



MINUTES
Meeting 46

Aviation Stakeholder Advisory Committee
Oakland International Airport
May 21, 2015

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 45th 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 #45 (sent via e-mail and available at the meeting)

Agenda Items:

Introductions and Remarks

Joan briefly updated on Shepard-Glenn space, the move into the new space, and how staff has acclimated. She noted that feedback received to date has been positive. Jesse Richardson added that it has been a good move.

Joan noted that there will be a change of the baton with the next Committee meeting. Joshua Polston will assume facilitation duties starting with the next meeting (September 17, 2015).

Participants were encouraged to let staff know if there are items they would like to see covered at the meetings.

This meeting is focused on airspace, noise, and projects dealing with. There are important projects mandated by the federal government.

Updates on Previously Discussed Projects, and new items

Airfield and Airspace Projects

Runway Safety Area (RSA) Project – Joshua Polston, Senior Project Manager, shared a graphic of the project from August 2014. The graphic showed the pavement that went in the South Field (SF) RSA September 2014. Hugh added that the application of rejuvenator LD7 to the Runway should be completed by the end of next month. That should wrap up the work on the SF.

Joshua noted:

- The work has been done in multiple phases to allow the runway to remain open as different portions are worked on
- Shifting around of so much paint caused damage to the pavement
- Had to use an eradicator to remove the paint—a high pressure power washer mounted on a truck
- Took off paint, but also took some pavement with it
- Paving exercise on March 16 resulted in late opening (One and a half hours after scheduled opening of 6:00AM)
- April 27 was a second attempt to get paint eradicated that resulted in another 45-minute delay and pushed traffic over to the North Field (NF) during that time
- Now working on NF; Rwy 28L was closed at the end of November 2014
- A lot of work is being done around buffer zones, approach ends, along the sides, and also near the end of 28L
- Substantially complete; finished paving blast pads, and finished installing EMAS system – essentially a runway truck ramp for planes -- safety net in case of overruns
- There have been a number of closures because there are storm drains that connect airfield
- Have been a number of dual closures
- Will have upcoming closures on Twy Bravo on June 1 for about 5 working days
- This phase is scheduled to end on June 10
- Will then immediately close 28R to start work there along soil stabilization, blast pad areas, and install NAVAIDS
- All Runways are mandated by a congressional deadline of 12/31/15
 - o Port's tentative scheduled end date is 12/14/15
 - o Have been able to get quite a bit of positive movement and acceleration on the work
 - o Ran into some soil issues and had to pivot and focus energy on expediting the rest of the work in order to keep to schedule

Q: (Kathy) When Twy Bravo is closed, will jets be allowed to depart from NF? If so, how many departures will there be?

A: (Matt) Yes, jets will be allowed to depart from NF for about one week, but not sure how many; possibly half dozen at night. The reason for the closure is to install series of lights, a necessity.

Q: (Kathy) Will Bravo be closed 24/7?

A: (Matt) Not 24/7. It will be opened and closed successively through a number of shifts. FAA is helping to fund runway guard lights. Matt will provide the specific dates and times of closure to send out to the Committee membership.

Operations does not like to close any of the taxiways; however, sometimes maintenance work is necessary.

Joshua: Alpha will be finished in three to four months. On June 10, will complete work in Alpha at end of project.

Q: Appreciates the difficulties of getting the information disseminated, but concerned that community hears about these situations after the fact. There is always something that isn't finished or that has to be done, but we're not getting that information and it is causing some concern.

A: (Joan) We appreciate the feedback, and will make a better effort to share all information in the future as quickly as possible. We met in January and a lot of these things happened after that time. There is nothing to hide, but sometimes, focusing on more pressing issues and forgets to share less pressing ones.

(Joshua) There are two types of events: scheduled events and unplanned for events. Most events are planned for; however, some are not, which changes the schedule and does not allow the information to be disseminated in a timely manner. Our interests are aligned with community interests.

Matt went through the lists of adjustments that had to be made:

- Bravo closed longer than planned
- 28L closure meant all aircraft operating off 28R
- Concentration of flight tracks on 28R
- During training activity, operated off both runways
 - o If operating off 28R have what you call "right traffic" doing right turns, and 28L have "left traffic" doing left turns
- Currently training off one runway doing right turns

Q: (Red) Can you provide the specific hours training occurs?

A: (Matt) No limitations, but mostly during the day and mostly during weekends. There is some training at night, but minimal.

Joshua: Also, just to clarify the closure discussed, Bravo, it is scheduled June 1 through 5, 10PM to 5AM. The idea is to have minimal impact, and most of the work will be done at night.

Q: (Carmen) Do you expect NF to be fully functional by the end of December?

A: (Joshua) That is the mandate. It has to be complete by the end of the year.

Matt: (Back to impacts):

- Alameda has seen an increase in complaints, about 7 complaints
- Massive increase in airport operations off of NF – no community response
- Not massive increase in flights off of NF
- During day
- During night, doing south departure, pulled away from community and back toward OAK

Did an analysis, and the number of flights in April 2012 was 221. Over the past three years, there has only been a slight increase; 222 in 2013, 240 in 2015.

There does not appear to be a change in flight patterns.

Q: (Carmen) Is the small increase partially due to the closure but also an increase in operations?

A: (Matt) Yes, I think so.

Jesse noted that there was a slight increase on Rwy 33 when Rwy 28R was closed.

Q: (Carmen) Do you know why?

A: (Matt) Dual closures. When doing a storm drain does not follow the line you expect to follow. But most closures were at night, and no dual closures are planned in the foreseeable future.

Joshua added that there is no certainty because of complexity of project. Everything that could be done was done to cover connections.

Comment: (Carmen) With dual closures, just be sure to let the community know.

Comment: (Kathy) Hard to find noise issues on web page.

Comment: (Red) A lot of people don't use the web page, and there should be interaction with the local newspapers to get the information therein.

Suggestions:

- Put the information on the web page with a link to the noise page
- Post in the newspaper
- Make sure the e-mail advisory is disseminated

Metroplex Impacts – Matt Davis, Airport Operations Manager, Airside, and Acting Assistant Director:

- Still evaluating impacts of Metroplex
- Optimization of airspace procedures
- Procedure
 - o Not a single rollout
 - o Rolled out over time
 - o Jesse will do analysis, which will be available at the next noise forum group meeting
- FAA's intent was to analyze existing systems
 - o Looked at radio procedures from the ground and out to their destination
 - o Involved taking a segment and doing implementation to make sure procedures work together
 - o ATC is good at providing shortcuts
 - o A lot of vectoring going on
 - o FAA wanted to see what was really being done
 - o Found optimal tracks and/or a concentration of flight tracks
 - o FAA did environmental analysis

Matt also demonstrated a nighttime departure and provided an analysis of what that looks like utilizing a visual.

- Silent 8 procedure
 - o Turn left, head out over Bay and heard north
 - o SFO departures share same track basically
 - o Concern: was this a concentration of flight tracks
 - o Early vectoring caused problems in Moraga, Orinda, Treasure Island, Berkeley, etc.
 - How do we get aircraft to stop turning early
 - Tracon is to keep aircraft on track before letting turn, especially at night
 - Will issue directive on August 5 to keep aircraft on track to night fix and from starting their turns early

Q: (Carmen) Where exactly is the night fix?

A: (Matt) Night Fix is where the aircraft will start its turn. Hugh noted that it appears to be at University. Matt will do an overlay and send to the group so committee can see exactly where night fix is located.

Matt noted that airport is also looking at having aircraft depart to the southeast rather than to the west and the FAA is supportive of that.

Q: (Red) Why do you use colors that have no contrast?

A: (Jesse) We were just demonstrating OAK departures for one month; however, can change the colors so it is more visually pleasing.

- Matt: In 2015, actual tracks do not appear to be too concentrated.
- 2014 looks very similar to 2015.
 - o Trying to analyze what the actual impact is, but not seeing too much concentration

Q: (Red) Why do you switch between Metroplex and OAPM?

A: (Matt) FAA switched between the two and finally settled on Metroplex; Matt will try to be more consistent.

Q: (Red) The lower you cut the corners, the lower the altitude of planes over residential areas. Some planes have been flying at 1200 feet. Folks on ground are concerned about safety and not hearing that from the FAA.

A: (Matt) We can look at it again for a specific analysis for any location. FAA has been relatively quiet on OAPM, even to Port, possibly because of the legal challenges. We ask the questions, and if we get an answer, we pass it right along, but sometimes we don't even get an answer.

Q: (Bob) In a situation like that, if you're on ground in Alameda, how do you estimate how high a plane is?

A: (Red) Send a note to Jesse, and he knows.

Q: (Carmen) Was the vectoring evaluation because of a lot of calls from residents to noise control?

A: (Matt) There was an increase in calls, but not a lot of calls.

Same as with the right turns over Alameda, have to meet with Tracon and they say, "don't do it." Port can already see that this will have to be revisited again. If Tracon has done the analysis and determined there is no impact, it is very hard to say to them, "you have to change that procedure."

Comment: (Kathy) To your question about August 5, FAA only issues notices during the first of the month.

Comment: (Joshua) Have tens of thousands of users who depend on third-party commercial charting services, which is one reason only issue notices at that time.

Q: Is that primarily with commercial carriers? Does it apply also to general aviation?

A: (Matt) Most Bay Area airliners. Have to consider effect SFO is having at the same time, as well.

Jesse: As noted, impacts are mostly 10 miles out (Moraga, Orinda, etc.).

Joan noted the next big airfield project:

- In late April, went to Board to ask permission to apply for AIP grants for eligible projects
 - o To complete RSA project
 - o Planning and design for Rwy 12/30 overlay
 - o For RSA, want to enter planning and design and construction in 2017
 - o Hugh: Process will be a large part of project
 - Will be a number of different alternatives considered
 - Will keep the Committee posted on process
 - Original planning will be done internally
 - Will be a high priority and high profile project
 - Such a significant project, will bring stakeholders in early
 - Number of same people involved in RSA will be involved in the coordination of this project
 - o Focus will be on repairing and improving the paving condition of the center section of the runway, 7400 square feet of the runway
 - Have two years of life out of paving that was done on center line
 - Paving done in 2000 when departures were off Twy Whiskey and arrivals were in NF

- Air Cargo road has not been repaved in 30 years
- Will not try to get that type of life out of this runway
- It will be repaved again in the summer of 2017—it is a mandated project
- Will explore all possibilities

Comment: (Kathy) Did you retrieve the files from 2000? Had excellent community outreach in 2000:

- Really got the word out to people
- Relocated people, or offered to relocate people, who could not leave house
- Complaints were minimal because outreach was so good
- Recommend using that same pattern

Q: (Carmen) What period of time are we talking about?

A: (Hugh) Not sure at this point. The duration will not be on the same time duration as the RSA. Not talking about months and months.

Joshua: The good news is because the RSA already repaved the end portions of the runway, we are only talking about the middle of the runway. Port is hoping to see efficiencies in place. In 2000, had to tie up every batch plant

- Pulled every bit of asphalt from the Bay Area
- Kathy: Not only was the community inconvenienced, but also the tenants

Comment: (Francois?) A March 2015 MTC document indicates that Port will connect SR621 with Earhart Road and extend to infield at NF. Will there be a major increase in cargo traffic?

A: (Hugh) That is no longer part of the plan and has not been for some time. It was a proposal from 2000, when (Hugh) was a consultant to the Port of Oakland.

Joan: Not sure how that proposal got into the MTC document, but will look into it and make sure it is corrected. That proposal is from 2000, and is not a current priority. What is the document?

A: Projects, Programs, Policies at MTC. ACTC is putting out proposal for freight movement and this is part of the strategy.

Joan: We will definitely look into that. What we are trying to get on Measure BB with ACTC is to get funding for the Dike Project and Airport Drive. Although Airport Drive was repaved seven years ago, we have areas that are showing a need for repair.

Terminal Projects

Ground Access Survey – Hugh, Johnson, Senior Project Manager, Aviation Planning & Development

- Completed year-long ground access survey in cooperation with SFO
- Based on MTC survey in 2001 and 2006, but not tied in with it
- Looked at what modes were used to get to airport
 - o Comprehensive
 - o Good information about general mode share splits
 - o BART connector impact
 - o Also looked at impact of TNCs, such as Uber and Lyft
 - Challenge is how to manage the new companies
 - Ideal is to provide consistent product to passengers
 - How do they affect taxicab operators and RAC
 - Impact to parking and curbside activity
 - Availability provides comfort to travelers
- Survey completed May 4, 2015
- Consultant will have report by June 30
- Currently, 8 to 9% mode share with BART
 - o Looks like will be about 13% mode share by end of year
 - o Focus is on air passengers

- Transit is more popular here than any other metropolitan area in country, but we are far behind Europe

Terminal 1 Renovation & Retrofit Program; M102 Construction – Susan Fizzell, Associate Project Manager, Planning & Development

- Noted the Moving Modern press release (see copy attached)
- Moving Modern is the name Terminal One renovation falls under
- Moved staff into cubicle and offices
- Moved about 50 custodial staff into space
- Also have briefing room and locker room in trailer across parking lot
- Benefits to staff:
 - o Efficiencies
 - o Cooperation
 - o Able to get face time with multiple departments in one location
- Benefits to terminal:
 - o M102 is now a construction zone
 - o Moved some tenants and airline ticket offices from M102 to M101 to clear space for seismic work around exterior of building
 - o Will work on connector ramp in next month or so
 - o Will complete scaffolding on old tower in mid-June
 - Crane will come in on May 30 to start taking cab down
 - Internal demolition to be caught on a time-lapse camera
 - Expect demolition to be complete around mid-November
- Shared video of work progress in Intransit lounge, and a bobcat in the Esther Love conference room

Joan added that in a couple of months, passengers will see visible activity in the check point area.

Other Projects & Issues

Alameda Land Use Commission (ALUC) Standardized Application Process – Susan Fizzell

Joan shared news that Sean Charpentier, former Association Project Manager, was no longer with the Port of Oakland and is the new Assistant City Manager for the City of East Palo Alto.

Susan is now the contact for ALUC. She is still getting acclimated so read from notes she prepared. See copy of notes attached.

Susan noted that she will be working with Cindy Horvath, who attends meetings occasionally, to encourage more consistency and to hear about upcoming projects. She will also meet with San Leandro staff. The goal is to ensure that projects get to ALUC before they go through the approval process.

Susan added that there is a new ALUC member, Barbara Price, who lives in Alameda and was appointed by Wilma Chan.

Q: (Red) Is Deborah chairing committee?

A: No. She is on the committee, but does not chair.

Comment: Not happy to see line of hotels being developed.

Coliseum Specific Plan – Hugh Johnson

Another project reassigned from SC. The goal was to ensure plan was consistent with ALUC planning determination.

- At recent meeting, it was voted that Coliseum should conform

- City has deadline to submit site plan by June 21
- Will need to modify with everything seen to date
- Will not be residential development on airport side of freeway
- Did see significant height in new plan – from 220 to 350
- After June 21, will have more of an update

Raiders Practice Field and Facilities – Joshua Polston

- On the northwest side of the airport share property line with Raiders
- Undergoing a multi-million dollar renovation which includes replacement of their practice field
- No long term impact to Airport
- Expect project will take a month and a half

Industrial Stormwater Permit – Diane Heinze, Port Environmental Assessment Supervisor, Environmental Program and Planning

- New permit process effective July 1
- In the past, tenants have been responsible for obtaining coverage
- Now, Port will obtain coverage and tenants will be under the Port's coverage
 - o Working with tenants to facilitate this effort
 - o Need help from people at airport to be eyes in the field and will coordinate this effort with Operations
 - o Huge effort at same time Pot undergoing municipal permit application

Diane introduced Derek Lee, Port Associate Environmental Scientist, who will coordinate this effort.

Matt noted Operations is undergoing reorganization, so will have more eyes on airport property.

Physics of Climate and Sea Level Change – Robert (Bob) Sikora, City of Alameda Community Representative

- Last couple of months, the main stream press has picked up on the effects of climate on sea level change
- SFO and OAK are aware of sea level change
- There are a couple of factors involved
 - o Climate
 - o Sea shore
- Bob's presentation focused on climate change
 - o His background is in oceanography
 - o Has been interested in this subject for more than 50 years
 - o Heat balance comes from the sun
 - Short wave radiation
 - 90% of energy comes from sun
 - When it hits earth, some is reflected back in space
 - When reflected out, called infrared
 - Does not react well with gases in atmosphere
 - Gets intercepted by methane and/or carbon dioxide, changes balance and planet heats up
 - These gasses perform like the glass in a greenhouse, acting as a blanket blocking the egress of heat and warming the atmosphere (hence, referred to as "greenhouse gasses")
 - o Carbon Dioxide
 - It is removed from the atmosphere through photosynthesis
 - Released if plant or organism dies
 - Over time, becomes oil or coal and we don't have to worry about it
 - What we are doing is taking the oil/coal and stuffing it back in the atmosphere and that is a concern

- Carbon Dioxide left in the air will be around 1000s of years
- Methane
 - 25 times more greenhouse effect than carbon dioxide
 - Leaves atmosphere more quickly than carbon dioxide
 - Sources
 - Biological decomposition
 - Waste produce of oil production
 - In fracking and gets into water
 - Put a match to water with methane, and it will burst into flame
- Why is it becoming more known?
 - More data
 - Wetlands being developed
 - Ice forming faster
 - Change ice to water and change balance of planet
 - Tundra is a problem – spews methane into the air
- Information to understand situation
 - Look at isotope and glaziers
 - Have satellites that measure light and temperature
 - Would like to get more speakers to come and talk about it
 - Would like Port of Oakland to talk about it

Q: Is there anyone at the Port working on this situation?

A: Joshua promised to calendar discussion of energy studies going on at the Port for the next Committee meeting.

Comment: (Carmen) CLASS is interested in any project at the airport. Would like to know what capital improvements are coming down the pipe.

A: That will also be scheduled for the next meeting.

Q: (Red) Would like a follow-up on Rolls Royce project—any subsequent testing?

A: (Diane) Less noise than originally thought.

Q: (Red) Noted that his ears tell him differently. Are there any plans to follow up on original testing?

A: (Susan) Port does due diligence to get CEQA clearance. There is no process to go and take measurements after tenant does project. However, if the community hears something, let the Port know and Port can then take additional steps.

Wrap-up items

- Next Stakeholder Advisory Committee meeting– September 17, 2015 at 1:00 PM, Shepard-Glenn Building Conf. Rms. A&B
- Parking Tickets were validated

Sign-In Sheet and Contact Information

Aviation Stakeholder Advisory Committee Meeting 46 - May 21, 2015, 1:00-3:00 PM, OAK Shepard-Glenn Building, Conf. Rms. A&B

Original Sign-in Sheet Misplaced, but this reflects attendees at the meeting.

Present	First	Last	Title	Address	City	State	Zip	Phone	E-mail
	City of Alameda								
	David	Needle	Community Representative	2981 Northwood	Alameda	CA	94501	(510) 522-7391	dave@davenmargo.com
X	Red	Wetherill	Community Representative	28 Cove Rd.	Alameda	CA	94502	(510) 769-1622	redwetherill@sbcglobal.net
	Walt	Jacobs	Community Representative (alternate)	28 Balley Bay	Alameda	CA	94502	(510) 814-4710	jacobs@hbrinfo.com
X	Robert	Sikora	Community Representative	1911 Buena Vista Ave	Alameda	CA	94501	(510) 865-9212	sikora1@att.net
	Andrew	Thomas	City of Alameda Staff Representative	2263 Santa Clara Ave.	Alameda	CA	94501	(510) 747-6881	athomas@ci.alameda.ca.us
	Allen	Tai	City of Alameda Staff Representative	2263 Santa Clara Ave, Rm 190	Alameda	CA	94501	(510) 747-6888	ATai@alamedaca.gov
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	City of San Leandro								
X	Carmen	Fewless	Community Representative	2518 Galleon Pl.	San Leandro	CA	94577	(510) 352-7205	crfewless@comcast.net
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X	Kathy	Ornelas	City of San Leandro Staff Representative	835 E. 14th Street	San Leandro	CA	94577		kornelas@sanleandro.org
	Uche	Udemezue	City of San Leandro Staff Representative (alternate)	835 E. 14th Street	San Leandro	CA	94577	(510) 577-3428	UUdemezue@sanleandro.org
	City of Oakland								
	Pat	Mossburg	Community Representative	One Frank Ogawa Plaza, 2nd Fl.	Oakland	CA	94612	(510) 238-7573	pmossburg@oaklandnet.com
			City of Oakland Staff Representative	One Frank Ogawa Plaza, 3rd Fl.	Oakland	CA	94612		
			City of Oakland Staff Representative	One Frank Ogawa Plaza, 3rd Fl.	Oakland	CA	94612		
			City of Oakland Staff Representative (alternate)	One Frank Ogawa Plaza, 3rd Fl.	Oakland	CA	94612		
	San Leandro Unified School District								
X	Francois	Gallo	Community Representative (alternate)	979 Woodland Ave.	San Leandro	CA	94577	(510) 924-9930	nspk2002@yahoo.com
	C. John	Dominguez	School District Staff Representative	14735 Juniper Street	San Leandro	CA	94579	(510) 667-6221	bonddirector@sanleandro.k12.ca.us
	CLASS								
X	Brian	Schumacher	CLASS Executive Committee	1811 Harvard Drive	Alameda	CA	94501	(510) 865-0953	bdschumacher@gmail.com
X	Carmen	Borg	CLASS Staff Representative	396 Hayes St.	San Francisco	CA	94102	(415) 552-7272	borg@smwlaw.com
	Laurel	Impett	CLASS Staff Representative	396 Hayes St.	San Francisco	CA	94102	(415) 552-7272	impett@smwlaw.com
	Alameda County								
	Cindy	Horvath	Staff Representative (Planning Department)	224 W. Winton Ave., Room 111	Hayward	CA	94544	(510) 670-6511	cindy.horvath@acgov.org
	Berkeley KJOB Committee								
	James	Nelson	Community Representative	55 Poppy Lane	Berkeley	CA	94708	(510) 658-6719	nelsonjt@earthlink.net
X	Margery	Eriksson	Community Representative					(510) 525-1199	mferiksson@earthlink.net
	Fix Base Operators								
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	Airlines								
	Robin	Van Galder	Federal Express (Cargo Airline Representative)	1 Sally Ride Way	Oakland	CA	94621	(510) 639-3809	rsvangalder@fedex.com
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	Port Staff								
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