

TO: James L. App, City Manager
FROM: Meg Williamson, Assistant to the City Manager
SUBJECT: Airport Safety and Security Report
DATE: October 4, 2005

NEEDS: For the City Council to receive and file a report on Airport safety and security from the Airport Advisory Committee.

FACTS:

1. Members of the Airport Advisory Committee were questioned regarding the status of safety and security measures at the Municipal Airport.
2. The Committee considered the inquiry in regular meeting and elected to formally review the matter.
3. A sub-committee, consisting of members Mike Weber and Ron Rose were appointed to research current security requirements placed on the airport and their compliance.
4. Results of the research were presented in a memo to the full Airport Advisory Committee for review at their September 22, 2005, meeting.
5. The Committee approved the findings contained in the report and voted to forward the report to the City Council to receive and file.

**ANALYSIS
AND**

CONCLUSION: The safety and security of Airport operations is a continuous objective at all levels of government. The Airport Advisory sub-committee reviewed operations in the context of local, State and Federal standards and reported breaches which might require further attention. Their findings revealed substantial compliance with the regulations and an effective program of continued monitoring and enforcement of the regulations.

The program has identified minor improvements that can be made at certain areas of the Airport, many of which have already been effected since they were identified. For those items requiring additional capital investment by the City (an example being upgraded perimeter fencing) it is anticipated that grant funding can be identified. Additionally, the further and continued enforcement of compliance with airport rules and regulations will be a significant tool in effective safety and security operations.

In conclusion, the Airport Advisory Committee determined that breaches of operational security were rare and were dealt with immediately and effectively so as not to compromise overall operational safety and security.

**POLICY
REFERENCE:**

Federal Airport Security Regulations (FAR Part 107). TSA Security Guidelines for General Aviation Airports, Information Publication A-001 (May 2004).

**FISCAL
IMPACT:**

Minor force account expenditures at present. Additional projects may come forward during the normal budget cycle.

OPTIONS:

- A. Receive and file the attached report.
- B. Amend, modify, or reject the above option.

Attachments (1): Memo: Airport Safety & Security

Introduction

At the request of, and in response to an inquiry by the City Council regarding the current status of various safety and security provisions on the Airport, the Airport Advisory Committee appointed a sub-committee to conduct a review of the elements considered to be significant to this inquiry. The review identifies five (5) areas of consideration:

- **Runway Incursion**

“Runway Incursion” means any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. Runway incursions are classified into three (3) areas:

- Operational Error (OE) – A failure of the air traffic control system that results in loss of separation.
- Pilot Deviation (PD) – The action of a pilot that results in violation of the Federal Aviation Regulations (FAR).
- Vehicle/Pedestrian Deviation (V/PD) – Any entry or movement on the movement area by a vehicle (including aircraft operated by non-pilots) or pedestrian that has not been authorized by air traffic control

- **Perimeter Integrity**

The Airport perimeter is almost seven (7) miles in length. This boundary is shared with a variety of uses, including grape vineyards and other agricultural operations, commercial and industrial developments, rural residential areas, and county road rights-of-way. The types of fencing and access control vary between uses, depending on history, development requirements, and financial viability. Routine inspection of this entire perimeter is included in the self-inspection program required of Airport personnel.

- **Terminal Area Access**

The Airport Terminal and the immediately adjacent area is the point where aircraft, passengers and support vehicles all meet. It is essential that this area provide adequate control to assure the safety of pedestrians – pilots and flight crews, passengers, and spectators – and vehicles, and airport security, as required by regulation.

- **Unauthorized Taxiway Entry**

In addition to the runways and their associated safety areas, the airport has almost 23,000 feet (4.3 miles) of taxiway to allow aircraft their necessary ground movement around the airport. The taxiways can be entered through a variety of access points from around the airport.

- **Access Gate Control**

Access gates operated by combination are installed at key points around the airport. These points will control unauthorized or unnecessary vehicle and pedestrian access in to adjacent aircraft operating areas.

Review

The sub-committee reviewed and visually inspected each of the airport areas identified above. The current condition and normal operating practices were observed. Anticipated construction and procedures improvements were discussed.

Runways – The physical appearance and routine maintenance of the runways and associated safety areas is good. No hazards were observed. The FAA and CALTRANS recently completed a similar inspections and found no deficiencies. Operations on the runways are consistent with adopted regulations and procedure mandated by the FAA. As with any interaction between vehicles (aircraft) there are occasional conflicts. It appears that these conflicts, though rare, are resolved quickly. Runway incursions – unauthorized access to the runway areas – are not significant. Probably as many such conflicts are caused by other aircraft as by vehicles, pedestrians and other sources. The most noticeable incursion is the vehicle traffic crossing the threshold of Runway 01, traveling from the west side of the field to hangars and businesses on the Dry Creek Road side. Airport personnel continue to monitor and contact offenders, and most agree to cease their practice. There still is the occasional infraction that must be dealt with.

Perimeter – The integrity of the Airport perimeter fence continues to be a work in progress. The areas shared by grape vineyards are secure, as they have installed new varmint fence (8 ft. high) to protect the crops. This reciprocally protects the airport from animal (or pedestrian) intrusion. As the terminal area and areas of industrial development are completed, the program of installing new fence and security gates is progressing. Many sections of the perimeter are thusly completed and serving adequately. There remain significant spans of perimeter that are currently protected only by old barbed wire and open gates. Most are being addressed by Airport personnel. Some will require City involvement, as they are runway clear areas or other similar sites that will not see further development by outside interests. Some of these areas are already included in Airport Capital Improvement (ACIP) Planning and submitted to the FAA for assistance through Federal grant funding. The occasional intrusion by horse, pedestrian, bicycle, etc. are removed quickly and do not recur.

Terminal Area – The Terminal Area is the focal point of the airport. Recent construction provides the necessary controls for passengers, spectators, and others who would arbitrarily access the aircraft area if not checked. At times when aircraft activity is sparse, it is noted there is increased pedestrian traffic from surrounding airport businesses. Airport staff is working to sharply curtail pedestrian traffic in the aircraft operations areas.

Taxiways – The taxiways are always inviting as a short-cut to access necessary points on the airport. Offenders are various – pedestrians, bicycles, vehicles, etc. The ongoing program of constructing access gates, together with actively contacting and removing unauthorized offenders is working to maintain adequate control of the safety of aircraft operations in these areas.

Access Gates – The concept of providing gates at key access points appears to work well, and is the accepted practice for airport operations everywhere. Airport Staff has initiated an informal program of working with existing tenants that did not previously have adequate access control through their lease site to the airport taxiway system. Of the 8 offending access points originally observed, 6 have now been adequately secured by the tenants, with the others anticipated to be completed soon.

Recommendations/Conclusion

Specific recommendations are made to address the most obvious of conditions. These may be accomplished by City personnel, or by more involved funding and construction efforts. They are listed as follows.

1. Identify and incorporate into CIP planning, approximately 5,000 lineal feet of barbed wire perimeter fence to be replaced by chain link (FAA standard) and appropriate landscaping as a first phase to enclose existing clear zone areas that will not be impacted by future airport development.

Estimated cost: \$150,000 – to be funded by FAA grant .

2. Draft letters to three remaining lessees to provide access control (gates) to limit vehicle access through their lease sites on to aircraft operations areas (taxiways).

Estimated cost: Minimal staff time. (Letter writing)

3. Take action (letters, signage, etc.) to restrict unauthorized pedestrian traffic in the terminal area of the main ramp.

Estimated cost: Minimal staff time. (Personal contact)

4. Redesign and repair ramp access gates at the terminal to control pedestrian traffic out in to the aircraft area.

Estimated cost: \$1,000 – Airport Operations Fund (Contract welder)

5. Notify airport tenants (aircraft users) of the increased effort to control vehicle access on taxiways and across the runway (01) threshold, to the southeast side of the airport.

Estimated cost: Minimal staff time (Letter writing, personal contact)

6. Improve lighting and marking of the new terminal entry driveway at Airport Rd.

Estimated cost: \$5,000 – Street Lighting (Install 1-2 additional fixtures to existing system...)

After review of each of the elements discussed above, it is determined that while there are occasional breaches of a strict interpretation of operational security, these breaches are rare. They are dealt with immediately and effectively and do not persist. Any encroachments are not of consequence, nor do they compromise the operational safety and security of the Airport as is expected by the City and the governing agencies under which the airport is operated. Continued vigilance by Airport users and operations personnel appear to adequately assure the necessary safety and security of the premises.