



As the year winds down, here is an update on what is happening at your airports.

Airborne Lead, Fuel Availability and Changes in the RHV Leasehold Structure

On August 17th, 2021, a report titled [Leaded Aviation Gasoline Exposure Risk at Reid-Hillview Airport in Santa Clara County, California](#) was presented to the Board of Supervisors (BOS). There was a great deal of discussion regarding this report and several different efforts requested by the BOS as a result of that discussion. Following are details from several of those decisions. But for a complete record of the meeting [read the reports](#) and the [meeting minutes](#) on the BOS meeting portal page - SCCGov.org, click Government, and then go to Board Meeting Agendas, Videos & Minutes. You may also watch the recorded proceedings on the County's [YouTube channel](#). Look for the 8/17/21 meeting and then fast forward to 5:41:13, which is where the airport topic begins.

100LL Will No Longer Be Available after December 31, 2021

One of the most immediate consequences for airport users as a result of the discussion on airborne lead, is the elimination of sale and distribution of 100LL fuel at RHV and E16 by January 1, 2022. To restate that, **beginning January 1, 2022 100LL will no longer be available for sale at RHV or E16.** Currently, two of the four fuel providers at RHV have already transitioned to Swift Fuels UL94, the only currently available unleaded aviation gasoline. It is expected that the remaining two fuel providers on the airport will also make that transition by January 1, 2022. The E16 fuel provider also has plans to transition to UL94 and Jet Fuel only by January 1. If you are interested in utilizing UL94, an STC is required. Check <https://www.swiftfuelsavgas.com/> to verify your aircrafts compatibility and apply for the STC.

RHV FBO Leasehold Changes

On the north east section of RHV, where most of the aviation businesses operate, there are 9 long-term leaseholds, all of which, after approximately 50 years, expire at the end of this year. The County will issue new month-to-month lease agreements to 4 of the 9 existing leasehold owners with new terms and a new rental rate. The remaining 5 leases, shown as areas 1,2,5,6, & 8 in the adjacent image, will be allowed to expire and the County will then take over management of those properties. We are currently working with current users of these properties to ensure they may continue their operation through new rental agreements with the County.



Fueling

Airport staff is also working on another important part of the future plan for RHV, which involves the County taking over all fueling operations at RHV. The initial intent was to try and have the County begin fueling in January 2022. However, the time frame is such that we have pushed the changeover date to the middle of 2022. This will allow us extra time to ensure we have all of the necessary agreements and equipment in place to continue to provide the level of service you are accustomed too. More information about this change will come as we get prepared to make the change.

Airport Closure

In the recent past, the Board has discussed the closure of RHV in 2031 when the current FAA development grant assurances expire. (When the County accepted past FAA grant funding, those funds came with a series of requirements – or assurances -, one of which is to ensure that the airport remain safe and operational for the subsequent 20 years). The closure discussion continued at the Boards August 17th meeting when the Board took several actions to work towards the elimination of lead exposure in the environment as a result of the airport. To that end, the Board directed Administration and County Counsel to “take such actions as may be necessary to expeditiously eliminate lead exposure from operations at Reid Hillview Airport, consistent with all established federal, state, and local laws and all court orders. Such actions may include, but are not limited to, both prohibiting the sale or use of leaded fuel, and pursuing any and all available paths to early closure prior to 2031”. If you are interested in gaining a better understanding of this latest discussion, please check the documents and video referenced at the top of the newsletter.

Airports Personnel Changes

The airport operations staff is currently made up of five Airport Operations Workers (AOW) and one Airport Operations Supervisor (Femi Odunbaku). This staff is tasked with the day-to-day maintenance of both airfields. We currently have two AOW vacancies as a result of Arturo taking an opportunity at a different airport, and Roberts retirement after 30 years of service to the County Airports. John, Adam and Mike, our current AOW staff, have worked hard to minimize the effect of the vacancies as the recruitment process to fill these vacancies has progressed.

We recently held a series of interviews for the AOW positions and on that same day, the BOS approved a request to add two additional AOW to the airport’s division. I am happy to announce that we have since offered jobs to four individuals, all of whom has provisionally accepted. They should start within the next month, so where you see those new faces around, stop by and say hello.

In addition to the two extra AOW position, the BOS also approved the addition of a management position for the airport’s division. The new job specification is titled Airports Business Manager / Program Manager 1.. This position will have many responsibilities including the oversight of the fueling program and property management. With the coming changes to the operational environment at the airport, this position will be of vital importance. Because this job specification did not exist prior to the Boards approval, we are still undertaking the refinement of the Job Description after which the recruitment process will begin.

Gate Access



Vehicle gate access at RHV was changed this year to allow those with a card-key to use any of the vehicle gates. This provides the key holder more options should one gate not operate as expected. However, you are requested to continue using the primary gate for which you were originally assigned. This helps to reduce the number of automobiles on the aircraft parking ramp and the potential for conflict with aircraft.

You are always expected to stop at the gate and wait for it to fully close before moving on when you enter the airport. At the request of several tenants, we have made a change to the outbound (leaving the airport) gate which you may have noticed on the adjacent signs. When there is more than one person trying to leave the airport, the first vehicles in a group may leave the area provided the last vehicle in the group stops and waits for the gate to fully close before moving on. If you are escorting guests, it is your responsibility to ensure your guests follow all of the rules.