Contra Costa County
Aviation Advisory Committee
Meeting Agenda
Byron Airport Office, 500 Eagle Ct., Byron
Thursday, October 11, 2012, 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 (925) 646-5722 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 2012)
5. Consider Consent Items
   b. Receive Relevant Board Actions
   c. Development Project Matrix (No Current or Ongoing Projects)
6. Presentations/Special Reports – AAC Airport Tenant Recognition Award for Bay Area Skydiving
7. Discussion/Action Items
   a. Items Pulled from Consent
   b. Byron Utility/Infrastructure Report (FAA Grant)
   c. Byron Airport Pavement Project
   d. Mariposa Community Benefit Fund (FAA Grant)
   e. Clifton Court Forebay Sea Plane Use Proposal
   f. Status of Byron Airport Inspections
8. Updates and Announcements
   a. Airport Committee Update
   b. What is Happening at Buchanan Field & Byron Airports/Other Airports
   c. Update from Airport Business Association
   d. AAC Announcements
   e. Airport Staff Announcements
9. Future Agenda Items
10. Adjourn

Next AAC Meeting (Tentative): October 11, 2012 at 10:00 a.m.
Next Airport Committee Meeting (Tentative): Date to be Determined 12:30 p.m.
CONTRA COSTA COUNTY
AVIATION ADVISORY COMMITTEE
MINUTES OF MEETING
September 13, 2012

MEETING CALLED: The meeting was called to order by Chair Mike Bruno at 10:42 a.m. at the Director of Airport’s Office.

PRESENT: Mike Bruno, Chair, CCC Airports Business Association
Keith McMahon, City of Concord
David Pfeiffer, Secretary, District V
Rich Spatz, At Large 2
Rudi Raab, District I
Tom Weber, Vice Chair, District IV

ABSENT: Derek Mims, City of Pleasant Hill
Janet Kaiser, Diablo Valley College
Ronald Reagan, District III
Russell Roe, District II
Ed Young, At-Large 1

STAFF: Keith Freitas, Director of Airports

OPENING COMMENTS
BY CHAIR: Mike Bruno apologized for the meetings late start due to his confusion as to which airport the meeting was being held.

PUBLIC COMMENT PERIOD: None

APPROVAL OF MINUTES: Moved by Rich Spatz; seconded by David Pfeiffer. Approved unanimously. Tom Weber Abstained.


PRESENTATION/SPECIAL REPORTS: Tom Weber awarded one of this year’s two AAC Tenant Recognition Awards to the Experimental Aircraft Association (EAA) Young Eagles Program. Bill Reining accepted the plaque on behalf of the EAA and all those involved in making the Young Eagles Program a
success. Approximately 28,000 children have participated in the Young Eagles Program at Buchanan Field Airport.

DISCUSSION/ACTION ITEMS:

a. **Items Pulled from Consent**  
   N/A

b. **Buchanan Field Runway Project Update**  
   Keith Freitas reported that the project on Runway 19R/1L project was completed on September 12, 2012. The asphalt repair and replacement overlay, grooving and painting is complete and scheduled some additional painting on Runway 14L/32R to meet Federal Aviation Administration (FAA) standards. Feedback to the project has been positive from the pilots.

   Mike Bruno commented that the Airport staff communication outreach was very useful and very helpful in keeping the Airport community updated. Mike further congratulated Airport staff for an excellent job in keeping everyone informed.

c. **Southwest Ramp and Hangar Reuse Update**  
   Keith Freitas gave a brief overview of the topic. Airport staff is looking at the following two items:

   1. Reopening the executive hangars; however, there are maintenance issues that need to be resolved before they can become available.
   2. Reopening the clubhouse. The Airport staff has been approached by several of the clubs who would like to use the clubhouse. Airport staff decided to reopen the clubhouse as a general clubhouse where any entity could use the facility. There has been huge support from the EAA and Mt. Diablo Pilots Association who have donated their time to make some huge improvements at the facility. Airport staff is aiming to have the clubhouse reopen by December so that the clubs can use the clubhouse for their holiday events.

   These two areas will remain a part of a larger development project site should someone wish to develop that area and there is an understanding that those parties using the executive hangars and clubhouse will then have to be relocated once again.

d. **Status of Byron Airport Inspections**  
   Keith Freitas reported that Byron Airport hangar tenants are going through the inspections process similar to those performed at Buchanan Field Airport a few years back. Approximately 19 hangars were scheduled for inspection today. Inspections will continue over the next couple weeks; a total of 85 hangars will be inspected. Inspections are being done to ensure tenants are being compliant with their lease agreements that the hangars are being used for aviation purposes as required by the FAA, and building inspection and fire district requirements are being met for safety purposes. Airport staff plans on performing these inspections every couple years to ensure ongoing compliance.
UPDATES/ANNOUNCEMENTS

a. **Airport Committee Update**
   No report. Next meeting is scheduled for September 24, 2012, at 12:30.

b. **What is happening at Buchanan Field & Byron Airports/Other Airports**
   Keith Freitas reported the next big construction project is for pavement maintenance/reconstruction and crack sealing at the Byron Airport with anticipation of going after an Federal Aviation Administration (FAA) grant next year.

c. **Update from Airport Business Association**
   Mike Bruno reported that Sterling has had a really good month. Not back to the levels of 2006/2007 but are starting to improve.

   After a two year endeavor Sterling received its Part 135 Air Carrier Certificate out of Reno, Nevada. Sterling is hoping within the next two years, now that the FAA has hired additional operations inspectors, to be able to transfer the certificate and operate out of Buchanan Field.

   Mike commented that although not all the businesses are showing improvement it appears that aviation in general may be improving.

d. **AAC Announcements**
   - Tom Weber reported that the Airport Land Use Commission (ALUC) cancelled its last meeting. Byron Jet Center will be making a presentation to the ALUC at a special meeting to discuss their foundation.
   - Mike Bruno reported that next AAC meeting will be scheduled at Byron Airport and Bay Area Skydiving will be receiving their AAC Tenant Recognition Award for their participation with the Santa Skydive Event.

e. **Airport Staff Announcements**
   None

FUTURE AGENDA ITEMS

Next meeting scheduled for Thursday, October 11 at 10:00 a.m. at Byron Airport.

ADJOURNMENT: The meeting was adjourned by the Chair at 11:10 a.m.
CONTRA COSTA COUNTY
AVIATION ADVISORY COMMITTEE
MINUTES OF MEETING
July 12, 2012

MEETING CALLED: The meeting was called to order by Chair Mike Bruno at 10:05 a.m. at the Director of Airport’s Office.

PRESENT: Mike Bruno, Chair, CCC Airports Business Association
Keith McMahon, City of Concord
Derek Mims, City of Pleasant Hill
Rich Spatz, At Large 2
Ronald Reagan, District III
Russell Roe, District II
Ed Young, At-Large 1

ABSENT: Janet Kaiser, Diablo Valley College
Tom Weber, Vice Chair, District IV
David Pfeiffer, Secretary, District V
Rudi Raab, District I

STAFF: Keith Freitas, Director of Airports
Beth Lee, Assistant Airports Director

OPENING COMMENTS BY CHAIR: Mike Bruno asked members to sign a photograph of Buchanan Field Airport as a thank you to Geoff Logan for his service on the AAC.

PUBLIC COMMENT PERIOD: None.


APPROVAL OF CONSENT ITEMS: Moved by Rich Spatz; seconded by Derek Mims. Approved unanimously.

PRESENTATION/SPECIAL REPORTS: None
DISCUSSION/ACTION ITEMS:

a. **Items Pulled from Consent**
   N/A

b. **Mariposa Community Benefit Fund**
The packet included a letter that was sent to Byron Airport stakeholders to elicit feedback on Airport staffs’ suggested use of the Fund. Keith Freitas gave a brief background on the creation of the Mariposa Community Benefit Fund (Fund) and the proposed project list. This issue will go back to the Airport Committee and then to the full Board of Supervisors for review and approval of the proposed project list. Comments on the project list:
   - Desire to support projects that leverage other funds and will best facilitate new development/investment
   - Timing is critical to make airport development ready
   - There was a large group at the Byron Jet Center opening; demonstrates there is interest in the airport
   - Asked if Vasco Road connection was included in any of the projects; Vasco Road connector was discussed when airport was built
   - Question about the ARFF truck project on the list; a suggestion was made to contact the Fire District to see if they have a fire truck that may not be in use due to recent station closures
   - Security improvements are important and the ARFF truck is less critical

Motion by Rich Spatz to accept the report, approve the proposed projects as listed and for staff to continue seeking other public funds for project implementation to best leverage the Fund. Seconded by Keith McMahon. Unanimously approved.

c. **Southwest Ramp and Hangar Reuse**
Beth Lee gave a brief overview of the history of developing the site and need to relocate tenants from the area. Work is being performed on the clubhouse to put it back in service; it will be available for all aviation clubs/tenants to schedule for use and serve as a second public meeting space. The executive hangars are being used for staging of the runway rehabilitation project which will be complete in late August. Staff is discussing the reuse potential of these hangars including relocation policies when this area is to be developed in the future.

Motion by Rich Spatz to approve an award for the EAA Young Eagles program. Seconded by Derek Mims. Unanimously approved.

Motion by Ronald Reagan to approve an award for Bay Area Skydiving. Seconded by Ed Young. Unanimously approved.
The award for Bay Area Skydiving will be made at the AAC’s September meeting and the award for the EAA will be made at the October meeting.

e. **CCR Runway Project**
Keith Freitas stated that the project was completed on time and the runway was reopened on Wednesday, July 11 at 7:00 a.m.; notices were sent to tenants. No runway incursions were noted during the project. The intersection work that was done will prevent closing both main runways in the future when Runway 14L/32R is rehabilitated.

Steve Callahan and Mark Grosenheider were the two lead Operations staff for the project; Mark was introduced to the committee. KC Coyle, retired Airport Operations Manager, was brought back on contract to assist.

Runway needs 30 days to cure and then the contractor will be back out to perform the grooving and repainting. The work is anticipated to start around August 16th and will take 10 to 14 days).

Mike Bruno thanked staff for all their hard work in keeping the tenants updated/informed throughout the project.

f. **Byron Airport Inspections**
Airport staff will be inspecting all of the Byron hangars on September 13th, 20th and 27th. Notices were sent to all tenants along with a letter that explained about the inspections, provided the parameters for storage, and giving instructions as to how to schedule their inspection. Tenants have not been responsive in scheduling inspections and staff will be contacting them. These inspections are similar to those conducted at Buchanan Field two years ago.

**UPDATES/ANNOUNCEMENTS**

a. **Airport Committee Update**
The Airport Committee met on June 25th and discussed the Mariposa Community Benefit Fund, Minimum Standards and related elements document, the emergency landing at Buchanan Field Airport, and the crosswalk by the skydiving building (note: improvements were completed this week).

b. **What is happening at Buchanan Field & Byron Airports/Other Airports**
- Runway project work is primarily completed
- Tree trimming on the golf course is underway and should be complete by end of August

c. **Update from Airport Business Association**
Mike Bruno stated that there has been a slight downturn in business this month but it may be related to the closure of the runway for rehabilitation.

d. **AAC Announcements**
• The August AAC meeting will likely be cancelled; members will be notified if a meeting will be necessary
• The September AAC meeting will be held at the Byron Airport; Bay Area Skydiving will be presented with their Tenant Recognition Award
• Ed Young mentioned that the parking area by the Buchanan Field Airport control tower is looking a bit worn and weeds are coming through some of the cracks

e. **Airport Staff Announcements**
   None

**FUTURE AGENDA ITEMS**
- Tenant recognition awards; September at Byron and October at Buchanan Field
- Status of Byron Airport inspections

Next meeting scheduled for Thursday, September 13th at 10:00 a.m. at Byron Airport.

**ADJOURNMENT:** The meeting was adjourned by the Chair at 11:00 a.m.
## Noise Abatement Statistics
### August 2012

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<th>YTD 2011</th>
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**COMPLAINTS PER 11,000 OPERATIONS**
- 3 complaints from UH-1 helicopter
- 4 complaints from police action
- March - 3 complaints from Gulfstream 3
- Apr - 3 from aerobatic aircraft
- 2 from Bell UH-1 Helicopter
- June - 1 PG&E helicopter

**COMPLAINTS PER 11,000 OPERATIONS - BUCHANAN ONLY**
- 1 complaint from UH-1 helicopter
- 10 complaints from police action
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<td>FUEL FLOWAGE</td>
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<td>221</td>
<td>161</td>
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*FAA NO LONGER REQUIRED TO RECORD THIS INFORMATION PER FAA GUIDELINES AS OF DECEMBER 2011
## Contra Costa County Airports
### Monthly Operations Report

### July 2012

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<td>400</td>
<td>1,379</td>
<td>1,336</td>
<td>3%</td>
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<tr>
<td>Student Jumps</td>
<td>62</td>
<td>36</td>
<td>221</td>
<td>133</td>
<td>66%</td>
</tr>
</tbody>
</table>

*FAA NO LONGER REQUIRED TO RECORD THIS INFORMATION PER FAA GUIDELINES AS OF DECEMBER 2011*
Contra Costa County
Board of Supervisors
APPROVED Board Orders
Relating to County Airports

The following certified Board Orders are attached:

September 11, 2012  APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a hangar rental agreement for a shade hangar at Buchanan Field Airport with Concord Flying Club effective August 6, 2012, in the monthly amount of $172.41.

September 18, 2012  APPROVE and AUTHORIZE the Director of Airports, or designee, to execute an on-call contract with Mead & Hunt, Inc., and Reinard W. Brandley Effective October 1, 2012 to September 30, 2015, in an amount not to exceed $300,000 per contract, to provide on-call design, engineering, and planning services for Buchanan Field and Byron Airports.

September 25, 2012  APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a month-to-month hangar rental agreement with Equipco Sales & Service for a T-hangar at Buchanan Field Airport effective September 7, 2012, in the monthly amount of $383.74.
To: Board of Supervisors  
From: Keith Freitas, Airports  
Date: September 11, 2012  
Subject: APPROVE and AUTHORIZE the Director of Airports, or designee, to execute a month-to-month 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 Concord Flying Club for a shade hangar at Buchanan Field Airport effective August 8, 2012, in the monthly amount of $172.41, Pacheco area.

FISCAL IMPACT:  
The Airport Enterprise Fund will realize $2,068.92 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 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

☐ APPROVE  ☐ OTHER

☑ RECOMMENDATION OF CNTY ADMINISTRATOR  ☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: 09/11/2012 ☑ APPROVED AS RECOMMENDED  ☐ OTHER

Clerk’s Notes:  
VOTE OF SUPERVISORS

AYES 5  NOES 0
ABSENT 0  ABSTAIN 0
RECUSE 0

Contact: Beth Lee, (925) 646-5722  
By: STACEY M. BOYD, Deputy
BACKGROUND: (CONT'D)
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.

CHILDREN'S IMPACT STATEMENT:
Not Applicable
To: Board of Supervisors  
From: Keith Freitas, Airports  
Date: September 18, 2012  
Subject: On-Call Contracts with Mead & Hunt, Inc. and Reinard W. Brandley for the Buchanan Field and Byron Airports

RECOMMENDATION(S):  
APPROVE and AUTHORIZE the Director of Airports, or designee, to execute an on-call contract with Mead & Hunt, Inc. and Reinard W. Brandley effective October 1, 2012 to September 30, 2015, in an amount not to exceed $300,000 per contract, to provide on-call design, engineering, and planning services for the Buchanan Field and Byron Airports.

FISCAL IMPACT:  
All costs associated with these on-call contracts will not exceed $300,000 per contract and will be funded 100% by the Airport Enterprise Fund. There will be no impact to the County General Fund.

BACKGROUND:  
The Airports Division manages the two County airports; Buchanan Field and Byron. As part of this responsibility, contract services are required to augment staff and provide special technical assistance on an on-call basis. After a solicitation process, three consulting firms (Mead & Hunt, Reinard W. Brandley, and Kimley-Horn and Associates) were selected to provide the design, engineering and planning services.

A separate Board Order for consideration of the contract for Kimley-Horn & Associates will be submitted since the contract dates will not coincide with those for Mead and Hunt and Reinard W. Brandley.

☑ APPROVE  ☐ OTHER
☑ RECOMMENDATION OF CNTY ADMINISTRATOR  ☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: 09/18/2012  ☑ APPROVED AS RECOMMENDED  ☐ OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYES 5  NOES 0  ABSENT 0  ABSTAIN 0  RECUSE 0

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 18, 2012

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

By: STACEY M. BOYD, Deputy

Contact: Beth Lee, (925) 646-5722
BACKGROUND: (CONT'D)
The proposed list of projects and services include but are not limited to: preparation of Federal Aviation Administration and Caltrans grant funding documents/elements, geotechnical studies, pavement evaluation studies, drainage studies, value engineering, cost estimating, review of airport development proposals, airport master planning, airport layout plan development and changes, terminal area planning, facilities construction, land acquisition, land use planning, environmental planning, updates to airport plans and manuals, lighting analysis and plans, security upgrades, airfield markings and many other professional service needs.

CONSEQUENCE OF NEGATIVE ACTION:
Delay in project approval will result in a delay of completing a multitude of airport related projects and may cause inconsistency with current Federal, State and County requirements, policies and standards.

CHILDREN'S IMPACT STATEMENT:
Not Applicable
To: Board of Supervisors
From: Keith Freitas, Airports
Date: September 25, 2012
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 Equipco Sales & Service for a T-hangar at Buchanan Field Airport effective September 7, 2012 in the monthly amount of $383.74, Pacheco area.

**FISCAL IMPACT:**
The Airport Enterprise Fund will realize $4,604.88 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 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

[✓] APPROVE

[✓] RECOMMENDATION OF CNTY ADMINISTRATOR

☐ OTHER

☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: 09/25/2012 [✓] APPROVED AS RECOMMENDED ☐ OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYES 5  NOES 0

ABSENT 0  ABSTAIN 0

RECUSE 0

Contact: Beth Lee, (925) 646-5722

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 25, 2012

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

By: STACEY M BOYD, Deputy
BACKGROUND: (CONT'D)
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.

CHILDREN'S IMPACT STATEMENT:
Not Applicable
Proposal for Light Seaplane Operations on Clifton Court Forebay

Submitted to the California Department of Water Resources

October 1, 2012

by the Seaplane Pilots Association and Aircraft Owners and Pilots Association

DRAFT September 4, 2012
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Executive Summary

AOPA, the Aircraft Owners and Pilots Association and SPA, the Seaplane Pilots Association, are requesting approval for the use of light seaplanes on the Clifton Court Forebay. We propose a 1-day trial to demonstrate feasibility of seaplane operations at the Clifton Court Forebay. After a successful trial, we request that seaplanes be routinely allowed to operate on the Clifton Court Forebay.

The California Department of Water Resources has a successful history of seaplane operations on two of its other properties, San Luis Reservoir and Lake Oroville. Like these other water bodies, the Clifton Court Forebay is ideally suited for seaplane operations, since it is large and unobstructed. In addition, it is closer to many San Francisco area airports than any other body of fresh water open to seaplanes, so it would reduce the time pilots need to fly to reach a place where they can practice water landings for proficiency purposes.

The requested use is for seaplane water operations, including takeoff and landings. There is no need for seaplane pilots to beach their aircraft along the shoreline of the Clifton Court Forebay, hence we feel there will be no financial impact upon the California Department of Water Resources.

Seaplanes are environmentally friendly vessels and a U.S. Army Corps of Engineering study found they have no impact on water and air quality. Seaplanes have a history of compatible use on thousands of bodies of water across North America, including drinking water sources.

If permitted access to Clifton Court Forebay, AOPA and SPA will work to educate seaplane pilots about any restrictions, such as no swimming, that the department might choose to implement.
Proposal

Flying seaplanes is a form of recreation and AOPA and SPA believe that seaplane operations on the Clifton Court Forebay are an environmentally friendly, compatible use that is consistent with DWR's overall mission.

AOPA and SPA propose a 1-day trial to demonstrate the feasibility of seaplane operations at the Clifton Court Forebay. The purpose of the trial would be to evaluate the impact of seaplane operations, including proposed arrival procedures.

AOPA and SPA have developed proposed guidelines and procedures for seaplane operations at the Clifton Court Forebay, outlined in the following section. Prior to a 1-day trial, we propose meeting with Department staff to revise the proposed seaplane guidelines and procedures to address any issues raised by DWR. We further propose that DWR, AOPA and SPA jointly develop evaluation criteria prior to the trial.

After an evaluation of the trial, we propose that seaplanes be allowed to operate on the Clifton Court Forebay.
Background

About AOPA and SPA
AOPA, the Aircraft Owners and Pilots Association, is the largest aviation association in the world, with approximately 400,000 members. It exists to promote the safety and utility of general aviation aircraft and to preserve and promote airports and seaplane landing areas.

SPA, the Seaplane Pilots Association, serves the needs of the seaplane community throughout North America and globally.

Thirty years ago, local seaplane pilots worked with reservoir managers throughout California to open up seaplane access to many of these water bodies. The Clifton Court Forebay wasn’t included in those earlier efforts. Local seaplane pilots are now seeking approval for seaplane operations at the Clifton Court Forebay. AOPA and SPA are advancing this proposal on behalf of these local pilots.

Applicable Law
Californian’s navigable waterways are a Public Trust resource and boating along those waterways is a long-standing right. The California Public Trust Doctrine, guarded by the State Lands Commission, recognizes recreation as a public trust use of water that state agencies must consider when managing tidelands and navigable waters and their tributaries (SLC, 2001, 2009). (1)

Seaplanes on the water are considered boats and have the same rights and responsibilities as boats. According to the U.S. Coast Guard, the word “vessel” includes every description of watercraft, including seaplanes operating on the water. (2)

Recreational access along navigable waterways is a longstanding State interest, as follows:
...the Legislature hereby finds and declares that there is a statewide and continuing interest in the public’s use of the state’s inland waterways for recreational purposes. The Legislature further finds and declares that there exists a need to provide for recreational resource planning of the waterways in a manner that provides access and utilization for recreational purposes... (Harbors and Navigation Code Section 68-68.2). (1)

In California, the public may use long-term flood and overflow waters if they are navigable. (3) Lands flooded by navigable waters are subject to the public’s right to fish and pass over them. (4)

Clifton Court Forebay
The Clifton Court Forebay (CCF) is a part of the State Water Project, designed and operated by the California Department of Water Resources. It was created in 1969
by flooding a 2500-acre tract near Byron, California. It serves as the Mile Zero intake point of the California Aqueduct for transport to Southern California, and feeds the Delta–Mendota Canal to recharge San Joaquin Valley river systems. Its purpose is to prevent pumps from cavitating by letting large volumes of water enter the Forebay during high tide.

AOPA and SPA recognize that the primary mission of DWR is to forecast future water needs, evaluate and inventory existing water supplies, explore conservation and storage options, and supervise flood management. A secondary mission is to provide recreational opportunities on inland waterways. Flying seaplanes is a form of recreation and an environmentally friendly, compatible use consistent with DWR’s overall mission.

The Clifton Court Forebay is ideally suited for seaplane operations, since it is large and unobstructed. In addition, it is closer to many San Francisco area airports than any other body of fresh water open to seaplanes. Thus it would save pilots time and money to reach a place where they can practice water operations, such as landings and takeoffs, as required by the FAA for proficiency purposes.

At most other seaplane landing sites, pilots are permitted to beach their seaplanes along the shore. However, the greatest need in the San Francisco Bay area is for water operations, hence we’re not requesting permission for pilot to beach their seaplanes along the shoreline of the Clifton Court Forebay.

The absence of boating on the Clifton Court Forebay isn’t a reason to deny seaplanes access to the Clifton Court Forebay; it actually makes the Forebay a more attractive and safer place for seaplane pilot to practice water operations. The Clifton Court Forebay has no public boating access points and hence doesn’t permit boating. But seaplanes are not similar constrained and do not need a boat ramp to gain access to the water. Hence they should not be restricted from the Clifton Court Forebay simply because boating is prohibited.
Seaplane Facts

Environmental Characteristics
Seaplanes are among the most environmentally friendly vessels. A 5-year study by the U.S. Army Corps of Engineers concluded that seaplanes have no impact upon:
- Water Quality
- Air Quality
- Soil Quality
- Wildlife
- Fisheries
- Hydrology

Unlike boats that insert a propeller in the water, a seaplane's propeller is entirely above the water and does not disturb sediments or marine life. Even electric powered boats contain some lubricated parts that extend into the water. By contrast, seaplanes have only a metal or fiberglass surface in contact with the surface and do not expel exhaust or lubricants into water. Aircraft fuels also don't contain MTBE, a past pollutant from boats.

Seaplanes are so non-polluting that they're frequently used for water sampling. For example, the Washington State Department of Ecology uses seaplanes to sample water quality since they are the only vessel (other than row boats and kayaks) that doesn't contaminate their samples.

Seaplanes are compatible with fish and wildlife. For example, the U.S. Fish & Wildlife Service owns a fleet of Seaplanes that is used for the safe and efficient surveillance and tracking of wildlife. The U.S. National Parks System is one of the biggest users of seaplanes in the world and considers seaplanes essential for the management of their parks.

During three summers, volunteers involved with the Seaplane Pilot Association used an AirCam on floats to take water samples from 520 lakes in the Adirondack Park in upstate New York. The AirCam has short takeoff and landing capability and was the only practical way to reach many of these small lakes.

The U.S. National Oceanic and Atmospheric Administration (NOAA) has a fleet of seaplanes, which are used extensively for biological work, including sea turtle and mammal surveys. The mission of the NOAA is to describe and predict changes in the Earth's environment and to conserve and manage the U.S. coastal and marine resources.

Seaplanes are used to monitor the activities and resources in the 1,252 square nautical-mile Channel Islands Nautical Marine Sanctuary situated in the Santa Barbara channel off the coast of Southern California. The sanctuary's primary goal is
the protection of the natural and cultural resources. The sanctuary is an area of national significance because of its exceptional natural beauty and resources.

The only possible water contamination that could come from a seaplane would be if an aircraft were to sink and release aviation fuel. However in that case, any avgas that did escape from the fuel tank would float to the surface and quickly evaporate. Additionally, our understanding is that drinking water reservoirs are required to have a filter to remove contaminants before the water enters the distribution system.

There is just one case we could find of a seaplane sinking and releasing fuel into a drinking water reservoir, which occurred in the San Vicente reservoir in the City of San Diego in 1997. However, it was not by one of the light seaplanes authorized for use at that reservoir or proposed for use at the Clifton Court Forebay. Instead, it was a large PBY-5A fire fighting water bomber that was scooping up water to fight a fire.

The crash was caused by the failure of a nose gear door-locking pin that failed for an unknown reason. The city responded immediately to clean up the avgas that spilled, however it had totally evaporated by the time their responders arrived and there was no need for any cleanup other than removing the seaplane from the water.

**Invasive Species**

Due to weight considerations, the small seaplanes proposed for use on the Clifton Court Forebay do not contain bait tanks or other compartments in which invasive species can be carried or concealed. In addition, the streamlined, aerodynamic shape of aircraft allows any water, plant residue or marine life to be blown from the surface of seaplane hulls and floats within a few minutes of takeoff from a body of water.

Nonetheless, the Seaplane Pilots Association provides extensive information for its members on invasive species and how to avoid transporting them by seaplane. Recent web site articles give details on how to inspect aircraft and if necessary perform disinfection procedures. A recent SPA produced video demonstrates inspection and disinfection procedures.

The SPA website provides seaplane pilots with a link to a real time map of waters infested with zebra mussels. The only known site to be infested in California is the San Justo Reservoir, located southwest of Hollister. Seaplanes are unlikely to ever land in this reservoir, as it is closed to seaplane use. In addition, the reservoir is small, making it unattractive to seaplane use. The reservoir is also closed to boaters as eradication efforts continue.

**Draft and Wakes**

The draft, the vertical distance between the waterline and the bottom of the hull, of most seaplanes is less than 18 inches, which allows the planes to operate in shallow
waters. In addition, seaplanes generate small wakes—usually no more than 2-3 inches high—so they're not a factor in shoreline erosion.

**Noise**

Seaplanes make their greatest noise on take-off, since a large amount of thrust is required to become airborne. Takeoffs are generally made at full power to rapidly get up onto the step and then off the water as quickly as possible. A landing profile typically consists of an overflight at 500 feet above water at a reduced power setting to view the landing area, followed by a major reduction in power during the approach. The reduction of power during landing is so great when compared to takeoff, that for all practical purposes, only seaplane takeoffs have noise impact.

A study of seaplane noise concluded that the principal factor in seaplane noise intensity is the type of seaplane (e.g. Taylorcraft 85 hp vs. Cessna 185 with 300 hp), followed by the tip speed of the propeller (RPM), and then the distance between the seaplane and listener. The best ways to minimize the noise produced by a given seaplane type in order of decreasing importance are: reducing RPM setting, taking off away from versus toward listeners, increasing horizontal and vertical distance to listeners, and reducing power setting. Factors generally of much less significance are: geographical effects of cliffs or canyons, vegetative absorption, wind strength and direction, air temperature and humidity.

Typically, the noise from a departing seaplane lasts less than a minute. (5.) The noise for various seaplane types versus other common noises is compared in Appendix A.

**Compatibility with Boating**

Seaplanes coexist with other water traffic in many busy lakes, harbors and rivers worldwide, including Seattle and Vancouver. In California, seaplanes operate in many nearby busy lakes including Lake Berryessa, Clear Lake, Don Pedro Reservoir and the DWR's Lake Oroville and San Luis Reservoir.

During a 13-year period, NTSB accident data showed only three collisions occurred in the U.S. between a seaplane and a boat, two of which resulted in injuries or fatalities. In the same 13-year period, there were over 12,000 fatalities involving boats. In one 5-year period, boats collided with other vessels 11,174 times. Statistically, seaplane-boat collisions are almost non-existent. (7.)

The Clifton Court Forebay is especially attractive to local seaplane pilots because it doesn't currently permit boating.

**Compatibility with Nearby Airports**

Large seaplane operations coexist next to other airports without problems. For example, the Lake Hood Seaplane Base, perhaps the largest seaplane base in the world, is collocated with the Anchorage International Airport. In Florida, Jack Brown's Seaplane Base trains more seaplane pilots per year than any other location.
Their base is less than 500 feet from the closest runways at the Winter Haven, FL airport.

**Seaplane Regulations**

When on the water, seaplanes are considered a vessel like any other boat and adhere to the same boating regulations. When above the water, they are considered aircraft and follow FAA regulations.

**Seaplane Benefits – Medevac and Search and Rescue**

Seaplanes are part of an emergency management plan in Washington State to provide transportation of injured patients to hospitals in the event an earthquake knocks out area bridges.

- Rescuing six wilderness rangers who survived in emergency fire shelters and an overturned canoe in the water when the Pagami Creek Fire in Minnesota overtook them in September 2011

- Pulling a hypothermic boater from the middle of a lake in Minnesota just before sunset in May 2012

- Assisting in search in rescue operations for 11 men missing after a banana boat capsized in June 2012.
Seaplane Impact upon Clifton Court Forebay

Impact on Endangered Species
We understand that the Clifton Court Forebay area contains numerous animal, plant, and fish species, some of which are listed under the federal Endangered Species Act (ESA) and/or California Endangered Species Act (CESA) as threatened or endangered.

A U.S. Army Corps of Engineers study found that seaplanes have no impact on fish. We don’t anticipate a need for seaplane pilots to beach their aircraft along the levees, hence there would be no contact with or impact upon endangered plants or animals.

Impact on Fishing
We’re aware that some people fish from the levees surrounding the Clifton Court Forebay. The only possible impact upon the fisherman would be the additional noise created by seaplanes when they take off. This impact should be minimal because the takeoff time is relatively short and because seaplanes would generally take off from the center of the Clifton Court Forebay and not the near the levees where people stand to fish.

Invasive Species
Seaplane pilots are acutely aware of invasive species issues, especially Quagga and Zebra mussels. The Seaplane Pilots Association provides seaplane pilots with information on how to inspect their aircraft and if necessary, to perform disinfection procedures.

Approximately 90% of seaplanes in California are amphibious and are based at an airport. Many seaplane flights are from an airport, to one water body, and back to the airport where the aircraft has time to dry before subsequent flights to a water body. In addition, many airports have a wash rack where pilots can wash their aircraft as necessary.

The only known site to be infested with Quagga and Zebra mussels in California is the San Justo Reservoir, located southwest of Hollister. Seaplanes are unlikely to ever land in this reservoir, as it is closed to seaplane use. The probability of a seaplane introducing Quagga and Zebra mussels to the Clifton Court Forebay is virtually non-existent.

Impact on Housing/Population
The land east of the Clifton Court Forebay under the proposed traffic pattern is agricultural and contains no homes. Thus no housing or population would be affected by seaplane operations the Clifton Court Forebay.
Proposed Guidelines and Procedures

Usage
Following an evaluation of the proposed one-day test of seaplanes on the Clifton Court Forebay, we request that seaplanes be permitted to operate on CCF year-round.

Activities Permitted on the Water
We propose that pilots be permitted to fish from their aircraft while floating on the water.

We propose the following restrictions for seaplane operations at the Clifton Court Forebay:
• No Swimming
• No overnight mooring

We are open to prohibiting the beaching of aircraft along the shoreline, if the DWR wishes to impose that restriction.

Aircraft Arrival Routes
In Northern California, the majority of time winds blow from either the northwest or southeast. Diagrams of the suggested northwestern and southeastern arrival routes are included in Appendix B. The traffic patterns depicted in these diagrams for the Byron Airport are based upon diagrams in the Contra Costa County Airport Land Use Compatibility Plan. (6.)

When the wind is blowing from other directions, pilots will alter these patterns to account for the wind.

Invasive Species
We suggest that pilots using the Clifton Court Forebay be allowed to self-certify compliance for invasive species inspection of their seaplanes. We recommend all pilots using the reservoir complete an online course at www.100thmeridian.org and carry a certificate of completion aboard their aircraft. We are also open to considering any invasive species inspections that the Department might propose for seaplanes operating on the Clifton Court Forebay.

We understand that at times the surface of the Clifton Court Forebay can be covered with dense floating mats of pondweed, and that pondweed abatement programs have been used at this site. It’s been reported that the pondweed is composed primarily of Brazilian waterweed (Egeria densa), Eurasian milfoil (Myriophyllum verticulatum), and coontail (Ceratophyllum demersum) that often combine with floating water hyacinth. Generally, pondweed isn’t incompatible with seaplane usage, though pilots are likely to use the portions of the water with the least amount of pondweed.
Boating Regulations
When operating on the water at the Clifton Court Forebay, seaplanes will obey all USGS and California State boating regulations.

Proximity to Byron Airport
The Byron Airport, operated by Contra Costa County, is located 1.5 miles from the Clifton Court Forebay. AOPA consulted with Keith Freitas, the Director of Contra Costa County Airport about proposed seaplane operations at the Clifton Court Forebay. He was interested in the proposed seaplane traffic pattern, which we've shared with him.

AOPA also consulted with Gary Cathey, Division Chief of the Division of Aeronautics of the California Department of Transportation, regarding seaplane operations at the Clifton Court Forebay. He had no concerns and asked to be kept informed.

The Byron Airport uses an 1,079 MSL foot traffic pattern altitude. We recommend that seaplanes operate on the Clifton Court Forebay with a 500 foot traffic pattern located east of the Forebay, further separating seaplanes from traffic at Byron Airport. In addition, we recommend that seaplanes use the same 123.05 MHz CTAF frequency used by aircraft at the Bryon airport.

Obstructions
The only known obstruction is a set of high voltage power lines located one-half mile from the east and south levees of the Clifton Court Forebay. These power lines are well known to seaplane pilots, as they cross the western end of the Victoria Canal, which is also used by seaplanes. The towers appear to be about 80 feet high and would be hundreds of feet below the proposed seaplane traffic pattern for the Clifton Court Forebay.

Pilot Education and Awareness
Detailed procedures defining regulations and arrival procedures for landing on the Clifton Court Forebay will be published in SPA's Water Landing Directory. Seaplane pilots heavily rely upon this directory, as it contains information on every body of water in the United States open to seaplanes.

All California seaplane pilots that can be identified will be contacted and sent regulations and arrival procedures for landing on the Clifton Court Forebay.

Aerial Survey
Local seaplane pilots would be happy to occasionally provide the Department with aerial survey flights of the Department's properties and surrounding areas. One, or in some cases two, Department employees could accompany the pilot on these flights.
Aircraft Maintenance
In the unlikely event that a seaplane might develop a problem that would preclude it from a safe takeoff from the Clifton Court Forebay, the aircraft would be moved under its own power or towed to a boat launch ramp. Since most seaplanes are amphibious, they can be driven out of the water onto a ramp or a relatively flat piece of shoreline. Repairs can then typically be made in a very short period of time and the aircraft would be moved back into the water where it would take off. Should repair not be feasible, the aircraft can be taken apart and towed away over the highway.
Appendix A – Seaplane Noise Versus Other Noise

<table>
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<th>Table 2: Noise Level Thermometer</th>
<th>Other</th>
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<tr>
<td>110 dBA</td>
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<tr>
<td>100 dBA</td>
<td><strong>Chainsaw</strong> at 10' (136dBA at 3')</td>
</tr>
<tr>
<td>90 dBA</td>
<td><strong>Lawnmower</strong> at 3'</td>
</tr>
<tr>
<td>90 dBA</td>
<td><strong>C-185 Seaplane 2-blades at 750'</strong></td>
</tr>
<tr>
<td>80 dBA</td>
<td><strong>C-150 Seaplane 2-blades at 1000'</strong></td>
</tr>
<tr>
<td>80 dBA</td>
<td><strong>C-206 Seaplane 3-blades at 1000'</strong></td>
</tr>
<tr>
<td>70 dBA</td>
<td><strong>Bus or Truck</strong> at 50'</td>
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<tr>
<td>70 dBA</td>
<td><strong>Seabee at Franklin</strong> at 1000'</td>
</tr>
<tr>
<td>70 dBA</td>
<td><strong>Strutted Seaplane at 1000'</strong></td>
</tr>
<tr>
<td>60 dBA</td>
<td><strong>Bus or Motorcycle</strong> at 100'</td>
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<td><strong>Insleez过关 truck pass 60 mph</strong></td>
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<td>60 dBA</td>
<td><strong>Neighborhood Chamber at 100'</strong></td>
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<tr>
<td>60 dBA</td>
<td><strong>Dishwasher on in Kitchen</strong> at 10'</td>
</tr>
<tr>
<td>60 dBA</td>
<td><strong>Heavy Rain with no Wind</strong></td>
</tr>
<tr>
<td>50 dBA</td>
<td><strong>Fire at 100'</strong></td>
</tr>
<tr>
<td>50 dBA</td>
<td><strong>TV on in Living Room</strong> at 10'</td>
</tr>
<tr>
<td>50 dBA</td>
<td><strong>Conversation at 5' - Inside</strong></td>
</tr>
<tr>
<td>50 dBA</td>
<td><strong>Robin singing at 50'</strong></td>
</tr>
<tr>
<td>50 dBA</td>
<td><strong>5 mph Wind in Trees</strong> at 50'</td>
</tr>
<tr>
<td>40 dBA</td>
<td></td>
</tr>
<tr>
<td>40 dBA</td>
<td><strong>Quiet House at 5:30 AM - Inside</strong></td>
</tr>
</tbody>
</table>

Note: These data were all measured by the author. If adding items to this table, please relate the noise level to distance and if possible to actual horsepower and specific brand of equipment, as there is much variety in the noise output from different types of machinery. Aircraft sound levels are at full take-off power unless noted otherwise.
Appendix B – Clifton Court Forebay Traffic Pattern - Northwest Winds

Northwest winds prevail in the area, making these the prevalent traffic patterns. The proposed landing area for seaplanes at the Clifton Court Forebay is shown in green. Aircraft separation is greater than 2.5 miles horizontally between the traffic patterns. In addition, vertical separation of 579 feet is achieved by recommending that seaplanes use a 500 foot traffic pattern, versus the 1,079 foot traffic pattern used at Byron Airport.
Appendix B - Clifton Court Forebay Traffic Pattern - Southeast Winds

Southeast winds occur predominantly in the winter months, especially with storms, so these arrivals are used infrequently. Arrivals to Runway 12 pass over the Clifton Court Forebay, but are 1000 feet above aircraft on the water and 579 feet above the traffic pattern. Note that standard FAA separation between IFR traffic and VFR traffic is 500 feet vertically, which this exceeds.
Appendix C - Contact Information

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5. John Collins, AOPA Manager, Airport Policy  
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Appendix D – References

1. California Department of Water Resources
   http://www.waterplan.water.ca.gov/docs/cwpu2013/2012-ac-
   draft/Vol3_Ch26_Water_Dependent_Recreation_AdvisoryCommitteeDraft_jw.pdf


4. (City of Berkeley v. Superior Court (1980) 26 Cal.3d 515, 546 [162 Cal. Rptr. 327,
   606P.2d 362].)

5. Seaplane Pilots Association

6. Contra Costa County Airport Land Use Compatibility Plan
   http://www.co.contra-costa.ca.us/depart/cd/current/ALUCPlan/CCC-ALUC-Plan-
   Part3.pdf

7. Seaplane Pilots Association