

# Hayward Executive Airport

IATA/ICAO CODE:     HWD/KHWD  
CITY:                 Hayward  
STATE:                CA  
COUNTRY:             USA

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:            Lloyd Partin  
Title:            Airport Manager  
Airport:          Hayward Executive Airport  
Address:          Hayward Executive Airport  
                  20301 Skywest Drive  
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Airport Web Site: [www.hayward-ca.gov](http://www.hayward-ca.gov)

ELEVATION: 47 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
10L/28R	3107	-	-	75
10R/28L	5694	815/676	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

Please avoid prolonged flight at low altitudes over NOISE SENCITIVE AREAS, unless prevented by weather, air traffic control instructions or safety reasons.

### Runway 10L

- Closed 2100-0700 local hours

### Runway 28R

- Closed 2100-0700 local hours
- No straight-out departures
- Turn right before golf course
- Single-engine aircraft operations only

- High performance single aircraft operations prohibited

## **Runway 28L**

- No straight-out departures
- Preferred runway for Touch and Go and Stop & Go activities
- Left 270 degrees preferred departure path
- Depart from blast fence

The following information was provided by the airport

Bulletin Number 11-01

Date: 081113

The following NOTAM is released for the Hayward Executive Airport (HWD)

### **NOTICE TO HELICOPTER OPERATORS**

ALL HELICOPTER OPERATORS ARE REQUIRED TO COORDINATE THEIR ARRIVALS AND DEPARTURES WITH HAYWARD TOWER VIA THE PUBLISHED HELICOPTER ARRIVAL AND DEPARTURE PROCEDURES. FOR MORE INFO CONTACT HAYWARD AIRPORT MANAGER AT 510-293-8678

HELICOPTER PRACTICE APPROACHES NOT APPROVED FROM 0200Z UNTIL 1700Z DAILY FOR NOISE AGATEMENT

OVERFLIGHT OF MOBILE HOME PART SOUTHEAST OF RUNWAY 28 L/R IS PROHIBITED AT ALL TIMES.

WEF 021120-UFN

## **Touch & Go and Stop & Go Operations**

### **- Runway 10R-28L**

- Touch & Go and Stop & Go procedures prohibited between 2100 and 0700 hours Monday - Saturday and 2100 hours and 1000 hours on Sunday and/or holidays

### **- Runway 10L-28R**

- Touch & Go and Stop & Go procedures prohibited between 0700 and 1000 hours on Sunday and/or holidays. All other times not recommended.

## **Departure Runway 28L:**

Jets, large twin engine and turbo-prop aircraft should depart from the blast. Air Traffic Control will direct all IFR departures to "maintain RWY heading until reaching 400 ft. MSL". The additional take-off distance will allow aircraft to reach this altitude and pilots are requested to turn prior to reaching the residential areas adjacent to the Golf Course or Oakland's Class C airspace.

All other aircraft, including high-performance singles, depart from the Runway 28L threshold. Intersection departures are discouraged. Safety permitting, departing aircraft should turn left at, or before, the Golf Course. For east-bound departures, a 270 degree left turn with a mid-field crossing is preferred.

## **Departure Runway 28R:**

Single engine aircraft departures only, excluding high-performance aircraft. High-

performance single engine are 200 HP or more. Safety permitting, departing aircraft should turn right at, or before, the Golf Course. Runway 28R is closed and not lighted when the Tower is not in operation (2100 to 0700 hours local time).

Departures Runway 10L and 10R:

All departing aircraft should maintain Runway heading until above Southland Mall (one-half mile from the airport boundary). Thereafter, destination turns can be made. Remember that Runway 10L is closed and not lighted when the Tower is not in operation.

### **Overflights of Residential Areas & Altitude:**

The Hayward Airport is located in close proximity to several residential neighborhoods which are impacted by either noise and/or overflights. There are noise-reducing flying techniques that, without much effort, can be applied by pilots and make a dramatic difference. First, overflights of residential areas should be avoided unless absolutely necessary for safety reasons. Secondly, maintain appropriate altitudes thereby decreasing the noise impact to the community. Low flying aircraft are also perceived as being dangerous by the community - so please climb as soon as possible!

### **HELICOPTER NOISE ABATEMENT PROCEDURE**

Pilots should be considerate of the noise impacts to residents directly beneath their flight path. Avoid noise-sensitive areas when possible. Observe low-noise speed and descent settings. Avoid sharp maneuvers. Use high takeoff and descent profiles. Approach at the steepest practical glide slope. Minimize early morning or late night flights.

### **Departures & Arrivals**

Refer to Pilot's Guide for recommended departure and arrival routes. Do not depart or land between hangars and areas not visible to Tower. Maintain appropriate altitudes and avoid prolonged flights over homes.

#### **Right Crosswind Departure**

- Use A Street departure route for eastward heading
- Use Lake Chabot departure for northerly heading
- Cross midfield from Helipad, Helicopter Parking Apron, Spot Charlie, or proceed from Taxiway "A"

#### **Right Downwind Departure**

- Do not depart over homes directly east of airport
- Use A Street route then proceed down Nimitz Freeway (I-880)
- Straight-out departures not advised (Recommended when 10L & 10R in use)

#### **Left Crosswind & Downwind Departure**

- Remain clear of Oakland Class C Airspace
- Departure from Taxiway "F" & "A" is preferred

#### **South Departure**

- Avoid Mobile Home Park

### **Arrivals Routes**

Southern Approach is clear of noise sensitive areas, however, avoid the Mobile Home Park and Oakland arrival path. Straight-In from Southland Mall is preferred over Hesperian approach. When approaching from northern and eastern headings, cross noise sensitive areas thru arrival routes over roads.

### **Touch & Go Pattern**

Touch & Go operations can be performed at Spot Charlie and Helipad. Operations are prohibited between 2100 and 0700 hours local time, Monday through Saturday. No Touch & Go activity permitted before 1000 hours on Sundays and/or holidays.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

**Touch & Go / Stop & Go Procedures**

**Runway 10R - 28L:**

Touch & go and stop & go operations are prohibited between 2100 and 0700 hours local time, Monday through Saturday. No Touch & Go activity permitted before 1000 hours on Sundays and/or holidays.

**Runway 10L - 28R:**

Closed between 2100 and 0700 hours local time. Touch & go, stop & go operations are prohibited prior to 1000 hours local time on Saturdays, Sundays and/or holidays.

PREFERENTIAL RUNWAYS

Runway 28L is preferred for Touch & Go, Stop & Go activity.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft operations	-	-	
Airport Noise Contour Overlay Maps	-	-	

Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has 4 monitors.

Aircraft are monitored 24 hours a day.

## NOISE ABATEMENT PILOT'S GUIDE

A Pilot's Guide can be found on the City of Hayward's web site, at [www.hayward-ca.gov](http://www.hayward-ca.gov). From the Site Menu, enter City Services followed by Airport. Information concerning noise abatement procedures for various aircraft can be found in the Pilot's Guide.

## FLIGHT TRACK MONITORING SYSTEM

ANOMS 8

## NOISE LEVEL LIMITS

### Airport noise levels controlled by noise monitors:

Effective Feb. 1, 1992: Airplanes must not generate Single Event Noise Exposure Level (SENEL) which exceeds levels set at each monitor based on time of day. For details, see information below.

The following information was received on August 8, 1991 and is the revision to the Aircraft Noise Restrictions at Hayward Executive Airport.

### Performance-Based Noise Regulation Effective February 1, 1992

Aircraft presumed to be in violation when exceeding a maximum noise level of 77 dBA from 7:00am to 11:00pm and 73 dBA from 11:01pm to 6:59am on take-off as listed in FAA AC 36-3F. In addition, noise limits of 98 SENEL from 7:00am to 11:00pm and 95 SENEL from 11:01 pm to 6:59 am as measured by the airport monitoring system will be enforced.

### Aircraft Noise Restrictions (Revisions adopted July 23, 1991, effective as of February 1, 1992)

#### Aircraft Noise Limit: Section 2-6.120

(a) No aircraft may take off, land or otherwise operate at the Airport between the hours of 7:00am and 11:00 pm if it generates a Single Event Noise Exposure Level (SENEL) which exceeds the following values as measured at any one of the Airport's four Noise Monitoring Terminals (NMT):

Runways 28L/28R		Runways 10R/10L	
NMT #1	98	NMT #1	98
NMT #2	98	NMT #2	98
NMT #3	98	NMT #3	100
NMT #4	98	NMT #4	99

(b) No aircraft may take off, land or otherwise operate at the Airport at night between the hours of 11:01 pm and 6:59 am if it generates a Single Event Noise Exposure Level (SENEL) which exceeds the following values as measured at any one of the Airport's four Noise Monitoring Terminals (NMT):

Runways 28L/28R		Runways 10R/10L	
NMT #1	95	NMT #1	95
NMT #2	95	NMT #2	95
NMT #3	95	NMT #3	97
NMT #4	95	NMT #4	96

### Presumption of Aircraft Noise Violation:

(a) Between the hours of 7:00 am and 11:00 pm, any aircraft which exceeds 77 on the dBA scale on take-off as listed in the FAA AC36-3F, shall be presumed to be in violation of the maximum single event noise levels established in section 2-6.120.

(b) Between the hours of 11:01 pm and 6:59 am, any aircraft which exceeds 73 on the dBA scale on take-off as listed in the AC36-3F, shall be presumed to be in violation of the maximum single event noise levels established as described in section 2-6.120

(c) Aircraft types and models which are not listed in AC36-3F will be allowed to operate at the airport only if:

(i) The FAA determines that the specific aircraft type and model would meet the AC36-3F noise level limits stated above if it were tested according to FAA procedures; and

(ii) The operator performs a flight test to the reasonable satisfaction of the Airport Manager using operating procedures which indicate an ability to comply with the maximum noise levels established in section 2-6.120.

### **Exemptions Section 2-6.123**

**The following categories of aircraft shall be exempt from the provisions of section 2-6.120;**

(a) All aircraft classified as Stage 3 aircraft by the FAA;

(b) Aircraft operated by the US or the State of California;

(c) Law enforcement, emergency, fire or rescue aircraft operated by any county, city, subdivision or special districts of the state when those aircraft are operating in emergency situations including emergency aircraft flights for medical purposes;

(d) Aircraft used for emergency purposes during an emergency which has been officially proclaimed by competent authority pursuant to the law of the United States, the State of California, Alameda County, or the City of Hayward;

(e) Civil Air Patrol aircraft when engaged in actual search and rescue missions;

(f) Aircraft which are being operated under a declared in-flight emergency;

(g) Aircraft operating as a declared air ambulance emergency flight for medical purposes pursuant to Public Utilities Code section 21662.4;

(h) Aircraft engaged in takeoffs or landings while conducting tests under the direction of the Airport Manager in an attempt to rebut the presumption of aircraft noise violation pursuant to the provisions of sections 2-6.121 and 2-6.122 above.

Evidence of exemption status under subsections (f) and (g) above must be provided to the Airport within seven (7) days of the flight.

### **Culpability of Instructor Pilots Section 2-6.124**

In the case of any training flight in which both the instructor pilot and a student pilot are in the aircraft which is flown in violation of any of the Aircraft Noise Restrictions, the instructor pilot shall be rebuttably presumed to have caused the violation.

### **Culpability of Aircraft Owner Section 2-6.125**

For purposes of the Aircraft Noise Restrictions, if the pilot of an aircraft cannot be otherwise identified, the owner of an aircraft shall be presumed to be the pilot of the aircraft with authority to control the aircraft's operation, or presumed to have authorized or assisted in the aircraft's operation. The presumption may be rebutted only if the owner or lessee identifies the person who in fact was the pilot at the time of the asserted violation.

### **Enforcement Provisions Section 2-6.126**

Any person who operates an aircraft in violation of the Aircraft Noise Restrictions shall be guilty of an infraction. Upon conviction of an infraction, a person shall be subject to payment of a fine, not to exceed the limits set forth in California Government Code section 36900. In addition, the Airport Manager may issue orders imposing civil penalties for violations of the Aircraft Noise Restrictions.

The following standards and procedures shall apply to the enforcement of these provisions:

(a) Upon the first violation of any provision of the Aircraft Noise Restrictions, a citation shall be issued to the violator and no civil penalty shall be imposed;

(b) Upon the second violation of any provision of the Aircraft Noise Restrictions within a three year period, a second citation shall be issued and the violator shall be subject to a fine of up to \$500.00, a suspension of airport privileges or permits for up to one year, or both;

(c) Upon the third violation of any provision of the Aircraft Noise Restrictions within a three year period, a third citation shall be issued and the violator shall be subject to an order imposing a civil penalty which may be a fine of up to \$500.00, a suspension of airport privileges or permits for up to three years or both;

(d) The Airport Manager may also restrict access to and operating privileges at the airport subject to compliance with certain operating conditions in order to ensure future compliance with the Aircraft Noise Restrictions.

(e) Before issuing an order for a violation of the Aircraft Noise Restrictions, the Airport Manager shall consider all relevant factors in each case including the willfulness, severity and nature of the violation, the existence and use of safe noise abatement operating procedures appropriate to the aircraft, instructions issued by FAA air traffic control tower personnel for air traffic safety purposes, and extraneous factors beyond the pilot's control such as loss of power, maneuvers to avoid other aircraft or unusual weather conditions;

(f) Any person may appeal an order of the Airport Manager imposing a civil penalty by filing a written appeal with the Public Works Director within seven (7) days of the date of the Airport Manager's order. If the seventh day falls on a weekend or legal holiday observed by the City then the appeal may be filed on the next work day;

(g) An order of the Public Works Director shall be final except for judicial review and shall not be appealable to the City Council;

(h) A willful violation of a lawful order of either the Airport Director or the Public Works Director shall constitute a separate and distinct violation of these Aircraft Noise Restrictions;

(i) Any person who fails to pay a civil penalty within 30 days after the issuance of an order to do so shall pay a separate charge of ten percent of the unpaid amount of the civil penalty. The airport Director may also exclude such person from the Airport until the penalty and any late charges are paid;



(j) The remedies established herein are supplementary to any legal or equitable remedies available to the City in its municipal and proprietary capacities, including but not limited to its right to abate nuisances and hazards.

### **Exclusion of Aircraft from Airport Section 2-6.127**

In the event any aircraft has been operated in violation of any of the Aircraft Noise Restrictions or any other laws, rules or regulations of the City on three or more occasions within a three year period, that aircraft may be denied the right to tie down, be based at, land or take off from the Airport for a period of three years except in emergencies for the preservation of life or property as reasonably determined by the Airport Manager.

### **Operative Date Section 2-6.128**

Sections 2-6.119 through 2-6.127 of this Article shall not be enforced until six months after their adoption. This transition period is provided to permit education of the aviation community about the existence of these noise restrictions as well as alternative noise restrictions which were considered and rejected, to provide reasonable notification to the owners and operators of aircraft which are presumptively incapable of complying with such noise restrictions and to permit compliance with the noise restrictions by allowing a reasonable time for transition to quieter models of aircraft or modification of existing equipment.

### **STAGE 2 RESTRICTIONS**

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

### **STAGE 2 PHASEOUT**

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

### **STAGE 3 RESTRICTIONS**

Stage 3 jet aircraft operations do not require prior coordination. Stage 3 jets commonly operating at Hayward are: Gulfstream IV (medium TOW), all Cessna Citations; Canadair Challengers 600 and 601; Dassault Breguet, Falcon series 10, 20-C5/D5/E5/F5, 50, 200, 900 and 2000; all British Aerospace Hawkers, HS-125 series with TFE engines; Lear 30 series and up; IAI Westwind 1124 and 1125; Mitsubishi MU-300; Beechjet 400, and Sabreliner 65. While there are other Stage 3 jets that can operate at Hayward, an aircraft's operating handbook usually confirms its Stage 3 status.