



DRAFT MINUTES
Meeting 44

Aviation Stakeholder Advisory Committee
Oakland International Airport
September 18, 2014

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 44th 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 (posted on the website):

- Agenda
- Minutes from Meeting #43 (sent via e-mail and available at the meeting)

Agenda Items:

Introductions

Joan Zatopek noted that the Port has facilitated the Committee meeting for the past ten years or more. She introduced herself as the new Manager of Aviation Planning and Development. She also reintroduced Susan Fizzell as a new Associate Project Manager in Aviation Planning and Development.

Joan gave an overview of the challenges ahead, including remodeling M102 and the North Field runway safety area project.

Updates on Previously Discussed Projects

Airfield and Airspace Projects

Runway Safety Area (RSA) Project - Joan reported in Joshua Polston's absence: We are in the final phase of the South Field project, and all work should be completed by Monday, September 26, 2014.

Larry Galindo noted that there will be an extra hour of work on Sunday, September 21, starting at 11:00 p.m., which should only impact San Leandro and Alameda. An advisory was issued to that effect. The main impact is that the runway cannot be opened for departures during that period, which will result in one or two departures from North Field.

North Field design process and construction schedule - Susan shared an e-mail from Tony Godkin who could not attend:

Design is complete on the North Field portion of the Runway safety area project. It has been bid and a contractor selected. The low bidder on this project was Gallagher and Burke, the same contractor that constructed the SF RSA project. Preliminary dates are as follows:

Phase 1: October – November 2014
Construction of perimeter Vehicle Service Roads

Phase 2: November 2014 to May 2015
10L – 28R RSA construction – This runway will be closed for this period.
Work includes storm drain work and soil stabilization and interior vehicle service road and Taxiway realignment

Phase 3: May 2015 to December 2015
10R – 28L RSA construction – This runway will be closed for this period.
Work includes storm drain work and soil stabilization, Taxiways 'K' & 'J' reconfiguration, and Engineered Material Arresting System (EMAS) placement

Q: Will North Field be closed?

A: No, work will just shift from one side to the other. At the next meeting, there will be more discussion about the noise impact. The upgrades will include: (1) safety for areas we cannot get to today, and (2) improved parameters

Q: Are any mitigations involved in this?

A: Diane Heinze reported that there were two important mitigations: First, the Port mitigated for loss of jurisdictional wetlands in the South and North Fields by buying credits at the SF Bay Wetland Mitigation Bank in Redwood City.

Second, the Port mitigated for loss of CA Clapper Rail habitat in the South Field by funding re-vegetation of sites near the Oakland Airport that eradicated invasive Spartina by the Invasive Spartina Project (funds went to the California Coastal Conservancy).

Fleet Week - Larry reported: Fleet Week, from October 9 through the 13, will be operating out of North Field during the week between the hours of noon to 4:00 p.m. Involves Bay Farm Island and, to some extent, Alameda. The FAA made the decision to use the North Field mostly due to safety concerns.

Harvey Hartmann added that there will be eight airplanes, which will probably come in on Wednesday, October 8. They will do 360 degree overhead approaches. The rest of the group will fly in on Thursday, October 9 in a diamond formation utilizing a tactical approach with a 360 degree overhead, which is very noisy.

It is important to note that it is hard to change the routines because of safety issues.

Q: Will there be a dedicated complaint number?

A: Yes. The number will be shared with the group when it is available.

Larry made a few additional announcements: (1) The Technical Noise Meeting was rescheduled to September 24, and (2) the OAPM (Optimization of Airspace and Procedures in the Metroplex) environmental review process is moving forward because no significant impact was found.

Terminal Projects

T1CUP - Joan reported: Completed M104/Central Utility Plant renovation the end of July. The renovation provided a new work space with state of the art equipment to keep things moving forward at the OAK. A tour of the new space will be agendized for the next Committee meeting.

M102 Construction - Everyone in M102 will be moved into the temporary Swing space in spring 2015. The Committee will likely have the January 2015 meeting in the Tower Lounge, but that will be the last meeting held there before it is demolished. There will also be a celebration to say goodbye to the Tower Lounge, date to be determined.

Q: What is the schedule for demolition?

A: Prep work starts March 2015; the actual demolition is slated for the end of 2015.

Comment: Kathy Ornelas mentioned seeing a note that the terminal renovation was complete.

Response: Joan noted that this was only for one aspect of the renovation. The life safety improvements are underway in M102 (to be completed in 2017), and we are assessing the priorities for the next phase of development. We are looking at the M101 ticketing building and international arrivals to address the need to modernize and provide facilities that meet the airlines and passenger's operational needs.

Pre-conditioned air for Terminal 1 gates - Joan reported in Sean Charpentier's absence: PC Air has been installed at every gate in OAK, and users have been trained. PC Air minimizes the idling of jet engines at the gate. Susan Fizzell noted that OAK is one of the few airports to have 100% of gates equipped with PC Air.

Joan announced that OAK is working on another initiative to facilitate use of electric ground service equipment by airlines, and added that Susan will be looking at ways to fund this infrastructure improvement with grants.

Passenger Surveys - Joan: OAK and SFO are jointly conducting a ground access passenger survey. The OAK survey will capture the passenger ridership on BART (using the AirBART and new BART extension) so it will be interesting to see any changes after the opening of the BART extension.

Q: Can Committee members receive a copy of the survey? Interested in where surface traffic is coming from and would like to see what questions are being asked.

A: Yes, a copy will be sent to the group for their information.

North Field Projects

North Field Waterline - Joan: The project replaced the water line down the center of Earhart, and is now complete.

Joan also noted that the TaxiCab Lot has been completed and is being fully utilized.

Hydrogen Refueling Station Grant - Susan: The grant has been finalized, and a location identified-- Earhart & Fairchild, across from the rental car entrance. This is still in the preliminary stages, so have not agreed on all terms yet. Everything should be finalized in the next few months, and construction is expected to start spring 2015. Linde is interested in the site due to its proximity to the rental car fleet. Projected demand in the first year, is be only 5 cars per day, but it is expected to ramp up over time as more hydrogen fuel cell vehicles are available.

Comment: Red noted that anywhere a Tesla cannot go to on a round trip charge is a place not worth going to.

Response: Susan said the fill time for hydrogen fuel cell vehicles is very quick; however, until there is more of a demand, hydrogen fuel cost will remain very high.

Q: Will the station be self-service?

A: Yes, there will be no attendants on site. Susan noted that AC Transit has a hydrogen fueling facility in Emeryville.

Other Projects & Issues

BART Connector project - Joan and Hugh: The opening has been delayed until first or second week of December. BART wants assurance of having completion of testing coincide with the opening ceremonies. AirBART service will be continued until the opening.

Q: Who is the contact for possible tours?

A: Keonnis Taylor at BART. We will share her contact information with the group.

Q: Are there no pay gates at the OAK end?

A: Correct. All ticket-issuing machines are at the Coliseum.

Q: How many cars?

A: Four. Basically one going each way at all times. The BART Connector is Clipper Card compliant, with employee discounts. It will be the tallest structure at OAK once the Tower is demolished.

Diane Heinze reported on the next three topics:

Initial Study/Negative Declaration and Approval of Port Development Permit for Landmark Aviation Apron Repair project – Landmark has most of North Field and will be doing ramp repair work at Hangar 5 and putting in a ramp at Hangar 9. Because of regulations, Landmark will have to do an environmental study. The notice for the study will be on the website at <http://www.portofoakland.com/opportunities/eirseiss.aspx>.

Public Hearing for Certification of EIR for Hotel at 195 Hegenberger Road - The EIR was prepared and disseminated for public comment. Very few comments were received, and it is now ready for certification. There will be a public hearing on 6 at 10:00 a.m. at 530 Water Street. The building will be six stories tall with 140 rooms and parking.

Draft EIR for the Coliseum City Specific Plan - A draft EIR is on the street, and can be viewed at <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>. Comments are due by October 6. The proposed project is to develop 180 acres with a goal of retaining three sports teams. The City is requesting that the Port cede land use to the City.

Q: What happened to the proposed leadership school in the Airport Business Park?

A: School withdrew its application when it was disclosed that there is a parole office across the street from the proposed location.

Wrap-up items

- Next Stakeholder Advisory Committee meeting– January 22, 2015 at 1:00 PM, Tower Lounge, Terminal 1
- Parking Tickets were validated

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