LIVERMORE AIRPORT

ACTIVITY REPORT FOR JANUARY 2017

PETROLEUM PRODUCTS SOLD	MONTHLY COMPARISON			ACCUM. ANNUAL & FISCAL TOTALS			
	Current Month Gallons	Compare Same Month Last Year	Compare Previous Month	Column A Last 12 Months	12 Months Prior to Column A	Compare from July 1, 2016	Compare from July 1, 2015
Self-Serve 100LL	6,059	6,374	6,759	116,414	150,278	63,209	84,479
100LL	4,531	7,752	6,332	107,205	81,055	61,306	50,496
Bulk Rate 100LL	-	-	-	-	56,169	-	30,331
Jet	40,258	31,962	21,894	456,890	332,850	246,249	197,043
TOTAL	**50,848**	**46,088**	**34,985**	**680,509**	**620,352**	**370,764**	**362,349**

BASED AIRCRAFT	Current Month	Previous Month	Previous Year
Single Engine	450	449	456
Twin Engine	28	30	33
Jet	9	9	8
Turbo-Prop	8	8	5
Helicopter	4	4	4
Total Based Aircraft	**499**	**500**	**506**
Total Revenue Aircraft	418	419	433
Transient Aircraft	9	16	9

RENTAL STATUS	Full Capacity	Vacant
Tie-Downs	150	109
Shelters	9	0
Hangars *)	392	1

*) New tenant pending major leak repair

Of the based aircraft, no revenue is received from:		
FBO's:	45	Aircraft
Multiple Occupancy:	36	Aircraft

Tenant Activity & Aircraft Type	
New tenants:	3 Single, 0 Twin
Local move:	0 Single, 0 Twin
Vacated/left:	2 Single, 2 Twin

No vandalism or theft to report this month.

LIVERMORE AIRPORT

FAA AIRCRAFT OPERATIONS FOR JANUARY 2017

TYPE OF OPERATION	MONTHLY COMPARISON			ACCUM. ANNUAL & FISCAL TOTALS			
	Current Month Operations	Compare Same Month Last Year	Compare Previous Month	Column A Last 12 Months	12 Months Prior to Column A	Compare from July 1 2016	Compare from July 1 2015
Instrument (IFR)	736	712	777	9,560	8,417	5,637	4,862
Air Taxi	125	123	114	1,419	1,107	785	650
Itinerant General	2,939	2,812	3,778	53,084	51,574	30,749	30,206
Itinerant Military	0	19	0	107	149	60	93
Local General	3,492	4,724	4,385	61,961	62,988	33,704	38,828
TOTAL	6,556	7,678	8,277	116,571	115,818	65,298	69,777

NOTE:

Instrument operations are not included in the total as they are included in the other categories in which they occurred.

Livermore Airport
CY 2017 Noise Complaint Summary

MONTHLY SUMMARY REPORT BY TYPE OF OPERATION

					Pleasanton				Livermore				Dublin/SR/Other	
Month	Total JET OPS	Total NON JET OPS	GRAND TOTAL	LAST YR TOTALS	JET ARR	JET DEP	JET OVERFLT or UNKN	NON JET OPS	JET ARR	JET DEP	JET OVERFLT or UNKN	NON JET OPS	JET OPS	NON JET OPS
January	2	-	2	24	1	-	-	-	1	-	-	-	-	-
February	-	-	-	20										
March	-	-	-	6										
April	-	-	-	23										
May	-	-	-	26										
June	-	-	-	12										
July	-	-	-	15										
August	-	-	-	6										
September	-	-	-	3										
October	-	-	-	19										
November	-	-	-	12										
December	-	-	-	7										
Total	**2**	**0**	**2**	**173**	1	0	0	0	1	0	0	0	-	0

Single operation causing most complaints:

# of Calls	Date	Time	Operation	Runway	A/C	10pm-6am

There was no single operation resulting in multiple complaints.

Percentage of monthly complaints vs. operations: Jet = 0.031% Non-Jet = 0.00%

LIVERMORE AIRPORT

2017 NOISE COMPLAINT STATISTICS

Complaints for January 2017

Origin:		
Pleasanton	1	50%
Livermore	1	50%
Dublin/Other	-	0%
TOTAL	**2**	100%

Statistical Synopsis:

Of the 2 complaints, 1 was received from a Livermore household, representing 50.0% of the total complaints.

Of the 2 complaints, 1 was received from a Pleasanton household, representing 50.0% of the total complaints.

"Voluntary Restraint from Night Flying" period:

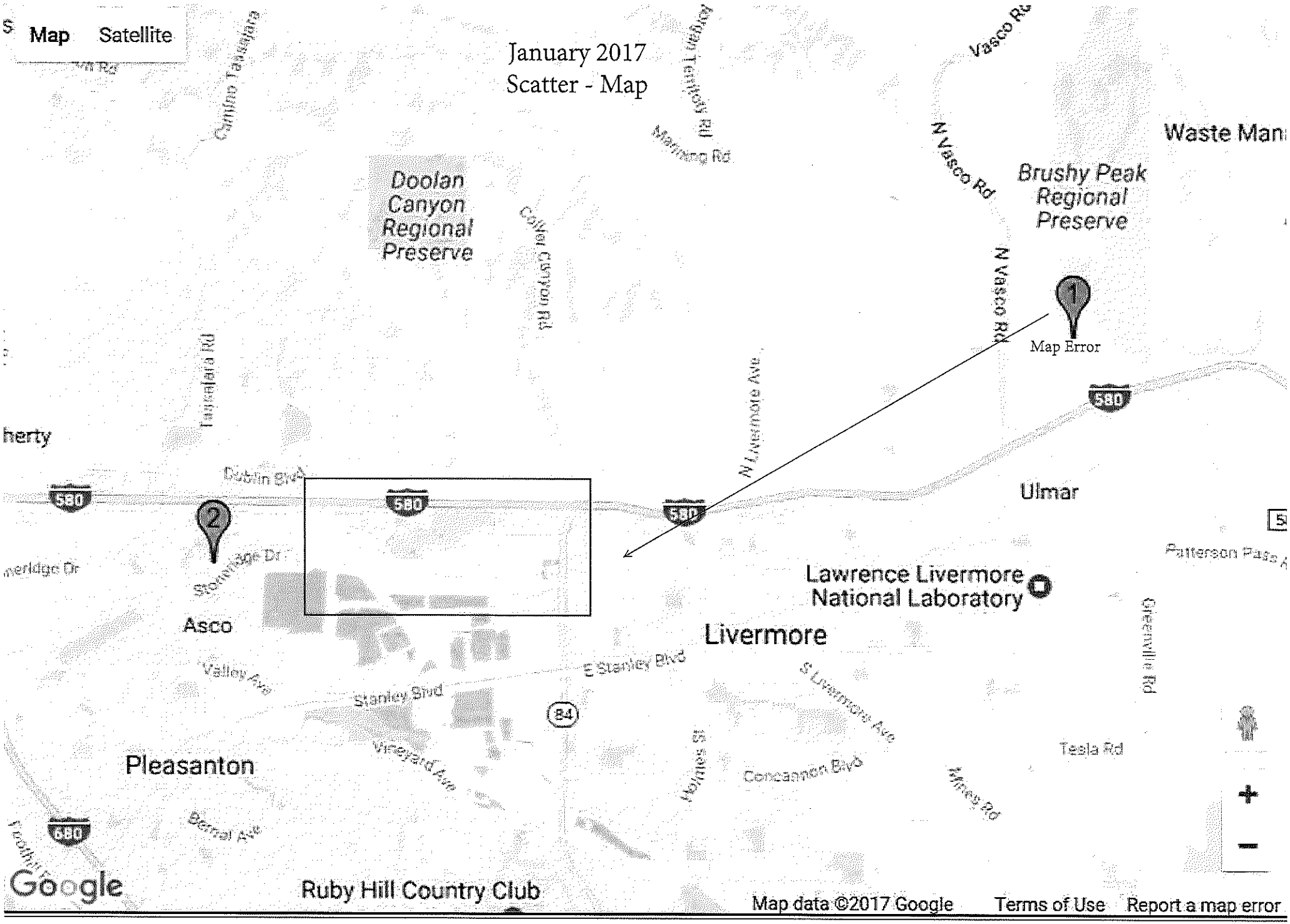
1 of these 2 complaints were from operations ocurring between 10:00 PM and 6:00 AM, representing 50.0% of the total complaints.

2017 Complaint Summary

		Pleasanton			Livermore			Dublin/Other
Month	Total	HH-PA*)	HH-PB*)	Misc	HH-LA *)	HH-LB*)	Misc	Misc
January	2	1	-	-	1	-	-	-
February	0							
March	0							
April	0							
May	0							
June	0							
July	0							
August	0							
September	0							
October	0							
November	0							
December	0							
Total	**2**	1	-	-	1	-	-	-

*) Represents one household in respective City

January 2017
Scatter - Map



LIVERMORE
CALIFORNIA

AIRPORT COMMISSION
STAFF REPORT

TO: Honorable Chairperson and Airport Commission Members

FROM: Leander Hauri, Airport Manager

SUBJECT: Vehicle/Pedestrian Deviation (V/PD) Control and Enforcement Measures

BACKGROUND

A Vehicle or Pedestrian Deviation (V/PD) includes pedestrians, vehicles or other objects interfering with aircraft operations by entering or moving on the runway movement area without authorization from Air Traffic Control (ATC). V/PD's are separated into "Surface Incidents" and "Runway Incursions," and especially the latter can lead to an accident with tragic consequences.

Therefore, the FAA requires airports to establish procedures for safe pedestrian/ground vehicle operations and implement comprehensive training programs, including enforcement of the procedures with consequences, when needed. While comprehensive pedestrian and ground vehicle training programs are mandated at commercial service Airports (Part 139), they are highly advocated at all General Aviation airports with ATC service, such as LVK.

In October 2011, Airport staff established an online Ground Vehicle Driver Orientation Program. Tenants are required to complete the online training program prior to receiving a gate access PIN or a magnetic proximity access card. However, if tenants share their PIN or card with their family, guests and visitors, contractors, and service providers, such as mechanics, we are unable to control if those persons were properly trained to safely drive on the Airport. As a result, V/PD's have continued to occur.

The FAA is now demanding stronger enforcement, especially as it pertains to tenants and their families and guests. In response, staff drafted potential administrative control and enforcement measures for the Commission's consideration.

RECOMMENDED ACTON

Staff recommends that the Commission discuss the implementation of potential control and enforcement measures to impart the importance of tenant adherence to existing V/PD avoidance measures in an effort to reduce or hopefully eliminate V/PD's.

MEETING DATE: February 13, 2016	**AGENDA ITEM:** 5. a)

Once appropriate control and enforcement measures are identified, the Commission may approve those in form of an Airport Operational Policy, which can be amended from time to time.

DISCUSSION

The FAA's definition of V/PD events, runway incursion types and their severity categories is attached as Exhibit A. For example, driving or walking across a controlled area boundary marking onto a taxiway without ATC authorization is a vehicle or pedestrian deviation. Vehicles or pedestrians on a runway or past holding position markings without ATC clearance while an aircraft is taking off, landing, or within one mile final, is a runway incursion in addition to being a V/PD. The runway incursion will then be categorized by its level of severity.

When a V/PD occurs, the following procedure is set in motion:

1. ATC completes FAA Form 8020-24 (Preliminary V/PD Deviation Report)
2. The FAA Airports Division issues a Letter of Investigation to the Airport staff
3. Staff investigates the incident and initiates corrective actions, as appropriate, and sends the report to the FAA Airports Division
4. The FAA Airports Division also investigates the incident, reviews the Airport's ground vehicle training program and the incident report on the V/PD
5. An Airport Certification Inspector determines appropriate action and issues a closeout letter, Warning Letter, Letter of Correction, or initiates civil penalty action as a result of the FAA's investigation
6. Airport Certification Inspector completes FAA Form 8020-25, Investigation of V/PD Report.

Currently, tenants may request and receive an unlimited number of gate cards and/or PIN's. Also, there are no policies or enforcement procedures in place to address tenants who the FAA has determined to be responsible for a V/PD, either directly or indirectly.

Due to increased FAA scrutiny and concern, LVK should consider a) reiterating existing V/PD avoidance measures; b) implementing administrative control measures, and c) implementing enforcement measures to reduce or eliminate V/PD's:

a) Reiterate existing V/PD avoidance measures: (*

- Tenants are responsible for all PIN numbers and cards issued to them, and for actions of their invited guests, visitors, or service providers.

- Tenants should not share gate cards or PIN numbers with anyone who has not taken the Ground Vehicle Driver Orientation Program.

- If there is any doubt about a person's understanding of the V/PD avoidance measures, even upon completion of the Ground Vehicle Driver Orientation Program, tenants should err on the side of safety and provide an escort.

- Vehicle tailgating at all access gates is prohibited pursuant to LMC 11.08.120 B.

b) Implement administrative V/PD control measures:

- Limit the number of cards and/or PIN's assigned per tenant to:
  - Two cards per hangar tenant and any partner(s)
  - One card per tie-down tenant/partner
  - One PIN number per tenant/partner (PIN's expire every six months)

b) Implement V/PD enforcement measures:

- Consequence for 1st V/PD:
  1) Retake Ground Vehicle Driver Orientation Program, followed by test given by Operations Supervisor to include Airport tour of controlled areas.
  2) Limit tenant or partner causing V/PD to one card only
  3) No PIN's for certain period of time, e.g., 6 months or 12 months

- Consequence for 2nd V/PD (same tenant):
  - Same as 1) above plus assess a monetary fine
  - No PIN's for longer period of time

- Consequence for 3rd V/PD (same tenant):
  - Assess a larger monetary fine, and/or
  - Terminate tenancy within 30 days; PIN canceled, card only for 30 days.

Since Card/PIN usage is registered by a database in the Airport office, the identified tenants are the first point of contact when the card or PIN use is associated with a V/PD. Also, cameras record activity at each gate and aid staff in identifying any vehicles involved in a V/PD. The digital data is stored on a DVR for a 30-day period only before being overwritten with current data.

(* As contained in LVK's Ground Vehicle Driver Orientation Program

ATTACHMENTS

Exhibit A – Description of FAA Runway Safety/Runway Incursions

Prepared by:

Leander Hauri
Airport Manager

Approved by:

Darren Greenwood
Public Works Director

Federal Aviation Administration

Runway Safety
Runway Incursions

- What is a Runway Incursion?
  - Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft.
- What is a Surface Incident?
  - A surface incident is an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.
- There are four categories of runway incursions:
  - Category A is a serious incident in which a collision was narrowly avoided.
  - Category B is an incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
  - Category C is an incident characterized by ample time and/or distance to avoid a collision.
  - Category D is an incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.

Operational Incidents	Pilot Deviations	Vehicle/Pedestrian Deviations
Action of an Air Traffic Controller that results in: Less than required minimum separation between 2 or more aircraft, or between an aircraft and obstacles, (vehicles, equipment, personnel on runways) or Clearing an aircraft to take off or land on a closed runway	Action of a pilot that violates any Federal Aviation Regulation Example: a pilot crosses a runway without a clearance while enroute to an airport gate	Pedestrians or vehicles entering any portion of the airport movement areas (runways/taxiways) without authorization from air traffic control

Exhibit A

Runway Incursion Severity

Available Reaction Time	Evasive of Corrective Action	Environmental Conditions	Speed of Aircraft and/or Vehicle	Proximity of Aircraft and/or Vehicle

Category D	Category C	Category B	Category A	Accident
Incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.	An incident characterized by ample time and/or distance to avoid a collision.	An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/ evasive response to avoid a collision.	A serious incident in which a collision was narrowly avoided.	An incursion that resulted in a collision

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