



**MINUTES**  
**Meeting 16**

**Aviation Stakeholder Advisory Committee**  
**Oakland International Airport**  
**Thursday, July 19, 2007**

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the sixteenth 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. New postings to the web site will be accompanied by email notices to Committee members. The web site address is [www.oaklandairport.com/planning](http://www.oaklandairport.com/planning).

Attendees:

See sign-in sheet on the OAK planning web site.

Handouts:

- Agenda
- Draft Minutes from Meetings #15, #13 and #12.
- "Oakland International Airport Airfield Capacity Study" (Jacobs Consultancy Power Point)
- Apron Reconstruction Construction Staging Diagram

Ms. Anne Henny welcomed attendees, introduced the agenda and provided draft minutes from three previous meetings for review. The agenda was rearranged to allow Jacobs Consultancy to provide a briefing on the OAK Airfield Capacity Study at the beginning of the meeting.

Agenda Item:

**OAK Airfield Capacity Study**

Mr. Tom Cornell of Jacobs Consultancy provided an overview, including Power Point presentation, on the proposed OAK Airfield Capacity Study. [Note: Jacobs had not yet received notice to proceed on the study.] As explained by Mr. Cornell, the purposes of the study are to:

- Determine maximum practical airfield capacity;
- Assess airfield/airspace performance at various demand levels; and
- Identify a design day schedule reflecting maximum airfield capacity.

Key study tasks include:

1. Identification of operational scenarios
2. Future schedule development
3. Simulation analysis
4. Participation in coordination meetings

5. Documentation
6. Cluster analysis

Mr. Cornell provided background information about the existing OAK runway use configuration (Southeast Plan and West Plan); airside delay data from 200-2006; and improvements proposed in the 2006 OAK Master Plan. He then reviewed projected aircraft movements for 2010 (from the OAK Master Plan work) and explained how the current study will build upon that. Determining the maximum practical capacity of the airfield can be defined in terms of:

- Average annual delay
- Maximum aircraft delay in a particular operating condition; or
- Schedule integrity

Delay as a performance metric is defined as excess travel time, rather than as “on-time performance” indicator. When levels of demand (daily aircraft operations) approach practical capacity, steep increases in delay will occur. The “demand vs. delay curve” will vary under different operating conditions (e.g., on a foggy day, steep delay increases will occur at lower aircraft activity levels than on a clear day).

Simulations are computer models that mimic the behavior of aircrafts operating within complex airspace and airfield environments. They are especially useful for testing “what-if” scenarios without actual physical implementation. The simulation tool that will be used in the study is called SIMMOD, which also was used for the 2006 OAK Master Plan.

Committee members requested that growth of other Bay Area airports be accounted for in the simulation; Mr. Cornell said that the model focus on operations at OAK and the model does account for separation and mixing with other airports’ traffic.

The study will take about six months to complete.

#### **Terminal 2 renovation / extension and terminal roadways / curbside projects update**

Ms. McKenney explained that work on the new concourse and renovation is essentially complete, although the contractor will be completed punch list items for a few more months. Roadway and curbside improvement work continues.

#### **Corporate jet noise abatement procedure compliance study update**

Mr. Wayne Bryant reported that a Request for Proposals (RFP) was issued for overall noise consulting work, three consulting firms responded, and HMMH was selected after a panel review of the proposals followed by interviews. The two teams not selected, ESA Airports and BridgeNet International, were invited to propose on the corporate jet noise abatement study.

#### **Noise/Environmental Office staffing plan**

In response to stakeholders’ concerns that the OAK Noise/Environmental Office had not been fully staffed for due to retirements and other staffing changes, Steve Grossman sent a letter to the Citizens’ Oversight and Reporting Committee on Oakland Airport Activities (CORC) outlining the Port’s plans to fill vacant positions and provide consultant support [the letter has since been posted on the OAK planning web site, [www.oaklandairport.com/planning](http://www.oaklandairport.com/planning).] Note: a “Noise 101” seminar is scheduled for the afternoon of October 17.

#### **Runway 27L ILS/MALSRS project update**

The study, which is a federal project, is sputtering along due to FAA staffing shortages and changes in project management. The FAA still needs funding for the noise element of the environmental

review, as well as some other items, and the project cannot proceed in earnest until that funding is identified, which may happen at the end of the fiscal year. (The original noise contour work for North Field was not detailed enough for this study.) Meanwhile the FAA is continuing on work that they do have funding and staffing for.

### **Apron Reconstruction**

Ms. Joan Zatopek reported that Stage 1 construction was completed on schedule and the five gates (Gates 4, 6, 20, 21 and 22) have reopened. Stage 2 gates (Gates 8, 8A, 10, 12 and 14), as well as a portion of Taxiway Tango, were closed and work commenced around July 4 and will be completed in about three months. During construction of this stage some Terminal 1 airlines will temporarily use Gates 20 and 21, but ultimately Southwest Airlines' operations will be consolidated into Terminal 2 and contiguous gates in Terminal 1 (Gates 4 and 6). Work includes pavement, replacement of some passenger boarding bridges, upgrades to underground utilities, etc. The construction process requires high levels of coordination among the contractors, ground crews, pilots, and others. Construction has been progressing smoothly and on schedule.

### **Terminal 1 Renovation & Retrofit Program**

Ms. Zatopek recapped the ongoing Terminal 1 Renovation and Retrofit project. Host International will be taking over and dramatically upgrading concessions operations in June 2008. The program includes many local retailers and restaurateurs and is very exciting. To support the new concessions--most in existing locations and some in new locations--substantial near-term infrastructure improvements are needed. This includes installation of a new electrical substation, fire suppression upgrades and other utility improvements. The electrical substation will also support pre-conditioned air ("PC Air") and charging stations for aircraft ground support equipment (GSE) to reduce exhaust emissions.

### **UPS relocation update**

Mr. Hugh Johnson reported that Port staff is continuing to meet and negotiate with UPS and should know by October whether or not UPS wants to lead the cargo development using a third party developer; if not, the Port would likely lead the process using a third party developer. Once this issue is resolved the first major step will be relocation of staff and tenants using the former Oakland Maintenance Center (OMC) hangar followed by demolition of the hangar.

### **Airport ground traffic study update**

Mr. Johnson summarized the status of the comprehensive baseline ground traffic study that came out of the Master Plan process.

### **Runway Safety Area (RSA) update**

Mr. Joshua Polston summarized the status of the RSA project, which is part of a high-priority FAA program nation-wide. OAK's RSA study, which identifies needed upgrades, was completed in October 2005. Last fall staff selected a consultant (URS) to begin the next phase of work. Contract negotiations took longer than expected but have now been completed. The phase of work is preliminary engineering and developing an implementation strategy for environmental review (i.e., whether to do separate reviews for each RSA or one big document that covers all of them). Once the conceptual report is done and agreement reached with the FAA regarding environmental review, staff and consultants will undertake the environmental study, which is expected to take approximately 10 months to complete.

### **North and South Field pavement projects**

Mr. Polston reported that several new airside pavement improvement projects are in progress after a rapid preliminary design and approval process in order to obtain funding in the current federal fiscal year. They include full overlay of Runway 27L (construction this summer); an overlay of the "T" Hangar area off Marina Bay Parkway (construction this fall); an overlay of the run-up pad at the Runway 27R (construction this fall); and overlay of the lower portion of Taxiway Bravo and parallel

Taxiway Victor (construction in spring 2008). Bids for all of the projects are due next Monday. The Runway 27L overlay work involves grinding off the deteriorated material and hauling it to the airport's materials management site of Ron Cowen Parkway (avoiding all public roads), and will require a two-week closure of the runway. The contractors will be on emergency pullback status in the event that flights had to be diverted from South Field for any reason.

### Perimeter dike geotechnical project

Mr. Polston reported that the airport has issued an RFP to study the stability of the airport dike system relative to various risk factors (potential seismic events, storm surge and sea level rise, etc.), recommend improvements, and respond to FEMA flood hazard mapping and engineering information requirements. Current FEMA status is of OAK's dike system is "Provisionally Accredited Levee" or "PAL"; the Port has three years to provide more complete engineering data to FEMA.

### Terminal A planning update

Terminal concepts - Ms. Henny recapped the terminal planning effort to date, noting that the Project Definition Manual (PDM) effort is moving ahead but has become more complex. Until recently the effort has focused on a 20-gate concept; now staff and consultants are also valuating a reduced or phased alternative (approximately 10-12 gates) which will provide greater flexibility going forward. The previous 20-gate concept has not changed greatly since the last meeting, and includes a bag claim building that is separated from the main terminal by several traffic lanes. The purpose of this configuration is to facilitate traffic flow to the existing terminal complex once the new terminal is in operation and more passengers are using the airport.

Runway capacity analysis – staff continues to work on getting a consultant team on board to assist with this study, which will determine the practical capacity of the existing airfield in 2025. This effort is expected to start by the summer.

Environmental review approach – Mr. Richard Sinkoff introduced Ms. Diane Heinze, the new Environmental Planning Supervisor for the airport, and Ms. Renee Ananda, Associate Environmental Planner, who is responsible for managing the Terminal A environmental review process. Mr. Sinkoff summarized the current strategy for Terminal A, which would be to prepare a joint EIS/EIR or EA/EIR, starting with an Initial Study. An important prerequisite is establishing a Memorandum of Understanding with the FAA to do the joint document. Focused technical analyses will likely air quality and traffic. The previous ADP EIR/S mitigation program will be revisited and the cumulative analysis will be updated. Evaluation of greenhouse gas emissions and security impacts may be new elements included in the work.

Communications plan - Mr. Christopher Minner presented proposed model for understanding the concerns of all "potentially affected interests," obtaining input that may improve the proposed Terminal A project, and maintaining constructive and open communications throughout the project process.

### Wrap-up items

- Schedule next Stakeholder Advisory Committee meeting – October 25, 2007 at 1:00 PM
- Transportation (parking validation and AirBART ticket)