

## **Livermore Airport & KaiserAir FAQ**

### **Introduction to the Livermore Municipal Airport**

The Livermore Municipal Airport is a general aviation, public use facility. The airport was constructed in 1965 and is home to over 500 based aircraft. The airport provides services including aircraft maintenance, flight instruction, aircraft storage, and charter service. The airport provides support to many Tri-Valley businesses as a means for easier access into and out of the region.

The airport is identified as a key disaster relief air transportation hub for the Bay Area in the event of a major emergency. The airport plays a critical role in disaster response for local, state, and federal agencies. A recent example of this was during the recent wildfire emergencies the Livermore airport functioned as a staging area for CalFire Air Operations. The airport is identified by county, state, and federal authorities as critical infrastructure for movement of people, equipment, supplies, and medical aid during a large regional event such as an earthquake, flood, or loss of transportation infrastructure. In addition, the Livermore airport is available to provide immediate relief to the greater the Tri-Valley region in the event of an emergency that damages infrastructure or inundates demand at other more distant airports.

The Livermore Municipal Airport is restricted from providing traditional scheduled airline operations and service (Federal Aviation Regulations Part 121). An airport would need to meet certain criteria from the Federal Aviation Administration to be approved for these types of more commercial-like operations with large payloads and large numbers of passengers.

KaiserAir's proposal includes an estimated based aircraft value of approximately \$45 million. Taxes from the KaiserAir based aircraft will provide roughly \$150,000 per year to the Livermore Valley Joint Unified School District and roughly \$150,000 per year to the City and the Livermore community.

### **What is the KaiserAir proposal?**

The KaiserAir development is a multi-phase proposal that will include office space, hangars, a fuel storage facility and self-fueling station, and a Fixed Base Operator (FBO) terminal. A FBO is a company or organization granted the right by an airport to provide aeronautical services and fuel at the airport.

### **Is the KaiserAir proposal consistent with the Airport zoning?**

The 1975 Airport Master Plan planned for nearly 2 million square feet of development. In 2010, at the conclusion of an extensive public outreach process, the City rescinded the Master Plan and completed a rezoning of the airport, significantly reducing the total development capacity to roughly 1.4 million square feet. Existing development at the airport is approximately 749,000 square feet, leaving roughly 651,000 square feet for development. The KaiserAir proposal includes approximately 175,000 square feet of development or 12% of the overall plan.

**What are the next steps for the KaiserAir development?**

The Airport Commission recently reviewed the KaiserAir proposal and voted to support the proposal. The proposed development is consistent with the land use identified in the City's General Plan as well as the Airport Land Use Plan. The development must conform with applicable Federal Aviation Administration requirements related to the development and operation of the FBO.

Once KaiserAir has submitted a complete development application, the Planning Commission will review the physical improvements for consistency with the Development Code and the Design Standards and Guidelines. If the project is consistent with these requirements the Planning Commission is required to approve the development. The Planning Commission will also review the project for consistency with the California Environmental Quality Act (CEQA).

The City Council will review any proposed FBO ground lease agreement. If KaiserAir demonstrates it is qualified to follow through on the terms of the ground lease agreement, and staff demonstrates that the lease has been properly processed through the City's lease negotiation process, then the City Council must authorize the agreement, consistent with the Federal Aviation Administration grant assurance requirements, which Airport Sponsors are required to follow when federal grant money is accepted. The lease must also comply with the Minimum Standards for Commercial Aeronautical Activities which are the minimum qualifications of those proposing to conduct commercial aeronautical activities at a public airport.

**Who is KaiserAir?**

KaiserAir was established in 1946 as the flight department of industrialist Henry J. Kaiser's family of companies. KaiserAir is a full-service aviation company, specializing in aircraft management, sales, maintenance, and charter. They currently operate in Oakland, and Santa Rosa.

**Will KaiserAir introduce traditional airline passenger service into and out of the Livermore airport?**

No. KaiserAir will use the Livermore airport for maintenance and reconfiguration purposes of their aircraft only. The Livermore airport is restricted from accommodating traditional scheduled airline operations and service.

**What types of services will KaiserAir offer at the Livermore airport?**

KaiserAir will provide aeronautical services including aircraft fueling, aircraft maintenance, management, aircraft charter services for non-737 airplanes, and aircraft storage.

**Will there be an economic benefit to the community?**

Yes. Based aircraft property tax helps to fund the local school districts, and Tri-Valley businesses have a more direct option as opposed to using airports located further away. The KaiserAir project will provide approximately \$300,000 per year in tax revenue to the City and the school district (\$150,000 each).

**Will KaiserAir bring Boeing 737 aircraft to the Livermore airport?**

Yes. KaiserAir plans to bring up to three Boeing 737 aircraft for maintenance and reconfiguration purposes only. In addition, KaiserAir will base several Citation and Gulfstream aircraft at the airport. KaiserAir estimates roughly two 737 flights per week (approximately 100 per year). The airport is currently allowed up to 500 large aircraft operations, annually.

**Will the KaiserAir 737s and associated aircraft fly higher or lower than other airplanes into and out of the Livermore Airport?**

No. KaiserAir will fly established procedures as set forth by Federal Aviation Administration (FAA) regulations.

**Are noise levels currently higher than in past years?**

No. The airport's overall noise footprint and community impact has decreased over the years due to improved aircraft technology, updated federal noise regulations, and increased participation by the airport community to be a good neighbor to surrounding communities.

**Will KaiserAir work with the City to mitigate noise impacts?**

Yes. KaiserAir has committed to adhering to the airport's Voluntary Restraint from Night Flying which will be a requirement of the lease with the City. KaiserAir will be an active participant in mitigating noise impacts. In addition, KaiserAir is required to adhere to FAA airspace and flight path rules, which are designed to minimize noise impacts. The KaiserAir 737s are modern aircraft equipped with industry standard noise reducing engine components, and are quieter than some smaller, older aircraft.

**Can the City prohibit aircraft the size of a Boeing 737 from landing at the airport?**

No. The FAA requires that the airport receive any aircraft that can safely land at the facility. 737s can operate safely into and out of the airport. The airport has received aircraft of a similar size category. In the past the airport has based large aircraft such as an MD-80 and a Fairchild F27 turboprop. These aircraft had a much louder noise signature than the new generation aircraft operated by KaiserAir.

**Will the KaiserAir development bring a significant increase in aircraft operations to the Livermore airport?**

While there will be an increase in aircraft operations, the airport is well below the peak number of over 282,000 annual operations in the early 1990's. An operation is defined as a takeoff or a landing. In calendar year 2020, the airport had just over 145,000 annual operations. KaiserAir will generate approximately 100 operations per year with the 737-type aircraft.