



DRAFT MINUTES
Meeting 26

Aviation Stakeholder Advisory Committee
Oakland International Airport
December 3, 2009

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the twenty-sixth 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.

Attendees:

Per sign-in sheet at meeting.

Handouts:

- Agenda
- Minutes from Meeting #25 (sent via e-mail)

Agenda Items:

OAK and regional airport/airspace capacity forecasts

Mr. Tom Cornell of Landrum & Brown provided a presentation covering three recent airfield/airspace capacity studies: Ultimate Airfield Capacity Study for Oakland International Airport (completed August 2009); the ongoing Regional Airport System Planning Analysis (RASPA); and the ongoing FAA Future Airport Capacity Task Force (FACT 2) study. The goal of the presentation was to explain some of the differences in purpose and methodology among the studies, and provide a basic summary of their findings to date.

The Ultimate Airfield Capacity Study for OAK was sponsored by the Port of Oakland and prepared by the consulting team of Landrum & Brown, Jacobs Consultancy, ATAC, and U.C. Berkeley. Its planning timeframe was undefined, it was OAK-focused, and its objectives were to:

- Identify the ultimate capacity of the airfield/airspace at OAK
- Prepare a future flight schedule at that ultimate capacity level
- Prepare data for use in future planning and environmental analyses

The ongoing Regional Airport System Plan is being sponsored by the Regional Airport Planning Committee and prepared by the consulting team of SH&E and ICF International Company. It has a planning timeframe of 2035, is regionally focused, and its objectives are to:

- Identify the capacity limits of OAK, SFO, and SJC
- Forecast when these limits are likely to be reached
- Identify strategies to efficiently accommodate the future regional demand

The ongoing Future Airport Capacity Task (FACT) 2 Study is being sponsored by FAA and prepared by the consulting team of MITRE Corporation's Center for Advanced Aviation System Development (CAASD). It has a planning timeframe of 2025, is nationally focused, and its objectives are to:

- Assess the future capacity of the nation's airports using common metrics
- Identify timing and phasing for needed capacity
- Develop a systematic approach for the identification and implementation of capacity enhancements

Although the three studies have differing objectives, assumptions, and methodologies, all three yielded similar capacity estimates for OAK (446,000-450,000 annual aircraft operations)

Mr. Cornell answered a range of study-related questions posed by Committee members and expressed interest in learning more about the two ongoing studies, RASPA and FACT 2. Staff noted that the RASPA process includes a community input process and that Mr. Needle is serving participating. Several community roundtable meetings are expected to be scheduled in the first part of 2010.

SWA Proposed Navigation Changes: Required Navigation Performance (RNP) Procedures for OAK

Rich Teilborg, retired Captain, representing Southwest Airlines, presented the RNP approach procedure to the group. The approach can allow for more flexible navigation to the Airport using GPS navigation. The new procedure will have the benefit of reduced fuel use and tighter approaches. Southwest is investing \$175M in the technology. George Reece of the Seattle FAA also supported Rich in the discussion and explained they are shooting to have the procedure ready in June 2010. Planes enter the RNP navigation about 40 miles away from the airport.

RNP allows for containment of the lateral, vertical, and horizontal position of the plane. Current technology allows for point-to-point navigation. RNP allows for navigation following a curve. The goal is to reduce power at cruise and allow for a gentle descent.

Mr. Teilborg played a 12-minute FAA Video of the RNP approach. The procedure has the benefit of reducing fuel burn, noise, and allowing for a more precise flight track. The RNP offers noise advantages by allowing the plane to remain in flight idle through the descent. The current procedure is often called dive and drive because Air Traffic Control (ATC) gives pilots clearance to specific altitudes and they must maintain them during approach. To keep the plane at this altitude, the pilot must apply more power, thereby generating more noise. RNP allows for one continuous gliding descent also referred to as continuous descent approach (CDA) in the industry.

Mr. Teilborg explained that this type of repeatable flying was not possible without the new automated technology recently installed in Southwest planes. Flight tracks using RNP are so precise now that each flight can maneuver within the wingspan of the designated flight track.

Southwest performed a test flight using RNP last year from Dallas to Houston. The single flight saved 287 pounds of fuel and 904 pounds of CO2. According to Southwest, if RNP were used for a whole year just on the Houston-Dallas route, it would translate into a savings of 400,000 gallons of fuel.

Ms. Kathy Ornelas asked: will the FAA be doing an environmental impact study or sound studies on the concentration of noise in a narrowband? Mr. Reese responded no, since there is no increase in noise and likely a reduction.

Ms. Carmen Borg asked, what is the process for implementing this change? Mr. Reese responded that if FAA determines there is no change to flight operations, FAA will issue a Categorical Exemption. RNP places the aircraft in the middle of existing flight tracks.

Mr. David Needle voiced concerns over implementing new procedure without additional analysis, and wants to see a study and report. He also requested that the community be informed when RNP procedures will be used so community members will be able to measure differences.

Ms. McKenney explained the Port is not taking any discretionary action on this issue since it concerns only federal airspace issues. None of the changes proposed under RNP are significant under NEPA.

Wrap-up items

- Schedule next Stakeholder Advisory Committee meeting – March 4, 2009 at 1:00 PM, Rear Conference Room, Terminal 1
- Transportation (parking validation and AirBART ticket)