



AGENDA REPORT

PROPOSED ACTION:

Ordinance: Adoption of an Ordinance Approving *Oakland International Airport Hangar/Ramp Space Agreements* with Multiple General Aviation Tenants, for Terms Commencing On Various Dates and All Expiring June 30, 2026, with Anticipated Annual Revenues of \$25,824 for FY 2022, Operating at the North Field Of Oakland International Airport. **(Aviation)**

Submitted By: Bryant L Francis C.M., Director of Aviation; Danny Wan, Executive Director

Parties Involved: 13 General Aviation Tenants as Listed on Exhibit A

Amount: \$25,824 (FY 2022) Revenue

EXECUTIVE SUMMARY:

Pursuant to the delegated authority under the Port’s Bylaws and Administrative Rules, the Executive Director, or his designee, has executed new *Hangar Agreements* and *Amendments* with 13 separate General Aviation (“GA”)¹ tenants throughout the Fiscal Year. The terms and conditions of an *Oakland International Airport Hangar/Ramp Space Agreement* (“*Hanger Agreements*”) at Oakland International Airport (“OAK”) were previously approved by the Board in June of 2021. The 13 new *Agreements* or *Amendments* were executed for a term of up to five years commencing on various dates as listed in Exhibit A and all expiring June 30, 2026.

BACKGROUND & ANALYSIS

Pursuant to Port Ordinance No. 4607, on September 16, 2021, the Board of Port Commissioners (“Board”) approved *Hangar Agreements* with 120 general aviation (“GA”)¹ tenants occupying space throughout the North Field of OAK, for a term commencing July 1, 2021 and expiring June 30, 2026.

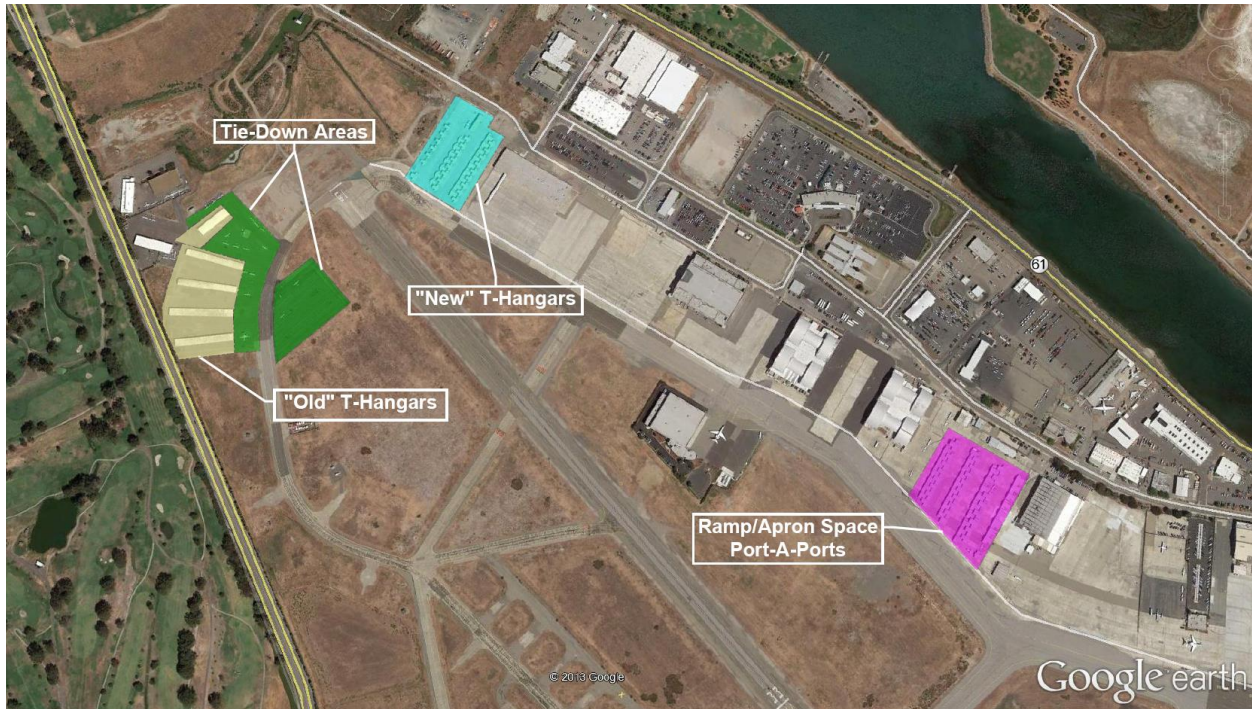
The template *Hangar Agreement* includes the following provisions:

1. Follows the Port’s standard template.
2. Specifically requires that the Security Deposit be maintained at three times the monthly rental amount, consistent with Port Policy No. AP 509.

¹ General Aviation (“GA”) is defined as all civil aviation operations other than passenger and cargo air services operations for remuneration or hire. GA flights range from gliders and powered parachutes to corporate jet flights. The majority of the world's air traffic falls into this category, and most of the world's airports serve general aviation exclusively. GA covers a large range of activities, both commercial and non-commercial, including flying clubs, flight training, agricultural aviation, light aircraft manufacturing and maintenance.

3. Identifies the maintenance requirements of the tenant and the Port.
4. Explains and outlines additional provisions and requirements of the uses of the hangars (the “Dos and Don’ts”).

GA Hangar and Tiedown Locations



Throughout FY 2022, pursuant to the delegated authority under the Port’s Bylaws and Administrative Rules, the Executive Director, or his designee, has executed new *Hangar Agreements* with new GA tenants as they are requested by the tenants. The Executive Director, or his designee, has also executed *Amendments to Hangar Agreements* when GA tenants have removed or added T-Hangars, Port-a-Ports, or Tie-downs to their premises. Exhibit A is a detailed listing of each new tenant *Hangar Agreement* or *Amendment*, the location(s) of identified GA premises, the monthly rental rate (effective 7/1/2021), and the FY 2022 estimated revenue. Staff is recommending the approval of the terms and conditions of the *Hangar Agreements* or *Amendments* with the 13 GA tenants, thereby permitting the continued occupancy until June 30, 2026 by the tenants of the ramp/apron space, Port-owned Port-a-Ports, Port-owned T-Hangars and Tie-down areas plus ingress and egress over OAK property at the North Field.

OTHER FINDINGS AND PROVISIONS

ENVIRONMENTAL REVIEW

The proposed action was analyzed under the California Environmental Quality Act (CEQA) and was found to be:

- Categorically exempt under the following CEQA Guidelines Section:
15301 (Existing Facilities)
- Exempt from CEQA because it is not a "Project" under CEQA Guidelines Section 15061(b)(3).
- Other/Notes:

BUDGET

- Administrative (No Impact to Operating, Non-Operating, or Capital Budgets); OR
 - Operating
 - Non-Operating
 - Capital

Analysis: There is no budget impact as revenues for the GA tenants were included in the FY 2022 and the proposed FY 2023 Operating Budgets.

STAFFING

- No Anticipated Staffing Impact.
- Anticipated Change to Budgeted Headcount.
Reason:
- Other Anticipated Staffing Impact (e.g., Temp Help).
Reason:

MARITIME AND AVIATION PROJECT LABOR AGREEMENT (MAPLA):

Applies? No (Not Aviation or Maritime CIP Project) – proposed action is not covered work on Port's Capital Improvement Program in Aviation or Maritime areas above the threshold cost.

- Additional Notes:

LIVING WAGE (City Charter § 728):

Applies?

No (Not Covered Entity) – proposed action involves entity not covered by Living Wage requirements because it is not a covered service provider or tenant, does not employ at least 21 employees, or receive from or pay to Port at least \$50,000.

- Additional Notes:

<p><u>SUSTAINABLE OPPORTUNITIES:</u></p> <p><u>Applies?</u> No.</p> <p><u>Reason:</u> The tenant has not proposed any development for the leased area. If the tenant decides to develop the site in the future, the tenant must comply with the 2000 Sustainability Policy and complete the Sustainability Opportunities Assessment Form.</p>	<p><u>GENERAL PLAN</u> (City Charter § 727):</p> <p><u>Conformity Determination:</u></p> <p>No Project – conformity determination not required because proposed action does not change use of or make alterations to an existing facility, or create a new facility.</p>								
<p><u>STRATEGIC PLAN.</u> The proposed action would help the Port achieve the following goal(s) and objective(s) in the Port’s Strategic Business Plan:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Grow Net Revenues</td> <td><input type="checkbox"/> Modernize and Maintain Infrastructure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Improve Customer Service</td> <td><input type="checkbox"/> Pursue Employee Excellence</td> </tr> <tr> <td><input type="checkbox"/> Strengthen Safety and Security</td> <td><input type="checkbox"/> Serve Our Community</td> </tr> <tr> <td><input type="checkbox"/> Care for Our Environment</td> <td></td> </tr> </table>		<input checked="" type="checkbox"/> Grow Net Revenues	<input type="checkbox"/> Modernize and Maintain Infrastructure	<input checked="" type="checkbox"/> Improve Customer Service	<input type="checkbox"/> Pursue Employee Excellence	<input type="checkbox"/> Strengthen Safety and Security	<input type="checkbox"/> Serve Our Community	<input type="checkbox"/> Care for Our Environment	
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Exhibit A

North Field General Aviation Tenants (New Agreements and Amendments)						
Tenant	Agreement Type	Facility	Location	Start Date	Rate	FY 21/22 Revenues
Conner, John	Agreement	T-Hangar	879K	2/1/22	\$ 330	\$ 1,650
Donthineni, Rakesh	Agreement	T-Hangar	910B	10/1/21	\$ 385	\$ 3,465
Foster, Michael	Agreement	Port-a-Port	6-D-6	2/1/22	\$ 241	\$ 1,205
Judd, Samuel	Amendment	T-Hangar	906E	10/1/21	\$ 338	\$ 3,042
Karp, Michael	Agreement	T-Hangar	879D	12/1/21	\$ 330	\$ 2,310
Keller, Greg	Agreement	Tie-Down	906-2	7/1/21	\$ 85	\$ 1,020
O'Malley, Wendy	Agreement	Port-a-Port	6-D-12	8/1/21	\$ 241	\$ 2,651
Olson Electrical Services	Agreement	T-Hangar	878T	12/1/21	\$ 330	\$ 2,310
Park, Richard	Amendment	Port-a-Port	6-D-4	8/1/21	\$ 241	\$ 2,651
Park, Richard	Amendment	Port-a-Port	6-C-1	4/1/22	\$ 241	\$ 723
Santos Aviation	Agreement	Tie-Down	T-16	4/1/22	\$ 85	\$ 255
Scott, Terrence	Agreement	T-Hangar	878S	2/1/22	\$ 330	\$ 1,650
Yarmon, Joel	Agreement	Port-a-Port	6-D-1	7/1/21	\$ 241	\$ 2,892
TOTALS					\$ 3,418	\$ 25,824