcast.net	Y	Y	Y	Y	Y	-	Y	-	Y				
Ronald Reagan	District 3	ron@rmsea.com	Y	Y	Y	Y	Y	M	Y	M	Y				
Derek Mims	City of Pleasant Hill	derekmims@hotmail.com	Y	Y	Y	Y	Y	E	Y	E	Y				
Russell Roe	District 5	russroe@pacbell.net	ABS	ABS	Y	Y	Y	E	ABS	E	Y				
Keith McMahon	City of Concord	keithcmcmahon@gmail.com	Y	ABS	Y	Y	-	T	Y	T	ABS				
Roger Bass	District 2	twofivexray@yahoo.com	Y	Y	ABS	Y	ABS	I	Y	I	Y				
Maurice Gunderson	Member at Large	mauricegunderson@mac.com	Y	Y	Y	ABS	Y	N	Y	N	Y				
Tom Weber	District 4	Tr-weber@sbcglobal.net	Y	ABS	Y	Y	Y	G	Y	G	Y				

Was There a Quorum? Y or N

ABS = Absent

Y = Present

Y	Y	Y	Y	Y	Y	Y	-	Y	-	Y	-	Y		
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TERM EXPIRATION AND TRAINING CERTIFICATION

AAC Members	Representing	Term Expiration Date	Brown Act Training Completion Date
Rudi Raab	District 1	3/1/17	5/12/16
Mike Bruno	Airports Bus. Assoc.	3/1/19	
DeWitt Hodge	Member at Large	3/1/17	
Ronald Reagan	District 3	3/1/18	4/14/16
Derek Mims	City of Pleasant Hill	3/1/18	
Russell Roe	District 5	3/1/17	
Keith McMahon	City of Concord	3/1/16	
Roger Bass	District 2	3/1/18	4/8/16
Maurice Gunderson	Member at Large	3/1/18	4/6/16
Tom Weber	District 4	3/1/17	4/1/16

DRAFT



**CONTRA COSTA COUNTY
AVIATION ADVISORY COMMITTEE
MINUTES OF MEETING
September 8, 2016**

MEETING CALLED: Chair Ronald Reagan called the meeting to order at 10:05 a.m. at the Byron Airport.

PRESENT: **Roger Bass**, District II
Maurice Gunderson, Member at Large
DeWitt Hodge, **Secretary**, Member at Large
Derek Mims, City of Pleasant Hill
Rudi Raab, District I
Ronald Reagan, **Chair**, District III
Russell Roe, District V
Tom Weber, District IV

ABSENT: **Mike Bruno**, **Vice Chair**, CCC Airports Business Association
Keith McMahon, City of Concord

STAFF: Keith Freitas, Director of Airports

**OPENING COMMENTS
BY CHAIR:**

Ronald Reagan thanked those present and introduced the following people: Patricia Bristow, Contra Costa Transportation Advisory Committee; Kevin Romick, Oakley Mayor; Steve Barr, Brentwood City Council Member; Richard Spatz, former AAC member; and Dana Eaton, Superintendent of Schools of the Brentwood Union School District. The following people were introduced later in the meeting: Claudette Staton, Brentwood Planning Commission Member; Dominic Aliano, District IV Representative; and Erica Rodriguez-Langley, Senior Field Representative for Assemblyman Jim Frazier's office.

**PUBLIC COMMENT
PERIOD:**

Dan Salda, Plant Manager of Mariposa Energy, gave a brief report of operations over the summer. Due to the cooler temperatures operations are tapering off and the plant is not operating daily. 2016 operations are, on average, similar to the last three (3) years of operation. He explained that there would be a planned outage in

September to do environmental testing and one in October to perform maintenance.

**APPROVAL OF
MINUTES:**

Moved by Maurice Gunderson; seconded by Roger Bass. Approved unanimously. Yes: Roger Bass, Maurice Gunderson, Derek Mims, Ronald Reagan, Russell Roe, and Tom Weber. No: None. Abstained: None. Absent: Mike Bruno and Keith McMahon. Arrived late, did not vote: DeWitt Hodge and Rudi Raab.

**APPROVAL OF
CONSENT ITEMS:**

Moved by Tom Weber; seconded by Derek Mims. Approved unanimously. Yes: Roger Bass, Maurice Gunderson, Derek Mims, Ronald Reagan, Russell Roe, and Tom Weber. No: None. Abstained: None. Absent: Mike Bruno and Keith McMahon. Arrived late, did not vote: DeWitt Hodge and Rudi Raab.

PRESENTATION/SPECIAL REPORTS:

- a. Will Nelson of the Department of Conservation and Development (DCD) reported that the County hired a consultant about a year ago to write the Environmental Impact Report (EIR) to amend the County General Plan for zoning to allow more land uses at the Byron Airport as it is currently too restrictive and since the plan was adopted in 2000, state guidelines have changed. The County Airport Land Use Compatibility Plan (ALUCP) is outdated and restricts land uses at the Byron Airport.

The decision was made to amend the contract with the consultant to add the updating of the ALUCP to allow more uses similar to Buchanan Field. The updated scope of work was brought before the Airport Committee in July and approved. The amended contract will be brought to County Counsel and then presented to the Board of Supervisors. Amending the contract will make the process longer initially, but will save money and staff time in long run because the zoning, General Plan and ALUCP, will all be updated and in conformity with one another. If all goes as planned, the General Plan Amendment, the zoning, the ALUCP should all be completed in 2017.

- b. Kevin Romick, Mayor of Oakley and Commissioner on the Contra Costa Transportation Authority, gave a report on Measure X, which seeks an additional ½ cent sales tax. The measure was created to bring money into the transportation system to provide for future population and traffic growth, and to avert a funding crisis. Measure X will bring an estimated three (3) billion dollars in new money. Top priorities on how to spend the tax dollars were identified, including \$117M towards the Byron Highway, Vasco Road and Byron Airport connectors and move traffic off of Camino Diablo.

Ron Reagan stressed the importance of Measure X to the Byron Airport and urged support for the measure. He thanked Mayor Romick and everyone involved with Measure X for their effort and vision.

DISCUSSION/ACTION ITEMS:

a. Items Pulled from Consent

None

b. Tenant Recognition Award Selection

Three tenants were nominated for the tenant recognition awards: Arthur Thompson, President of PSA, Pacific States Aviation (PSA), and CALSTAR/REACH. The committee members discussed each nomination and decided that this year's award will be presented to CALSTAR/REACH for the valuable service they provide. The award will be presented to CALSTAR/REACH at the October meeting.

Moved by Roger Bass; seconded by Rudi Raab. Approved unanimously. Yes: Roger Bass, Maurice Gunderson, DeWitt Hodge, Derek Mims, Rudi Raab, Ronald Reagan, Russell Roe, and Tom Weber. No: None. Abstained: None. Absent: Mike Bruno and Keith McMahon.

c. Construction Projects 2016 & 2017

Keith Freitas reported that an approximately \$1M project at Bryon Airport was completed at the beginning of this year which included pavement rejuvenation (slurry sealing), repainting and remarking of the airfield and new signs.

There will be a new project commencing at the end of September, beginning of October at Buchanan Field which will be the reconstruction of Taxiways Echo and Kilo. It is estimated to be about a 35-day project involving runway closures. There is an email notification which will be going out to tenants.

Repaving of Runway 14L/32R at Buchanan Field is projected to begin in 2017 pending FAA funding. Fiscal year 2018-2019 projects include security fencing upgrades at Byron Airport and Buchanan Field, also pending FAA funding.

Lighting upgrades (ramp LED flood lights) are being done internally as they have not been FAA funded. Lighting upgrades have been completed on the ramps near the Fixed Base Operators (FBOs) at Buchanan Field. Future lighting upgrades will include the East Ramp tie-down area and at the Byron Airport.

d. Security Upgrades

Keith Freitas reported that cctv upgrades are going in at both Airports. Three-strand barbed wire is being added to the top of fencing at Buchanan Field and security signs will be added to both Airports. New security technology is being evaluated as well as staffing coverage and Sheriff patrols. Security gate access upgrades are being planned for Byron Airport, similar to the system at Buchanan Field.

UPDATES/ANNOUNCEMENTS

a. **What is happening at Buchanan Field & Byron Airports/Other Airports**

Nothing more to add.

b. **Airport Committee Meeting Update**

Keith Freitas explained that the same issues discussed at the AAC meetings are generally the same topics discussed at the Airport Committee meetings. The only change is that next Airport Committee meeting date has been tentatively changed from September 28th to a date in late October or early November.

c. **Airport Land Use Commission (ALUC) Update**

Tom Weber explained that Contra Costa is the only county that bills the Airport for the airport land use permit process. Bills have been as high as \$75,000 as it was during the permit process for the Mariposa Energy Plant.

The ALUC has implemented a charging mechanism that will require applicants to pay a \$500 deposit (refundable if certain requirements are met). If an item requires the full commission meeting and/or a public hearing, the deposit will be \$2,500, plus time and materials. This change was approved by the Board of Supervisors and will soon be implemented.

Mr. Weber answered questions related to the new Buffalo Wild Wings restaurant and its proximity to the airport influence area. They never applied for an airport land use permit.

The sign for the new K-Mart shopping center has been approved at a height of approximately 50 feet.

d. **AAC Announcements**

None

e. **Airport Staff Announcements**

Judy Evans has been promoted to Administrative Analyst and Airport staff is in the process of filling the clerical position.

FUTURE AGENDA ITEMS/COMMENTS

- Tenant Appreciation Award

ADJOURNMENT: The meeting was adjourned by the Chair at 11:17 a.m.

FINAL



**CONTRA COSTA COUNTY
AVIATION ADVISORY COMMITTEE
MINUTES OF MEETING
July 14, 2016**

MEETING CALLED: Chair Ronald Reagan called the meeting to order at 10:00 a.m.

PRESENT: **Roger Bass**, District II
Mike Bruno, Vice Chair, CCC Airports Business Association
Maurice Gunderson, Member at Large
DeWitt Hodge, Secretary, Member at Large
Keith McMahon, City of Concord
Derek Mims, City of Pleasant Hill
Rudi Raab, District I
Ronald Reagan, Chair, District III
Tom Weber, District IV

ABSENT: **Russell Roe**, District V

STAFF: Keith Freitas, Director of Airports
Beth Lee, Assistant Director of Airports
Judy M. Evans, Airport Secretary

**OPENING COMMENTS
BY CHAIR:** Ronald Reagan thanked those present for attending the meeting.

**PUBLIC COMMENT
PERIOD:** Peter Hutcheson, resident and Education Commissioner of Pleasant Hill, expressed concern about noise from planes flying over his neighborhood and schools. He believes they are pilots learning to fly as he has heard the same planes repeatedly. Derek Mims suggested that Airport Noise be pulled from the consent items and discussed at this meeting. A motion was made, seconded, and approved to pull it from the consent items.

**APPROVAL OF
MINUTES:** Moved by Maurice Gunderson; seconded by Mike Bruno. Approved unanimously. Yes: Roger Bass, Mike Bruno, Maurice Gunderson, DeWitt Hodge, Derek Mims, Rudi Raab, Ronald Reagan, and Tom Weber. No: None. Abstained: Keith McMahon. Absent: Russell Roe.

**APPROVAL OF
CONSENT ITEMS:**

Motion made to pull Airport Noise Report for discussion. **Moved by Mike Bruno; seconded by Derek Mims. Approved unanimously. Yes: Roger Bass, Mike Bruno, Maurice Gunderson, DeWitt Hodge, Keith McMahon, Derek Mims, Rudi Raab, Ronald Reagan, and Tom Weber. No: None. Abstained: None. Absent: Russell Roe.**

All other consent items were moved for approval. **Moved by Mike Bruno; seconded by Derek Mims. Approved unanimously. Yes: Roger Bass, Mike Bruno, Maurice Gunderson, DeWitt Hodge, Keith McMahon, Derek Mims, Rudi Raab, Ronald Reagan, and Tom Weber. No: None. Abstained: None. Absent: Russell Roe.**

PRESENTATION/SPECIAL REPORTS: None

DISCUSSION/ACTION ITEMS:

a. Items Pulled from Consent

Mr. Hutcheson said he began to notice the increase in aircraft noise about 5 to 6 months ago. Mike Bruno explained that winds dictate which runways are used; however, no matter which runway is in use, someone will be impacted because it simply shifts to another residential area. He said that an added complication is that there are flight schools from other airports (i.e. Livermore and/or Tracy Airports), doing pattern work at Buchanan Field. Once a flight student learns to do pattern work at their own airport, they learn to fly at other airports. Mr. Bruno has had noise complainants call him during an incident and on two occasions the aircraft was from another airport. Mr. Bruno explained that the reason there is so much repetition is the desire for flight students to graduate from this stage of training.

Mr. Hutcheson said he would be willing to give a presentation at an upcoming AAC meeting and show video recordings he has taken. Keith Freitas recommended airport noise be put on a future agenda so that we can hear more from the community and Airport staff could give a presentation of what is being done from the noise program standpoint.

b. Collings Foundation June 8-12

John Stucke, former AAC member, donated photos taken from this year's Wings of Freedom Tour.

Keith Freitas commented that the Collings Foundation brought the B17, B24, B25 and the P51 and had another successful event at Buchanan Field.

c. Tenant Recognition Nominations (Included)

Two tenant recognition nominations have been received; one for Pacific States Aviation (PSA) and one for Mr. Arthur Thompson, president of PSA.

Derek Mims asked what the schedule is for the nomination process. Historically, nominations have been collected in the summer and awarded in September.

There was discussion about how the AAC can make the tenant recognition program more visible going forward and come up with a general timeline for the overall process. For this year, the AAC will vote at the next meeting and present the award at the following meeting.

d. Business Items:

- **Byron Airport General Plan Amendment Proposed Change to Process (scope cost & outcome):**

Beth Lee explained that it was recently discovered that there are Airport Land Use Commission (ALUC) constraints that are an impediment to potential development at the Byron Airport. In order to enable growth at the Byron Airport, the ALUC Plan for Byron needs to be amended to make it consistent with the Master Plan and the General Plan so that all land uses are in alignment. The environmental consultant provided a proposal of what it would cost to add the work (approximately \$45K). The amendment will be brought to the Airport Committee and then to the Board of Supervisors to get approval to proceed.

- **Byron Inspections (Notice included)**

Hangar inspections are performed every two (2) years, alternating between Buchanan Field and Byron Airports, to ensure that the uses of the hangars are in compliance with the master use agreements and FAA requirements. Inspections are scheduled from October through November of this year at Byron Airport.

e. The Far East Contra Costa Economic Development Plan

Greg Enholm, elected Trustee for the Contra Costa Community College District, is trying to provide jobs for his constituents in the Brentwood area, and provide technical training and adequate fire protection. He stressed that he cannot speak for the Board of Trustees nor to anything other than stating that he would raise the issue of putting together a bond measure which would provide funding for the College District. The College District would not be willing to invest in the Byron Airport directly, but would possibly invest in their own facilities at the Byron Airport. He alluded to the fact that these goals may provide some benefit to the Byron Airport, though there is no specific plan to provide funds for infrastructure improvements at the Byron Airport at this stage.

Several AAC members expressed discomfort with making a recommendation to the Board of Supervisors to support Mr. Enholm's request for support. While all agreed it to be a worthy endeavor, they said it was beyond the scope of the AAC, as this issue is not related to aviation and there is no specific proposal to endorse. Additionally, there is no specific information about how this project would benefit the Byron Airport. Mr. Enholm responded that he could envision a tax that would provide funding for the Community College District, the Byron Airport and the Fire District.

There could be conceptual support for Mr. Enholm's ideas if there was a bond measure that would specifically raise money for the Byron Airport. However, as there is no such proposal currently, there is concern surrounding AAC involvement. The AAC has no objection to any activity that would enhance development of the Byron Airport.

UPDATES/ANNOUNCEMENTS

a. What is happening at Buchanan Field & Byron Airports/Other Airports

Keith Freitas reported that on July 12th, a construction crew hired by the FAA thought they might have contaminated the Tower. The Tower was cleared and closed for approximately 6 hours. Pilots were advised to use CTAF (common traffic advisory frequency) for any communication while the Tower was closed.

Airports staff is awaiting FAA funding for pavement reconstruction and overlay on Taxiway Echo and Kilo. Construction is estimated to begin in the fall.

A \$3.5M project to overlay and reconstruct Buchanan Field Runway 14L/32R is anticipated for next summer, pending FAA funding.

b. Airport Land Use Commission (ALUC) Update

No update

c. AAC Announcements

None

d. Airport Staff Announcements

DeWitt Hodge asked about the property across from the dealership on Marsh Drive. Keith Freitas responded that the sales tax share agreement is still being worked out. But, in the meantime, there is a temporary license agreement to have a pumpkin patch and a Christmas tree lot in that location through December of this year.

FUTURE AGENDA ITEMS/COMMENTS

- Noise Abatement
- Tenant Recognition Awards

ADJOURNMENT: The meeting was adjourned by the Chair at 11:46 a.m.

Noise Abatement Statistics

August 2016

	# Of Callers	Complaints		YTD	YTD	% CHANGE
	2016	2016	2015	2016	2015	
TOTAL NUMBER OF COMPLAINTS	5	6	19	132	112	18%
LOCATION OF COMPLAINTS						
Concord	0	0	1	27	11	145%
Pleasant Hill	3	4	9	56	29	93%
Pacheco	0	0	2	11	8	38%
Martinez	1	1	4	25	25	0%
Byron	0	0	0	0	0	0%
Other	1	1	3	13	24	-46%
Subtotal	5	6	19	132	97	36%
Special Events	0	0	0	0	15	0%
Total Number of Complaints	5	6	19	132	112	18%
COMPLAINTS ASSOCIATED WITH						
Buchanan Field Airport		6	15	114	90	
Byron Airport		0	0	0	0	
Law Enforcement/Lifeguard Lights		0	0	0	0	
Non-associated		0	4	18	22	
TIME OF INCIDENT						
Day (0700 - 1700)		4	14	103	82	
Evening (1700 - 2200)		2	2	13	21	
Night (2200 - 0700)		0	3	9	8	
All Times		0	0	7	1	
TYPE OF COMPLAINT						
Noise		3	7	64	41	
Low Flying		1	1	12	9	
Noise and Low Flying		2	8	40	47	
Too Many Aircraft		0	3	14	11	
Other		0	0	2	4	
TYPE OF AIRCRAFT						
Jet		3	4	26	9	
Propeller		3	9	66	78	
Helicopter		0	4	7	14	
All Types		0	2	21	9	
Unknown		0	0	12	2	
TOTAL AIRCRAFT OPERATIONS						
		12,170	9662	80,809	75314	7%
COMPLAINTS PER 10,000 OPERATIONS						
		5	20	16	15	10%
COMPLAINTS PER 10,000 OPERATIONS - BUCHANAN ONLY						
		5	16	14	12	18%

(1) complaint regarding jetsuite departure

Contra Costa County Airports Monthly Operations Report

August 2016

	August 2016	August 2015	YTD 2016	YTD 2015	% CHANGE 2015/2016
AIRCRAFT OPERATIONS					
Total Operations	12,170	9,662	80,809	75,315	7%
Local Operations	6,842	5,187	46,206	41,214	12%
Itinerant Operations	4,151	3,517	26,072	26,432	-1%
Total Instrument Ops	889	749	6,624	5,984	11%
FUEL FLOWAGE					
100 Octane	32,474	27,394	184,666	185,227	0%
Jet Fuel	92,340	78,990	622,747	489,711	27%
Total	124,814	106,384	726,770	674,938	8%
BYRON INFORMATION					
Byron Fuel	10,817	5,059	68,892	40,705	69%
SKYDIVERS					
Number of Flights	71	176	705	982	-28%
Experienced Jumps	621	1,195	4,436	7,964	-44%
First Time Jumps	246	468	1,661	2,302	-28%
Student Jumps	32	34	180	208	-13%

**Contra Costa County
Board of Supervisors
Approved Board Orders
Relating to County Airports**

The following certified Board Orders are attached:

- September 13, 2016 **AUTHORIZE** the Purchasing Agent to execute purchase orders with Ascent Aviation Group, Inc. for the purchase of aviation fuel for resale at Byron Airport in an amount not to exceed \$1,000,000.00 per year for the period October 1, 2016 through September 30, 2026; and **APPROVE** and **AUTHORIZE** the Director of Airports, or designee, to execute a Fuel Supply Agreement, a Branding Agreement, and a Credit Card Processing Fee Schedule Agreement between the County and Ascent Aviation Group, Inc. for the purchase and resale of branded aviation fuel at Byron Airport. (100% Airport Enterprise Fund)
- September 13, 2016 **APPROVE** and **AUTHORIZE** the Director of Airports, or designee, to execute a month-to-month hangar rental agreement with Ronald Thompson for a shade hangar at Buchanan Field Airport effective September 1, 2016 in the monthly amount of \$177.07. (100% Airport Enterprise Fund)



Contra
Costa
County

To: Board of Supervisors
From: Keith Freitas, Airports Director
Date: September 13, 2016

Subject: AUTH POs for Purchase of Aviation Fuel; APPROVE Fuel Supply & Branding Agrmts & Credit Card Processing Fee Schedule between County & Ascent Aviation

RECOMMENDATION(S):

APPROVE and AUTHORIZE the Purchasing Agent to execute purchase orders with Ascent Aviation Group, Inc. for the purchase of aviation fuel for resale at Byron Airport in an amount not to exceed \$1,000,000.00 per year for the period October 1, 2016 through September 30, 2026.

APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a Fuel Supply Agreement, a Branding Agreement, and a Credit Card Processing Fee Schedule Agreement between the County and Ascent Aviation Group, Inc. for the purchase and resale of branded aviation fuel at Byron Airport. Byron Area

FISCAL IMPACT:

The Airport Enterprise Fund will cover the purchase costs and the Airport will then resell the fuel to Byron tenants and other users to generate income.

BACKGROUND:

Contra Costa County Airports is responsible for an aircraft fueling facility at Byron Airport that provides 100 low lead (LL) aviation fuel for its tenants and visiting aircraft.

APPROVE

OTHER

RECOMMENDATION OF CNTY

RECOMMENDATION OF BOARD

ADMINISTRATOR

COMMITTEE

Action of Board On: 09/13/2016 APPROVED AS RECOMMENDED

OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Mary N. Piepho, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: September 13, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy

Contact: Beth Lee, (925) 681-4200

cc:

BACKGROUND: (CONT'D)

Byron Airport has had steadily increasing fuel sales year over year. Sales to date for 2016 (January to June) are 50% higher than the same period in 2015 due in part to more competitive pricing.

Ascent Aviation Group, Inc. (Ascent) is the current supplier of aviation fuel to the County for resale at Byron Airport under a contract that ends on October 31, 2016. In anticipation of the contract ending, the Airport Division undertook a Request for Proposal (RFP) process through the BidSync system. The RFP had a deadline of June 16, 2016. Two proposals were received in response to the RFP. Based on the selection requirements, Ascent was selected to supply branded aviation fuel to Byron airport.

The brand of aviation fuel supplied by Ascent is Phillips 66. In order to purchase branded fuel from Ascent, Ascent requires the County to enter into the following: (i) a Fuel Supply Agreement, under which the County is agreeing to purchase fuel from Ascent for a 5-year term (October 1, 2016 through September 30, 2021), with one 5-year renewal option; (ii) a Branding Agreement, under which the County is agreeing to sell only Phillips 66 aviation fuel at Byron Airport and to purchase the fuel from Ascent, and (iii) a credit card processing fee schedule agreement, which summarizes the pricing and payment process associated with fuel purchases made by credit card. Each of these agreements is attached for your review.

The fuel will be purchased by the Purchasing Agent through purchase orders, in an amount not to exceed \$1,000,000.00 per year. This authority level is intended to reflect steadily increasing fuel sales at Byron Airport and the variability in fuel pricing.

The attached agreements supersede the agreements dated September 1, 2014 between the County and Seller.

CONSEQUENCE OF NEGATIVE ACTION:

If the agreements required by Ascent are not approved and if the Purchasing Agent is not authorized to purchase aviation fuel from Ascent, the County will no longer be able to buy Phillips 66-brand aviation fuel, which will result in a disruption of needed aviation fuel service at Byron Airport for tenants and customers.

ATTACHMENTS

Ascent FSA Signed

Ascent Branding Agreement Signed

Merchant Fees



Contra
Costa
County

To: Board of Supervisors
From: Keith Freitas, Airports Director
Date: September 13, 2016

Subject: APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a hangar rental agreement with Buchanan Field Airport Hangar tenant

RECOMMENDATION(S):

APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a month-to-month hangar rental agreement with Ronald Thompson for a shade hangar at Buchanan Field Airport effective September 1, 2016 in the monthly amount of \$177.07. Pacheco area.

FISCAL IMPACT:

The Airport Enterprise Fund will realize \$2,124.84 annually.

BACKGROUND:

On September 1, 1970, Buchanan Airport Hangar Company entered into a 30-year lease with Contra Costa County for the construction of seventy-five (75) hangars and eighteen (18) aircraft shelters at Buchanan Field Airport. Buchanan Airport Hangar Company was responsible

APPROVE OTHER
 RECOMMENDATION OF CNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **09/13/2016** APPROVED AS RECOMMENDED OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Mary N. Piepho, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: September 13, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy

Contact: Beth Lee, (925) 681-4200

cc:

BACKGROUND: (CONT'D)

for the maintenance and property management of the property during that 30-year period.

On September 1, 2000, the County obtained ownership of the aircraft hangars and shelters, pursuant to the terms of the above lease.

On February 13, 2007, Contra Costa County Board of Supervisors approved the new Large Hangar Lease Agreement for use with the larger East Ramp Hangars.

On February 3, 2008, Contra Costa County Board of Supervisors approved the amended T-Hangar Lease Agreement which removed the Aircraft Physical Damage Insurance requirement. The new amended T-hangar Lease Agreement will be used to enter into this aircraft rental agreement.

CONSEQUENCE OF NEGATIVE ACTION:

A negative action will cause a loss of revenue to the Airport Enterprise Fund.

ATTACHMENTS

Hangar Agreement-Ronald Thompson

BYLAWS

**CONTRA COSTA COUNTY
AVIATION ADVISORY COMMITTEE**

As Amended ~~January 26,~~ _____, 2016

DRAFT

I. Name

The name of the committee is the Contra Costa County Aviation Advisory Committee (the "AAC").

II. Purposes and Objectives

- A. The purpose of the AAC is to provide advice and recommendations to the Board of Supervisors of Contra Costa County on aviation issues that (i) are related to the economic viability and security of airports in Contra Costa County, and (ii) affect the general welfare of people living and working near the airports and in the broader community.
- B. The AAC may conduct public discussions and hear comments on airport and aviation interests relative to the safe and orderly operation of airports in order to formulate the recommendations it makes to the Board of Supervisors.
- C. The AAC may conduct discussions with local, state, and national aviation interests relative to the safe and orderly operation of airports in order to formulate the recommendations it makes to the Board of Supervisors.
- D. At the Request of the Director of Airports, the AAC shall provide the Director of Airports a forum within which to discuss policy matters affecting the County's airports.

III. Membership

- A. All appointments to the AAC must be made by the Board of Supervisors.
- B. The AAC consists of the following eleven members:
 - i. One member nominated by each of the five (5) members of the Board of Supervisors.
 - ii. One member nominated by the City of Concord.
 - iii. One member nominated by the City of Pleasant Hill.
 - iv. One member nominated by the Contra Costa County Airports Business Association.

- v. Three members at large, representing the general community.
1. For at-large appointments, the Internal Operations Committee will interview candidates to make a recommendation of candidate(s) to fill any open position(s).
 2. The Internal Operations Committee will forward its recommendations for the at-large positions to the Board of Supervisors for consideration.
- C. At least one member of the AAC must be a member of the Airport Land Use Commission.
- D. All members of the AAC must reside in Contra Costa County ~~or~~, work in Contra Costa County, or both.
- E. Scheduled and unscheduled vacancies are to be filled in accordance with the procedures set forth in the County's Resolution No. 2002/377.
- F. AAC members must adhere to the Policy for Board Appointees established by the Board of Supervisors under Resolution 2002/376, which addresses, among other things, the need for AAC members to avoid conflicts of interest. AAC members shall disclose all potential conflicts of interest to the AAC.

IV. Term

- A. The term of each member's appointment is three years. An appointment made to fill an unscheduled vacancy will be for the term remaining for the vacated seat. Terms are staggered.
- B. If the appointing jurisdiction has not reappointed a member on or before the specified expiration date, then that member may hold over on a month-to-month basis for a period not to exceed 60 days.

V. Attendance Requirements

- A. Regular attendance at meetings of the AAC is required. Failure to attend three consecutive scheduled meetings will be considered grounds for the AAC to recommend to the Board of Supervisors that the offending member's appointment be rescinded by the Board of Supervisors. A significant pattern of absences may also be considered grounds for recommending rescission of a member's appointment.
- B. The Chairperson of the AAC may, in his or her discretion, excuse AAC members from attending one or more meetings of the AAC.

- C. The Chairperson will notify any member at risk of having his or her appointment rescinded before recommending rescission to the Board of Supervisors.
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VI. Quorum

- A. Six members of the AAC constitute a quorum. All AAC's actions, unless otherwise provided for, require a majority vote by a quorum.

VII. Officers

- A. The AAC shall elect its own Chairperson, Vice-Chair, and Secretary.
- B. Officers are elected annually at the AAC's regularly scheduled meeting in April. Members may serve a maximum number of three consecutive years in any one office.
- C. Annual officer terms begin on May 1.

VIII. Scheduled Meetings

- A. Meetings will be held at Buchanan Field Airport or Byron Airport as appropriate. Regular meetings are to be held at least once each month on a schedule that is established annually by the AAC in May of each year. Special meetings may be held more frequently as needed.
- B. Regular or Special meetings may be scheduled, rescheduled, cancelled, or relocated, provided that all scheduling activities are consistent with the Ralph M. Brown Act and the County's Better Government Ordinance.
- C. Agendas and minutes of all meetings are to be published, distributed, and posted in accordance with the requirements of the Ralph M. Brown Act and the County's Better Government Ordinance.
- D. The Director of Airports will establish and maintain a file of the records of the AAC and provide or arrange for appropriate levels of staff support.

IX. Amendments to Bylaws

Proposed amendments to these Bylaws may only be introduced at a regularly scheduled meeting of the AAC. The AAC's adoption of any proposed amendments to the bylaws must be approved by a majority of the membership present at the regularly scheduled meeting that follows the introduction of the proposed amendments. All amendments to the bylaws are subject to approval of the Board of Supervisors and will be effective once approved by the Board of Supervisors.

BYLAWS

CONTRA COSTA COUNTY AVIATION ADVISORY COMMITTEE

As Amended _____, 2016

DRAFT

I. Name

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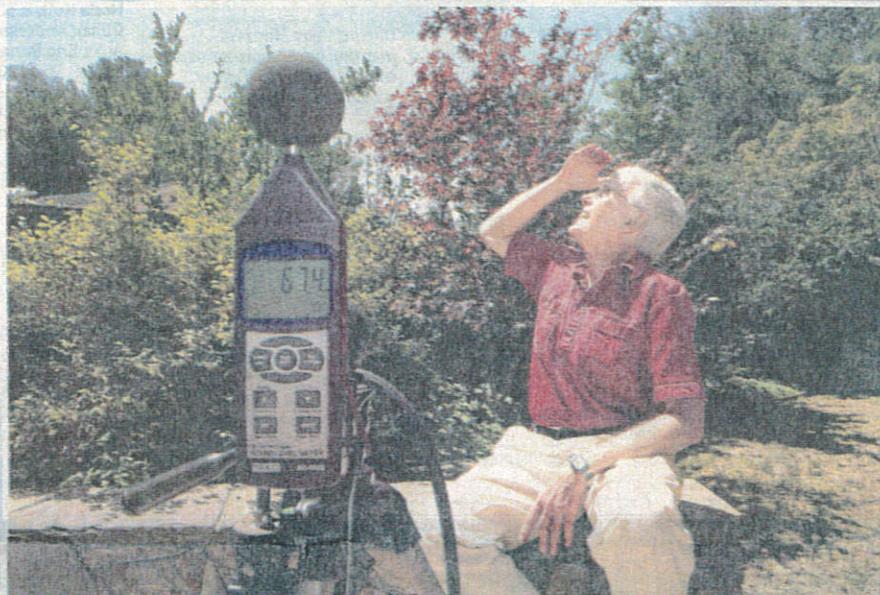
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New flight paths stir noise complaints

“It shakes so much that my artwork is literally shifting dramatically on the wall. When this first started happening, I wasn’t sure if we were having little earthquakes or what was going on. But there’s little confusion now.”

— Kathryn Muir, Montclair



RAY CHAVEZ/STAFF

Tom Rindfleisch, a retired Stanford scientist, takes sound samples of aircraft passing over his home in Palo Alto.

By Eric Kurhi
ekurhi@bayareanewsgroup.com

SARATOGA — Ben Shelef remembers when the swarm arrived.

It was March 5, 2015. The first plane he noticed, en route to San Francisco International Airport, was an uncommon sight above the picturesque lot he had moved to in the Santa Cruz Mountains for its sense of remote solitude. “It’s a huge part of being up here,” said the mechanical engineer who works out of his home. “There was the occasional oddly vectored airplane, but it was just that, an occasional plane. Who cares?”

But then another came. And another. A rumbling Boeing 787 Dreamliner. An Airbus 320, screeching like a plummet-

See **Path** on Page 3

RESIDENTS FIGHT BUSY AIR TRAFFIC

New FAA routes bring aircraft in lower, noisily buzzing homes along the way

449
Noise complaints to SFO in June 2014

320,000
Noise complaints this June under new system



Mapping the new air routes
PAGE A3

Path

Continued from Page 1

ing bomb. When he saw four sets of incoming flashing lights one night, he knew it wasn't temporary.

That was how Shelef learned about a new flight path that the Federal Aviation Administration created when it began using satellites instead of radar to route planes more efficiently and with laser precision. Suddenly, Shelef and thousands of others throughout the Bay Area discovered they were living under new courses that brought aircraft in lower and louder. About 150 planes fly over Shelef's home each day, and some areas can see twice that many.

The new FAA flight paths have caused an uproar in Santa Clara, San Mateo, Santa Cruz and Alameda counties, triggering a lawsuit and floods of complaints, with residents forming more than a dozen new community groups in the South Bay alone, bearing names such as Quiet Skies NorCal.

Uptick in complaints

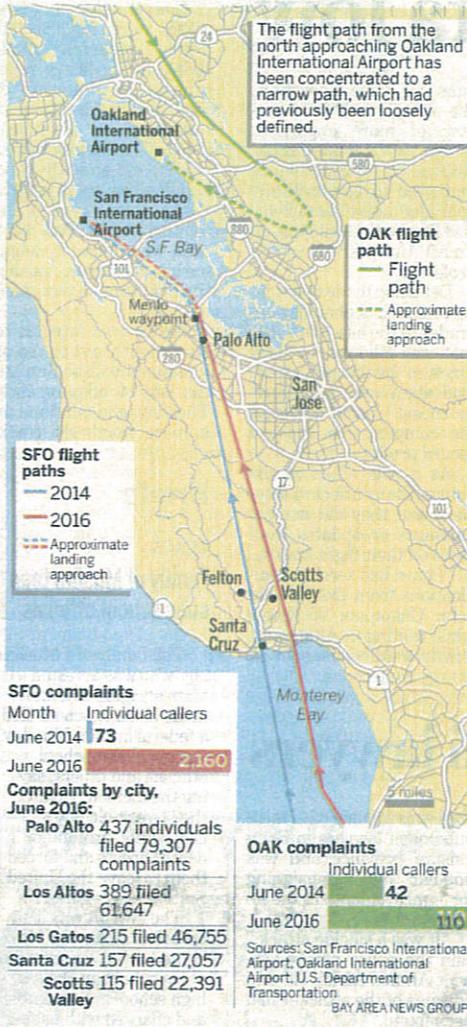
Back in June 2014, before the changes took effect, SFO got 449 complaints about noise from 73 residents. By June of this year, that had skyrocketed to 320,000 reports from 2,160 residents, the bulk in Palo Alto, Los Altos and Los Gatos.

FAA regional director Glen Martin acknowledges that the changes have had an impact. "NextGen implementation has been vastly successful across the country," said Martin. "But that's not to say there hasn't been controversy in some locations on some procedures."

The FAA maintains NextGen allows greater control in guiding airplanes into designated "Metroplex" areas, saving fuel, curbing emissions and increasing the punctuality of arrivals and departures. But some procedures have meant a break from traditional models of how planes come into and go out of these areas. For example, new arrival routes try to use descent paths optimized to minimize engine use and save fuel, but that can mean planes come in lower and not as quietly as before. In the Bay Area, that's why most of the complaints are com-



Quiet Skies NorCal co-founders Ben Shelef, left, and Cheryl P...





RAY CHAVEZ/STAFF

land seek some quiet time in Shelef's backyard in Saratoga.

ing from residents at higher elevations, like Shelef, and those beneath a particularly notorious aerial "waypoint" 4,000 feet above Palo Alto — the last in a dot-to-dot connector route to the airport.

For Kathryn Muir, who has lived in the Montclair district of Oakland for 28 years, the FAA changes meant overflights so noisy they even make her walls tremble.

"It shakes so much that my artwork is literally shifting dramatically on the wall," she said. "When this first started happening, I wasn't sure if we were having little earthquakes or what was going on. But there's little confusion now."

She says the unannounced and unexpected changes aren't fair for homeowners who weren't previously in a flight path.

"This is not like where people bought a house next to a pig farm or a garbage dump and are now bitching about it," she said. "We didn't buy a home under a flight path. And we deserve to be heard and to have this changed."

But many fear that a push for a route change won't do anything for overarching problems. And that's created some tensions.

Jacqui Rice lives in the Santa Cruz Mountains community of Felton, which used to be under the flight path before it was changed. She said she was "stunned" when she attended a community meeting expecting

to hear "win-win ideas" and instead heard people who are now affected clamor for relief by returning the planes to the old track.

"They yelled 'Dump it on them!' They said, 'Stick it to them!'" she said. "They're only two miles that way, our kids play soccer together. We're neighbors and we're supposed to stick together."

"The difference is they want to go back and we're trying to look forward," said Tom Rindfleisch, a retired Stanford University scientist who lives beneath the Palo Alto waypoint.

Rindfleisch said for three decades he had no problems with noise, but NextGen changed everything. He's been taking sound samples and created a computer program to help analyze the data, and counts about 300 flights a day passing over Palo Alto.

"This problem is not going to go away," he said. "We need to take the effect of aircraft farther away and what's left, spread it around equitably."

A key complaint has been the blitzkrieg fashion in which the planes showed up — without warning and in full force — since NextGen launched outside the Bay Area in 2012.

"What you've seen across the country is the same pattern," said Kevin Terrell, who headed an effort to thwart a flight path change in Minneapolis, which he calls the only success story so far in the Next-

Gen saga. "The FAA basically starts drawing lines in the sky, making baseline assumptions that are completely flawed about what are acceptable noise levels, and then they just ram it through and you start seeing lawsuits everywhere."

City, residents sue

The city of Phoenix has sued, as have residents of Portola Valley and Palo Alto. Jim Glosli, a member of Save our Skies East Bay, said that even if the FAA is within its legal rights, it didn't do right by residents.

"That's where the big problem lies," said Glosli. "They may have met the letter of the law, but they were just checking off boxes without doing due diligence. This could have been a great collaborative process, but the FAA chose to hunker down and not engage with the community."

After hearing a host of complaints, Congress members Anna Eshoo, D-Palo Alto, Sam Farr, D-Carmel, and Jackie Speier, D-San Mateo, created a committee to hear from residents and FAA officials and weigh in on options.

Santa Clara County Supervisor Joe Simitian, who is chair of the committee, said there are "legacy issues" that may have been exacerbated by NextGen, and some residents naturally want to see those addressed. "On the other hand," he said, "folks with concerns that developed more recently want them fixed sooner rather than later, without additional delay."

Martin of the FAA said that although they appreciate hearing residents' concerns, he cautioned that the agency isn't engaging with the community to undo NextGen.

"We are not looking into completely redesigning all of Bay Area air traffic from Sacramento to Carmel," he said. "We're not closed-minded here, but we're not expecting this to be a continuation for more and more suggestions."

Simitian said that since the problems "were created by the FAA, that means the FAA can fix them if the political will is there."

"Can they make everybody happy? I don't think so," he said. "But can they improve things significantly? They can and they should."