

The History of Livermore Municipal Airport

A private airfield was built in 1929 near the old highway and what is now Rincon Avenue. In April of 1942, the airfield was taken over by the federal government under condemnation proceedings for use as a Naval Auxiliary Airfield. During the World War II years, the facility provided auxiliary air service to support the Livermore Naval Air Station, which is now the Lawrence Livermore National Laboratory. After the war, the City of Livermore operated the airfield under a lease with the Navy. The Airport was then known as the Livermore Sky Ranch, the predecessor of the Livermore Municipal Airport. In July of 1953, the Livermore City Council passed a resolution to accept title to Livermore Sky Ranch via a quitclaim deed. The Navy passed title to the City in November of that year.

Due to its close proximity to the City's downtown, the Livermore Sky Ranch area became increasingly desirable for other uses. In 1958, the City employed a consultant to complete a Master Plan and Site Selection Study for a new airport. Out of many sites considered, the present site was selected and Livermore Sky Ranch was sold to a San Ramon company for residential development. Proceeds from the sale were used to match federal grant monies to develop the new site.

Livermore Municipal Airport (LVK) was completed and ready for use in December of 1965. The new airport encompassed 257 acres, a 4,000-foot asphalt runway with a parallel taxiway, an aircraft parking apron with 100 tie-downs, a beacon, a lighted wind cone and segmented circle, and 50 based aircraft. In 1970, the first hangars and T-shelters were constructed and an air traffic control tower was added in 1973.

A comprehensive Airport Master Plan was completed in 1975 to identify facility improvements to meet the growing demand for local air transportation services. A precision instrument approach landing system (ILS) was added to Runway 7L-25R in 1979. An Environmental Impact Report (EIR) was completed in 1982. In 1985, a 2,699-foot parallel runway was constructed to ease congestion on the main runway. At the same time, the southwest apron area was constructed to provide for additional aircraft parking. Additional hangars were constructed on the Airport's southside in 1987. An extension of the main runway to 5,255 feet followed in 1989.

Increasing problems with the encroachment of incompatible land uses around the Airport caused the City of Livermore to engage a consultant to study the viability of an Airport Protection Area (APA). As a result of the study, the City and the Alameda County Airport Land Use Commission (ALUC) adopted an APA area around the Airport in which residential development is prohibited.

Since 1985, Livermore Municipal Airport has made over \$25 million in facility improvements, including the cost of property acquisition to enhance protection of approaches to the runways. Today, the Livermore Municipal Airport encompasses 590 acres, 392 hangars of various sizes and shapes, 249 tie-downs, 9 shelters, and is home to 580 based aircraft. In calendar year 1999, Livermore Municipal Airport was the 11th busiest Airport in California with 253,000 operations.