



**DRAFT MINUTES**  
**Meeting 30**

**Aviation Stakeholder Advisory Committee**  
**Oakland International Airport**  
**October 28, 2010**

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 30th in a series which originally focused on development of the Oakland International Airport (OAK) Master Plan. The Master plan was adopted by the Board of Port Commissioners in March 2006, and the Committee has continued meeting to give input on Master Plan implementation and other projects of interest at OAK. These minutes correspond to an Agenda that was distributed at the meeting; a copy of the Agenda is provided on the OAK planning web site. The web site address is [http://www.oaklandairport.com/masterplan\\_oak/aviation\\_stake\\_com.cfm](http://www.oaklandairport.com/masterplan_oak/aviation_stake_com.cfm).

**Attendees:**

Per sign-in sheet at meeting.

**Handouts:**

- Agenda
- Port comment letter to USEPA on Proposed Rulemaking on Lead Emissions from Piston-Engine Aircraft

**Terminal 1 Renovation and Retrofit**

Joan Zatopek reported on the projects underway and planned in Terminal 1. The Board of Port Commissioners recently approved additional budget to proceed with key elements of the project. Design of the larger Terminal 1 renovation elements is expected to resume later in the year and will focus on life safety elements: seismic retrofit, fire suppression and fire alarm systems. Early projects include ADA-related podium update, due for completion by the end of the year, and a new substation. The new Meeter & Greeter space will be renovated in the next few months. Design for the central utility plant renovation/expansion is expected to be complete next summer.

**New TSA Screening Equipment**

Joan Zatopek reported that the modifications of the security checkpoints have been completed. The whole body scanners (AIT) have been installed (three in Terminal 2 and one in Terminal 1). TSA anticipates that most passengers use the AITs but there will also be a pat-down option. Improved technologies for detecting liquids are under development.

**East Apron Phase 3**

Anne Henny reported on the reconstruction of the apron to the northwest of Terminal 1 concourse. \$15M in stimulus money is slated for project, over half of which has been spent to date.

**Runway Safety Area (RSA)**

Kristi McKinney reported on the progress in the project, reviewing the sequence of events since August 2009 when FAA asked OAK to re-evaluate project alternatives, without the limit of cost criteria. As

explained at the July 2010 special stakeholder meeting, the goal is to create a full dimensionally compliant RSA and proceed as soon as possible with an updated/new environmental document. The North Field alternative will not change substantially from the prior option. The FAA is pushing very hard for full compliance at South Field. This will likely be achieved via declared distance, which has the advantage of minimizing community impacts. The project will require NEPA clearance and is further complicated by a concurrent program at SFO, whose airspace is interdependent with OAK's. This means that FAA's many business lines must collaborate together, as well as with the airports and regulatory agencies, to find meet the congressional deadline of 2015. An environmental scoping meeting will be scheduled early in 2011.

Carmen Borg asked if the clearing activities on a parcel near Ron Cowen Drive and Harbor ay Parkway were related to the RSA project. Ms. McKenney confirmed that this parcel is within the Runway 9R RSA and had to be cleared of obstructions for safety reasons.

### **Perimeter Dike Improvements**

Anne Henny reported on the perimeter dike. Some areas on the south airfield are below sea level. FEMA has required all dike owners throughout the country to certify the safety of tidal dikes. The Airport has concluded a number on engineering reports on the stability of the dike during flood and seismic events. An Improvement Strategy Report is nearly complete, which will be followed by environmental review and preliminary design. An environmental scoping meeting will be scheduled early in 2011.

### **New FAA Air Traffic Control Tower**

Kristi McKinney reported on the tower project, which recently broke ground. Construction will continue for approximately 600 days, and the facility is expected to achieve LEED Gold certification.

### **South Field Tank Farm update**

Susan Fizzell reported on the project. Tank Farm C redevelopment is underway and Tank Farm S demolition/remediation is in planning/design/environmental review. The new tank farm is slated to be operational in May 2011.

### **Hangar 6 Remediation**

Diane Heinze reported on the former Alaska Airlines maintenance site remediation effort (cleaning up historical contamination from hydrocarbons), which should be complete within about six weeks. They are remediating three areas in the hangar, two in the aircraft operations area and one in Earhart Road. Alaska worked out of the hangar for 17 years.

### **BART Connector**

Kristi McKinney reported on the project. Groundbreaking is scheduled for November 1. It will be an accelerated design-build-operate-maintain delivery process, with completion slated for late 2013 or early 2014. Some possible early work will occur in the vicinity of Airport Drive and Hegenberger Road. The Connector will run on steel structures using a cable technology. Stations will be integrated at the Coliseum BART station and at OAK.

### **Port comment letter to USEPA on Proposed Rulemaking on Lead Emissions from Piston-Engine Aircraft**

Diane Heinze summarized the Port's comment letter, which was prepared at the request of Stakeholder Committee members.

### **Wrap-up items**

- Schedule next Stakeholder Advisory Committee meeting – January 20, 2010 at 1:00 PM, Rear Conference Room, Terminal 1
- Transportation (parking validation and AirBART ticket)