



**MINUTES**  
**Meeting 50**

**Aviation Stakeholder Advisory Committee**  
**Oakland International Airport**  
**September 15, 2016**

This meeting of the Aviation Stakeholder Advisory Committee (ASAC) was the 50<sup>th</sup> 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 ASAC 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/development/master-plan/advisory-committee/>.

**Attendees:**

See attached roster.

**Handouts (posted on the website):**

- Agenda
- Minutes from Meeting #49 (also available at the meeting)

**Agenda Items:**

**Welcome and introductions**

**Joshua Polston, Senior Project Manager, Planning and Development, and ASAC facilitator,** welcomed the group and noted that it was being recorded; everyone self-introduced.

***Updates on Previously Discussed Projects, and new items***

**FAA Metroplex**

**Matt Davis, Airport Ops Manager:**

- Meeting with Secretary Fox
  - o Kristi McKenney, Assistant Director of Aviation added: Good meeting initiated by Congresswoman Barbara Lee, thanks to the advocacy of the various forums
  - o Secretary Fox gave clear direction to the FAA to work with us
  - o Follow up meeting with the NextGen subcommittee in early October
  - o Glen Martin (FAA Western-Pacific Region Regional Administrator), will attend the next Forum meeting to talk about what has been reviewed to that point, and whatever else is needed to consider the various proposals/requests for review that have been put forward
  - o Clarity also achieved at the meeting regarding one collective looking at everything
  - o Secretary Fox offered additional resources, if needed

**Airfield and Airspace Projects**

## Runway 12/30 Overlay Presentation – Hugh Johnson, Senior Project Manager, Planning and Development

- Port consultant team consists of Kimley-Horn Landrum & Brown, presenting today
- Overall phasing approach is to use Taxiway Whiskey as a temporary runway during the approximately 2 week rehab
- Today's presentation is an initial outreach, and will have a larger outreach following further conversations
- **Design Overview – Tom Cornell, Landrum & Brown (PowerPoint attached)**
  - o Runway 12-30 will be down for approximately two weeks for a full closure to get construction done in a much shorter period of time
  - o Twy Whiskey will be used as a temporary runaway, and designated Rwy 11-29 during that period; proposal is viewed as being least impactful to the community as it keeps jet traffic departures on the South Field to the greatest extent possible
  - o Whiskey will be predominately a departure runway, but there will be some arrival operations accommodated because of fleet mix (some aircraft unable to land on North Field)
  - o Noise abatement departure procedure will be maintained, using a vectoring procedure
  - o 7600 ft. runway, to accommodate the current fleet and other activity occurring at OAK
  - o Rwy 12-30 is 10,000 ft., with only about 7500 ft. needing overlay
    - During the RSA project, 1800 ft. on one end and 1200 ft. on the other were overlaid during that process
  - o Will operate on the primary runway – South Field departures will still occur on Rwy 11-29
  - o There will be some limited arrivals for the aircraft that cannot arrive on North Field and where there is opportunity due to low demand to keep as many arrivals as possible on 11-29
  - o Would be arriving 28L and 28R, depending on air traffic control and their needs, and departing on 28L and 28R, as well
  - o Some of the single-engine aircraft will use Rwy 33, to reduce the amount of impact of having the small aircraft mixing in with the larger air carrier aircraft
  - o Changes from 2001 include: air carrier arrivals and BizJet operations off of North Field
  - o BizJet will be departing off North Field, as well; the complexity of trying to cross two runways and have them go against the stream to South Field would not be a feasible operation
  - o One reason for limiting the amount of arrivals on 11-29 is because there is no parallel taxiway
    - Airplanes will be landing and turning around on the runway so need large in-trail gaps between arrivals in order to prevent back taxi operation; plus, have to mix in all the departures that have to be accommodated
  - o Hugh clarified that information being presented in terms of volumes of aircraft for arrivals and departures is based on a conservative estimation by the Tower
  - o Currently, arrival occurs in about the range of 3 miles in between arrivals. It will be about 20 miles between arrivals coming into 11-29 in order to accommodate this
    - May be able to get more arrivals once ATCT is more accustomed to the procedure
    - See diagrams in back of PowerPoint
  - o Discussed schedules with air carriers and developed a Summer 2017 flight schedule to comport with the planned closure at the end of August
  - o From an air traffic control procedure standpoint, there is a lengthy process in the procedure's design to get the approach procedures published and programmed into all the aircraft so that they can use the runway
    - It also works out with the weather conditions so that it's the least amount of wet weather -- want to avoid doing the construction in wet weather and want to maintain higher visibility conditions
    - Time period for closures will be end of August to early September – depending on how construction management works out
    - Problems with doing later in September after summer travel has ended:

- Some of the aircraft having to use the south runway are cargo operators, which helps from a noise perspective because a lot of them are your nighttime operators and we want to keep them on South Field
    - Another issue is start to run into some adverse weather
    - South Field is also the shorter runway, and the ability to land thereon changes, whether it's wet or dry, and then you run into air traffic control problems
  - Joan noted that we will also be balancing when our funds come in; working with FAA to schedule this project in next year's funding cycle
    - Can't start construction until the last grant is in the door, and their fiscal year ends September 30
    - Between the balance of fleet mix, traffic, volume and funding, all of those things will be considered and we will know more as we get closer
  - Tom: We looked at 11 years of data, which indicated that want to operate this in a west flow configuration since doing without a parallel taxiway
    - We have publication dates for when the procedures are active that also need to be taken into account
    - Over an 11-year period, there was one hour of reverse flow in August or September; if delayed until October, there are even more difficulties
- The numbers regarding use on the runway are preliminary, based on some initial discussions and initial modeling
  - We are looking at about 100 arrivals that are projected to be operating on 11-29
  - On the next page, we will have a table that has what we think the uses are on each of the runways
    - About 213 arrivals would be operating on the North Field on a daily basis over the course of the two weeks
    - The commercial cargo departure would operate on 11-29; the GA and BizJet departures would operate in North Field
  - Of the fleets, there are 45 arrivals that have to use 11-29 because of aircraft performance – the runway on North Field is too short for those aircraft to operate
  - Anticipate another 55-56 aircraft that can be accommodated during lower demand periods
  - We looked at the number of South Field arrivals that have to operate on 11-29 and the additional North Field arrivals that we think can be shifted to South Field (noted on the last page of the handout in orange)
  - The green (on the last page of the handout) is the South Field departures, indicating that at 6:00AM there are 20 departures occurring, which means there isn't a lot of capacity to shift additional arrivals over
  - The blue line indicates North Field arrivals, indicating where there is a lot of capacity where we want to shift as many down to South Field as possible
  - With the 20 mile in-trail separation, a maximum of six arrivals an hour can be handled
    - There are some hours were all six are required to use it, and other times where 0 – 1 aircraft will have to use it, and then six other aircraft would be identified that can be moved down
    - Hugh noted that during the 9:00AM hour, where there are no additional arrivals, it's because there are so many departures during that hour
      - As the aircraft are doing the landing and turning, the runway is basically closed to other operations
      - Looking at other strategies with air traffic control to make the six operations an hour work
      - Tracon and the Tower are involved in the discussions
    - We have accessed the different categories of aircraft in terms of the use of 28L and 28R for arrivals and departures

- There's still some on-going discussions with carriers as to who can land on 28R versus 28L
- We have information regarding 28L, which is the longer runway, and carriers said they can land on the longer runway. Now we are waiting to hear if they can land on the shorter runway, as well.
  - The reason for landing on the shorter runway is that the shorter runway, 28R, has the ILS on it and is an easier operation from an aircraft control perspective, and less complex in terms of exiting the runway and avoiding a runway crossing
  - The next round of discussions with the tower and Tracon will be working out left and right runway usage.
  - We anticipate both runways will be used for both arrivals and departures, depending on aircraft type and what other operations are occurring
- The rehab will be completed with various closures to accommodate OAK's 24/7 operation, including night closures, phased closures, etc.
  - UPS and FedEx do not operate early Sunday morning, so there is a long contiguous time to do some of the work, especially converting Whiskey into a runway
  - Once Whiskey is ready, the rest of the work will take approximately two weeks
- There will also be a conversion back from the temporary runway to a taxiway
- The difference between traffic volumes from 2001 to 2017 has been reviewed
  - In 2001, there was a higher percentage of general aviation activity
  - In terms of total number of operations, it will be fewer, but there will be as many or more on the air carrier side. Comparison on the exact runway use has not been done, but you do have a very different mix of aircraft. Most of the larger aircraft that weren't there in 2001 will be operating on the South Field. Norwegian is a good example, and they will be operating on Rwy 11-29
  - Community outreach scoping meeting will be conducted during design over the next couple of months or so – details are not yet worked out
  - There will be detailed batch plans
    - Last time, OSHA was approached to turn off back-up beeper during the night
  - Conveniences/incentives were offered to the community during the 2001 rehab, and that will be considered this time, as well
- Hugh noted that some of the files from the prior outreach have been reviewed, and will dig further to find out about what community outreach was done during that time

#### **2016 Taxiway Projects: Papa, Romeo, Victor - Joshua Polston**

- Three taxiway projects received funding from the FAA Airport Improvement Program (AIP)
- Project kickoff was last week, all are on the airfield, and expect to be in construction sometime in October
  - Twy Papa – connects 28L and 28R; historically was the extension of Rwy 233
    - Will be doing a simple overlay/grind on that pavement
  - Twy Romeo – related a bit to overlay project 12-30 in that when planes are transiting between North Field and South Field, there is one row of traffic along Bravo and Romeo acts as a bypass for more efficient two-way traffic along Bravo
    - Once overlay project starts, Bravo will be a very key artery to get planes back and forth for both arrivals and departures
  - Twy Victor – bypass for planes using Whiskey to get on the runway and leave the runway
    - Victor was recently overlaid, but what is being done now is part of the RSA program upgrades
    - Upgraded Surface Movement Guidance Control system (SMGC) – that uses lights in the ground during clement weather when there is poor visibility
    - Victor currently has lights, this project is to install “smart” center lights along Victor that help to guide aircraft.

- Expect to have all three project done before the end of the year with minimal operational impacts

### **Terminal Projects**

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

- Making great progress – window walls on 2dn floor have been removed, glass is out, and bringing steel in with cranes to install on each column and connect with tube steel, which will provide the structural seismic support needed
- Planning on a Spring 2017 move
- Busy choosing furniture, talking about move schedule, and kicking off move activity (clearing out files, etc.)
- Putting in terrazzo floor throughout, including checkpoint, and working closely with airlines so that the process won't be disruptive
- The footprint of the second floor has not changed
- Everything was taken apart, but now putting back in a logical way

#### **International Arrivals Building (IAB) Facility (Not on Agenda) – Joan Zatopek, Manager, Planning & Development**

- Moving forward with expansion of the IAB facility; built in 1972, expanded in 1991 as a temporary facility
- Begun construction on some of the enabling work (i.e., moving gate 1 parking position back; work at UPS stadium parking)
- Doubling the size of processing, and adding another baggage carousel
- Construction will go through Summer of 2019
- Mentioned new service to Barcelona and Copenhagen

### **Other Projects & Issues**

#### **Hotel RFP for North Field - Brandon Marks, Manager of Properties**

- Current building utilized by Properties, Marketing, Business Office
- Those groups will be moving once Terminal 1 Rehab completed
- Could be a site for a hotel, taking up 200 feet of site, four stories
- The current building is more than 50-years-old, but does not have historic status
- Will be doing CEQA analysis, etc., and have started that process
- There have been some issues with hotels in the business park
  - o The City requires there be a full-service restaurant at the hotels, and also meeting space
  - o The Port would be exempt from that, but fully intend to support in order to provide jobs
    - Since a skinny piece of property, would probably have a free-standing restaurant where the FAA school is currently located
- Would be a long-term ground lease (60 years, or so)
  - o Hope to get RFP out in the next month or so
  - o Once RFP out and approved, hope to have hotel up around 2018

#### **UPS Project in Airport Business Park - Joshua Polston for Diane Heinze (out sick)**

- Port staff worked with CLASS to address the UPS planned development to modernize their operations (have not been updated since 1970s)
- Port permitted the project in July, and UPS plans construction next month
- Project will be the first in the Port area to incorporate the new stormwater drain requirements and they will be treating their stormwater onsite, using our standard design manual for that
- Brandon noted that UPS will be doing a lot of paving of their facility and for about two or three months, there will be parking by the rental car facility
  - o There will be flashing signs to ensure that people slow down
  - o Will use temporary facility primarily for trailer storage

### **Kaiser Air Hangar #2 Development - Joshua Polston for Diane Heinze**

- Port issued notice of preparation for EIR and had a scoping meeting on August 18, 2016 with 25 people in attendance
- Port and Kaiser also attended Landmark's Board meeting because there are possible historic structures
  - o Scoping period ends next Monday (9/19/16)
  - o Kaiser plans to remodel Hangar 2 – L230 – including a public restaurant and plan to demolish the hangar and construct a larger hangar and modify the existing taxi lot as a parking lot

### **Wrap-up items**

- Next Stakeholder Advisory Committee meeting– January 19, 2017 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 50 - September 15, 2016, 1:00-3:00 PM, OAK Shepard-Glenn Building, Conf. Rms. A&B

Present	First	Last	Title	Address	City	State	Zip	Phone	E-mail
	City of Alameda								
	Matt	Pourfazaneh	Community Representative	551 Crendon Circle	Alameda	CA	94502	(510) 522-4200	mat@classalameda.com
	Walt	Jacobs	Community Representative (alternate)	28 Bailey Bay	Alameda	CA	94502	(510) 814-4710	jacobs@hbrinfo.com
	Robert	Sikora	Community Representative	1911 Buena Vista Ave	Alameda	CA	94501	(510) 885-9212	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	Tal	City of Alameda Staff Representative	2263 Santa Clara Ave, Rm 190	Alameda	CA	94501	(510) 747-6888	ATal@alameda.ca.gov
	Henry	Dang	City of Alameda Staff Representative	2263 Santa Clara Ave, Rm 190	Alameda	CA	94501	(510) 747-6871	hdang@alameda.ca.gov
	City of San Leandro								
	Carmen	Fewless	Community Representative	2516 Gallison Pl.	San Leandro	CA	94577	(510) 352-7205	cfewless@comcast.net
	James	Reynolds	Community Representative	1055 Adason Dr.	San Leandro	CA	94578	(510) 895-1456	eman559@ael.com
	Kathy	Ornelas	City of San Leandro Staff Representative	835 E. 14th Street	San Leandro	CA	94577		komelas@sanleandro.cig
	City of Oakland								
	Pat	Mossburg	Community Representative	One Frank Ogawa Plaza 2nd Fl.	Oakland	CA	94612	(510) 238-7573	pmossburg@oaklandnet.com
	Sanjiv	Leandro	Unified School District	979 Woodland Ave.	San Leandro	CA	94577	(510) 924-9930	nsplk2002@vahoo.com
	Francis	Gallo	Community Representative (alternate)	14735 Juniper Street	San Leandro	CA	94579	(510) 667-6221	boarddirector@sanleandro.k12.ca.us
	C. John	Dominguez	School District Staff Representative	1811 Harvard Drive	Alameda	CA	94501	(510) 865-0953	bdschumacher@gmail.com
	CLASS	Schumacher	CLASS Executive Committee	396 Hayes St.	San Francisco	CA	94102	(415) 552-7272	boq@snvlaw.com
	Brian	Borg	CLASS Staff Representative	396 Hayes St.	San Francisco	CA	94102	(415) 552-7272	immet@snvlaw.com
	Laurel	Impett	CLASS Staff Representative	224 W. Winton Ave. Room 111	Hayward	CA	94544	(510) 670-6511	gindy.horvath@acgov.org
	Alameda County								
	Cindy	Horvath	Staff Representative (Planning Department)	55 Poppy Lane	Berkeley	CA	94708	(510) 858-6719	nelson@earthlink.net
	Berkeley	KBOB	Committee						
	James	Nelson	Community Representative						
	Margery	Eriksson	Community Representative						
	Fix	State	Operators						
	Alhines								
	Robin	Van Gelder	Federal Express (Cargo Airline Representative)	P. O. Box 2626 Airport Station	Oakland	CA	94614	(510) 553-8438	
	Chis	Catlin	Southwest Airlines (Passenger Airline Representative)	1 Sally Ride Way	Oakland	CA	94621	(510) 639-3809	rsvancaldel@fedeex.com
	Port	Staff		P. O. Box 25 / One Airport Dr.	Oakland	CA	94621	(510) 563-1309	chris.catlin@wnco.com
	Laura	Arreola	Social Responsibility Division	530 Water St.	Oakland	CA	94607	(510) 827-1377	larreola@portakland.com
	Robert	Bernardo	Port Communications	530 Water St.	Oakland	CA	94607	(510) 827-1401	rbernardo@portakland.com
	Mathew	Davis	Government Affairs	530 Water St.	Oakland	CA	94607	(510) 827-1430	mdavis@portakland.com
	Matt	Davis	Airport Operations / Airside	1 Airport Dr., Box 45	Oakland	CA	94621	(510) 563-2906	mdavis@portakland.com
	Janet	Deutsch	Airport Properties	9532 Earhart Rd.	Oakland	CA	94621	(510) 563-3673	ldeutsch@portakland.com
	Lvana	Espana	Community Relations	530 Water St.	Oakland	CA	94607	(510) 827-1377	lespana@portakland.com
	Darron	Evans	Airside Operations	1 Airport Dr., Box 45	Oakland	CA	94621	(510) 563-6432	devans@portakland.com
	Susan	Fitzell	Aviation Planning and Development	330 Water St.	Oakland	CA	94607	(510) 827-1884	sfitzell@portakland.com
	Stephen	Gordon	Airport Business Manager	1 Airport Dr., Box 45	Oakland	CA	94621	(510) 563-3240	sgordon@portakland.com
	Diane	Heinze	Port Environmental Supervisor	530 Water St.	Oakland	CA	94607	(510) 827-1759	dheinze@portakland.com
	Hugh	Johnson	Aviation Planning and Development	530 Water St.	Oakland	CA	94607	(510) 827-1449	hjohnson@portakland.com
	Mustapha	Jameth	Aviation Planning and Development	530 Water St.	Oakland	CA	94607	(510) 827-1564	mjameth@portakland.com
	Derek	Lae	Port Environmental Scientist	530 Water St.	Oakland	CA	94607	(510) 827-1785	dlae@portakland.com

Derego Gonzalez

### Sign-In Sheet and Contact Information

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Present	First	Last	Title	Address	City	State	Zip	Phone	E-mail
	Colleen	Liang	Port Environmental Scientist	530 Water St.	Oakland	CA	94607	(510) 627-1759	cliang@portoakland.com
	Brandon	Mark	Airport Properties	9532 Earhart Rd.	Oakland	CA	94621	(510) 563-3693	bmark@portoakland.com
	Kristi	McKenney	Aviation Assistant Director	530 Water St.	Oakland	CA	94607	(510) 627-1178	kmckenney@portoakland.com
	Douglas	Mansel	Director of Security	1 Airport Dr., Box 45	Oakland	CA	94621	(510) 563-2689	dmansel@portoakland.com
	Joshua	Polston	Aviation Senior Project Manager	530 Water St.	Oakland	CA	94607	(510) 627-1260	jpolston@portoakland.com
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	Carleta	Starks	Aviation Project Coordinator	530 Water St.	Oakland	CA	94607	(510) 627-1554	cstarks@portoakland.com
	Doreen	Stockdale	AP Noise Abatement/Env. Affairs Supervisor	1 Airport Dr., Box 45	Oakland	CA	94621	(510) 563-2881	dstockdale@portoakland.com
	Jean	Zalopek	Aviation Planning and Development Manager	530 Water St.	Oakland	CA	94607	(510) 627-1335	jzalopek@portoakland.com
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