This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 42nd 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 at http://www.oaklandairport.com/masterplan_oak/aviation_stake_com.cfm.

Attendees:  
See attached roster.

Handouts (attached to these minutes and posted on the website):
- Agenda
- Minutes from Meeting #41 (sent via e-mail and available at the meeting)
- Runway Safety Area Project, Phase 4 and 5 graphics
- Notice of Intent re proposed zoning change

Agenda Items:

Introductions
New Assistant Director of Aviation, Kristi McKenney, introduced herself to the group and spoke briefly about the importance of the Runway Safety Area Project.

Updates on Previously Discussed Projects

Runway Safety Area (RSA)
Joshua Polston reported on the project. The work near Alameda has been completed, and the project is ready to transition into Phase 5. Joshua distributed graphics detailing the Phase 4 to Phase 5 transition. The transition was to begin on February 6, but was subject to weather conditions. There has to be a clear block of time to complete the transition; the RSA Team has to watch the weather closely and make on the spot decisions. This impacts many areas of operations. For instance, runway closures were published on February 6 at 1:00 a.m. Publications are on a 56-day cycle, so the facts on the ground do not match up with what is being published. An N/A NOTAM has to be issued immediately. As of 1:00 a.m., there was no published runway procedure for Runway 30—the runway can be used, but there is no visual approach.

Based on the weather, the transition was moved back to February 7. The current plan is to close the runway for four and a half (4 ½) hours. If the work can be done, the blackout will only last for one day.
Unfortunately, the forecast for February 7 is “possible rain overnight.” The RSA Team will need to stay in constant communication.

Q: If cannot get the work done, will instrument blackouts continue?
A: Yes. If wind is in a southwest flow, no problem as instrument on North Field 12 works fine.

Q: Will visual approaches be able to use runway?
A: No. Runway has to be shut down completely.

Q: What number do people call to complain?
A: 510-563-6463. That number will have a recorded message telling people what is happening. Also, information can be found at website, www.flyquiet.com.

Q: What are the current conditions?
A: We are currently in a blackout. The blackout can only be lifted once in a configuration that can be published.

Q: Will the closure be for all directions?
A: Yes. Once North Field is closed for the four and a half (4 ½) hours, it will be closed in all directions.

Q: Are there any new maps from the Noise Office?
A: (Did not hear this answer)

**North Field Design Process and Construction Schedule**

The design is 65% complete. A draft 95% design is in circulation. Construction was previously scheduled for early summer; however, it has been pushed out to end of summer, early fall. It will have to be done in conjunction with SFO because more airplanes will be coming to Oakland during SFO’s runway project.

According to Matt Davis, most of the diverted flights will come to South Field; will not see much extra traffic in North Field.

**FAA Optimization of Airspace**

The purpose of the Optimization of Airspace and Procedures in the Metroplex (OAPM) effort by the FAA is to increase the safety and efficiency of aircraft activity in the airspace of metropolitan areas. There are eight areas across the country being evaluated, including the San Francisco Bay Area. The FAA will release an Environmental Assessment to comply with NEPA on March 24th and host public meetings on the subject project in early April: separate Bay Area events are planned in Sacramento, the South Bay, Oakland (possibly at Jack London Square from 4:00 p.m. to 7:30 p.m.) and on the San Francisco peninsula. Interested parties are encouraged to participate in the public meetings and to comment.

Q: Can the Port distribute notices to this group?
A: Yes.

Q: Will waypoints be delineated?
A: Yes. As FAA proceeds, they will make those points available.

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Q: Will the concentration of flights in a single track make the noise more prominent for the homes in that track.

A: Aircraft have followed more specific flight tracks for the last five years and are anticipated to continue to do so.

Q: What is the contact number at FAA to get direct outreach about the upcoming meetings?

A: Metroplex contact info and website links are provided below:

Mr. Ryan Weller
Environmental Specialist
FAA, Western Service Center
Operations Support Group
Email: 7-ANM-NorCalOAPM@faa.gov

Norcal Metroplex Website:
http://www.oapmenvironmental.com/norcal_metroplex/norcal_introduction.html

General Informational Website:

Q: Is the FAA doing an EA?

A: Yes. Other areas of the country have also asked about the level of environmental review performed by the FAA for this effort.

**Terminal Projects**
T1CUP- New mechanical building is complete, all old equipment is being decommissioned. The M104 building retrofit is under construction and expected to be completed this summer.

M102 Major Renovation—The M102 construction is scheduled to begin later in February. The first phases of construction will be on the exterior of the building, impact loading dock and tug drives. Interior construction is scheduled to begin is spring of 2015.

Passenger Boarding Bridges (PBB) and PC Air—5 PBBs are in process of being replaced (Gates 5, 10, 12, 17, and 15). 8 bridges will be equipped with PC Air Units, which provide electric-powered heating and cooling for aircraft while they are parked at the gate.

T1 Baggage Information Displays (BIDs)—New information signage at the 4 carousels in the T1 Bag Claim are being installed.

**North Field Projects**
Ron Cowan Bikeway – The project is a conversion of bike lanes to bike paths. The Port is still trying to work out easement agreements with the Oakland Raiders. The design package is established.

North Field Water Line – Earhart Drive and Rolls Royce will be impacted. The project will go through May, and will provide additional redundancy and improve service. Sean Charpentier is the contact for the project.

**Other Projects & Issues**

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BART Connector project – Scheduled to open in the fall, 2014. BART has started running test vehicles across the eastern part at 880. Work continues on the Airport station. The system is up, with minor completion work being finalized. BART is working on establishing fares for the system, which include Title VI outreach.

Q: Station will not be physically connected to the terminal?
A: Correct.

Q: Will there be additional tours?
A: Maybe. There has already been a kickoff tour.

Q: Is the fly wheel visible. What technology is used?
A: The fly wheel is visible now. The technology is similar to a ski lift. The builders are from Europe, and had to establish facilities locally.

Q: If almost complete, why not opening until November?
A: Safety standards have to be followed. They system has to work for 30 days, error free, before it can officially open.

North Field Tower Project
Tony Godkin reported that the North Field tower has to be demolished because it casts a shadow on the runway. However, the ground floor will remain. The project will be completed over the next year.

Leadership School in Airport Business Park
Diane Heinze distributed a Notice of Intent to Adopt a Mitigated Negative Declaration for (1) Proposed Zoning Change in the Land Use and Development Code for the Oakland Airport Business Park (ABP) to allow General Education Uses; and (2) Development Permit for a Charter High School at 7700 Edgewater Drive. The public comment period started February 5, 2014, and ends March 7, 2014. In addition, there will be a public hearing on Thursday, February 20, 2014 from 5:30 to 6:30 p.m. at 7700 Edgewater Drive.

Diane noted that it is not just one site that would be rezoned, but four locations. The site has to be on Edgewater. The CEQA does not analyze all four locations, only the project itself. The project would be located in Building B at 7700 Edgewater Drive.

Local Project Environmental Studies
Diane also noted that other environmental studies include:
- A hotel at 189 Hegenberger Rd. In the process of starting the EIR, and Notice of Preparation will be out shortly.
- Coliseum Specific Plan – EIR may be coming out soon
- Marina Bay Project – Construction may start May 26

General Questions:

Q: Are community advisories from the airport based on subscription? If so, how does a new resident learn how to subscribe? Does the website provide that information?
A: Yes. It is up to the resident to find that information, which is not currently on the website. The Port will look into adding it to the website. In the interim, the best course is for the people at this meeting to share the information with their constituencies.

Q: Is Bessie Coleman Drive inbound and outbound?

A: Yes.

Q: Who is Bessie Coleman?

A: First African American female aviatrix; she is also the American first pilot to receive an international license.

Q: Should tenants direct visitors to use Bessie Coleman Drive?

A: A portion of the renamed area is still Airport Drive. Bessie Coleman Drive extends from Doolittle Drive to Ron Cowan Parkway.

Miscellaneous
Joan announced new Airline, Norwegian Air.

Wrap-up items
- Next Stakeholder Advisory Committee meeting– May 15, 2014 at 1:00 PM, Tower Lounge, Terminal 1
- Transportation (parking validation and AirBART ticket)
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# Sign-In Sheet and Contact Information

**Aviation Stakeholder Advisory Committee Meeting 42 - Feb. 6, 2014, 1:00-3:00 PM, OAK Terminal 1, REAR CONFERENCE ROOM**

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AGENDA

Welcome and introductions

Updates on previous discussion items

Airfield and airspace projects
- Runway Safety Area (RSA) project
  - South Field construction schedule and phasing
  - North Field design process and construction schedule
  - FAA Optimization of Airspace Procedures in the Metroplex Update

Other projects & issues
- BART Connector project
- Leadership School in Airport Business Park
- Local Project Environmental Studies

Terminal projects
- Terminal 1 Renovation & Retrofit Program
  - Terminal 1 Central Utility Plant construction
  - M102 construction
- Pre-conditioned air and new boarding bridges for Terminal 1 gates

North Field projects
- Ron Cowan Bikeway
- NF Water Line

Wrap-up items
- Schedule next Stakeholder Advisory Committee meeting
- Transportation (parking validation and AirBART ticket)

Questions / comments

Web address:
http://www.oaklandairport.com/masterplan_oak/aviation_stake_com.cfm
This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 41st 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 #40 (sent via e-mail)

**Agenda Items:**

**Introductions**
New Aviation Project Manager, Sean Charpentier introduced himself to the group.

**Updates on Previously Discussed Projects**

**Runway Safety Area (RSA)**
Joshua Polston reported on the project. South Field construction began May 6. Joshua distributed a summary schedule to the group and walked through the planned improvements. On October 21, 2013 the Runway names will change to 12/30 for South Field and 10/28 for North Field. The Airport will issue Community Advisories for any changed operational conditions that may change noise impacts. Motorists using Ron Cowan may notice the large material stockpile at our material recycling facility that will be used for the RSA.

Joshua presented the noise contours for the project which were produced as part of the Environmental document. Red Wetherill asked if the project will impact the Raiders practice field – it will not. The Port will be posting RSA info on the Airport website to keep interested parties informed on the project.

The North Field design process has begun and 90% drawings are scheduled for late November. The designers have created test beds on the North Field with different gradients of concrete to further refine the most efficient soil treatments. Construction of North Field will be much simpler due to our ability to close each parallel runway for extended time periods.
The Federal furlough has begun to impact the RSA Project. The FAA is building portions of the lighting and NAVAID systems and these are all delayed. All FAA contractors have been sent home.

The Airport has closed the runway early at 11:00PM on a few Sunday nights to allow the RSA contractor more time to complete the work. The group asked if there were any complaints received during this extended closure. Jesse Richardson of the Airport Noise Office reported no complaints were received during this period. Three more are planned before the 10/21/13 phase change.

**Airport Perimeter Dike**

Anne Henny reported that the Port and pipeline companies have made progress on developing an improvement approach that would allow the existing active fuel pipelines to remain in the dike. Project is designed to address two issues for the 4.5 mile long dike: 1) Meet FEMA standards; and 2) Improve the seismic strength of the dike. Further, the dike elevation will be raised one additional foot to account for sea level rise.

The environmental review and design processes have been reinitiated. Construction expected to begin in late 2015. The group discussed the range of sea level rise estimates currently out there.

**Terminal 1 and New Air Traffic Control Tower (ATCT)**

Tony Godkin reported on the projects. The new Terminal 1 mechanical building is now complete and there have been extensive testing and cutover activities. M-102 construction is expected to begin in January 2014.

The new FAA ATCT was cut over the weekend of June 14-16. The opening celebration was postponed due to the furlough. FAA has not announced a new celebration date.

**Terminal 1 Passenger Boarding Bridges and Pre-Conditioned (PC) Air**

Hugh Johnson reported. Five older boarding bridges are slated for replacement in Terminal 1. New bridges will arrive January – March of 2014. Additionally, several gates that currently lack PC air will receive PC air units under a special FAA environmental grant (VALE).

**BART Connector and Ron Cowan Bike Path**

Hugh Johnson reported on the projects. The BART Connector opening was originally scheduled for May 2014 but manufacturing delays have pushed that back to August-September 2014. Vehicle testing along the track way above Highway 880 is planned for February, 2014. Airport station elevators and escalator are complete.

The Port committed to constructing a new Class 1 bike path along Ron Cowan Parkway under the BCDC permit for the Terminal 2 Expansion Project. This will extend the existing bike path along the road to make it all continuous. The project will add a barrier to protect cyclists from the vehicle lanes.

**North Field Projects**

**L-142 Partial Demolition**

Joshua Polston reported on the progress of partial demolition of this building. Demolition is complete. The other half of the structure is occupied by Landmark Aviation (formerly Business Jet Center) and used as a terminal for pilots and business clients. Landmark Aviation has taken over all of the BJC leaseholds on the Airport as part of a corporate buyout. The next phases will entail reconstruction of new perimeter walls and roof systems.

**Rolls-Royce Test Cell**

Diane Heinze reported on the progress of this upgrade. Construction is underway and should result in lower noise levels. The project should be complete by end of the year.

Minutes: Meeting 41
Diane also mentioned she received a Notice of Preparation regarding 80 new homes on current golf course land in Alameda.

Wrap-up items
- Next Stakeholder Advisory Committee meeting—February 6th, 2014 at 1:00 PM, Rear Conference Room, Terminal 1
- Transportation (parking validation and AirBART ticket)
PHASE 4
COMPLETE TAXIWAY W7; FC/COMM TEMP 30 GS
MAGVAR RUNWAY DESIGNATION CHANGE

NOTES:
1. CONTRACTOR MUST COMPLETE TEMP. GS
   INSTALLATION WORK NLT 11/8/13
2. FAA FLIGHT CHECK OF TEMP GS ON OR ABOUT
   11/22/13

RUNWAY END 11 (12)
10,000' (ASDA, TORA, TODA) 10,520' (LDA)
ALL APPROACHES OPERATIONAL

RUNWAY END 29 (30)
10,520' (TORA, TODA) 10,000' (ASDA, LDA)
ALL APPROACHES OPERATIONAL (CAT I)
INSTRUMENT APPROACH BLACKOUT 2/6/14 - 2/7/14

URS PORT OF OAKLAND
CONSTRUCTION OF RSA IMPROVEMENTS - SOUTH FIELD
PHASE 4 GRAPHIC
OAKLAND INTERNATIONAL AIRPORT
OAKLAND, CALIFORNIA

PHASE START: 0130 HOURS MONDAY, 10/21/13
PHASE END: 1000 HOURS MONDAY, 2/07/14
PHASE 5
RUNWAY END 30 WORKS

NOTES:
1. WORK SUSPENDED INSIDE LOC CRITICAL AREA IF CONDITIONS REQUIRE CAT I ILS APPROACH TO RUNWAY END 12.
2. CONTRACTOR MUST COMPLETE PERMANENT GS INSTALLATION WORK NLT 6/30/14.

PHASE START: 1400 HOURS FRIDAY, 2/07/14
PHASE END: 0130 HOURS MONDAY, 6/30/14

RUNWAY END 12
8,490' (TORA, TODA) 8,190' (ASDA, LDA)
ALL APPROACHES OPERATIONAL (CAT I)

RUNWAY END 30
8,490' (TORA, TODA) 8,090' (ASDA) 7,700' (LDA)
CAT I ILS AVAILABLE
PORT OF OAKLAND

Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for:
1. Proposed Zoning Change to the Land Use and Development Code for the Oakland Airport Business Park (ABP) to allow General Education Uses
2. Development Permit for a Charter High School at 7700 Edgewater Drive

Public Comment Period: February 5, 2014 to March 7, 2014

Public Hearing: Thursday, February 20, 2014 @ 5:30 to 6:30 P.M.

Project Description: The Project consists of two related actions: 1) amendment of the Land Use and Development Code for the Airport Business Park to allow General Education use (public or private schools) subject to conditions (e.g., grades 9 through 12), and 2) operation of a charter high school by Leadership Public Schools (LPS).

Project Location: The Airport Business Park (ABP) is a 400-acre area between Highway 800 and the Oakland International Airport (OAK). Although most of the property in the ABP is privately owned, the Port of Oakland retains land use authority due to the proximity of the ABP to OAK. General Education uses would only be permitted on Edgewater Drive east of Elmhurst Creek. The proposed location for LPS is 7700 Edgewater Drive, Building B in Oakland.

Land Use and Development Code: The Board of Port Commissioners (Board) adopted a revised Land Use and Development Code (LUDC) for the ABP in June 2011. The LUDC is available on the Port of Oakland’s web site at: http://www.portofoakland.com/pdf/opportunities/LUDCJune2011.pdf. At the October 10, 2013 Board meeting, the Board directed Port staff to initiate the process to consider General Education, a new use which would introduce sensitive receptors (children) in the ABP.

CEQA Environmental Review: The Port of Oakland, as Lead Agency, is preparing an Initial Study (IS) and Mitigated Negative Declaration (MND). The IS/MND analyzes the impacts of this zoning change, and operation of a charter high school, at 7700 Edgewater Drive, Building B. This CEQA process is functionally equivalent to what would be required by the Department of Toxic Substances Control’s School Property Evaluation and Cleanup Division (DTSC) for proposed school sites that receive State funding for acquisition or construction; since the proposed charter school is privately funded, LPS is not required to seek DTSC oversight.

Potential Impacts: Mitigation measures are recommended to avoid or minimize identified potentially significant impacts relative to the following resources: air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, and land use/planning. With implementation of mitigation measures identified in the IS/MND, potentially significant impacts would be avoided or minimized to a level that is less than significant.
**Public Comment**

Comments on the IS/MND must be received, *in writing*, by 5:00 PM, Friday March 7, 2014

Submit comments to Colleen Liang, Port Associate Environmental Scientist via mail (530 Water Street, Oakland, California 94607) or email (cliang@portoakland.com).

IS/MND is available at: [http://www.portofoakland.com/environment/publications.aspx](http://www.portofoakland.com/environment/publications.aspx)

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<th>A public hearing is scheduled for:</th>
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<tr>
<td>Thursday February 20, 2014</td>
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<tr>
<td>5:30 to 6:30 pm</td>
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<tr>
<td>7700 Edgewater Drive, Oakland</td>
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<td>The Café at Suite 701, Building D</td>
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Go to the main lobby between Buildings C & D.

Parking is available near the buildings.

The Café is just off to the side of the main lobby.

Contact Colleen Liang if you want to be on the mailing list to receive information on the meeting when the Board of Port Commissioners considers amending the LUDC to allow General Education use, and issues a development permit for LPS.