



MINUTES
Meeting 48

Aviation Stakeholder Advisory Committee
Oakland International Airport
January 21, 2016

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 48th 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 #47 (available at the meeting)

Agenda Items:

Introductions and Remarks

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

Recognition of Red Wetherill: Contributions to Oakland International Airport and the Community

Oatmeal Cookies and Coffee in honor of Red. Email from Kristi McKenney shared with the group. Other memories were shared. Red was a long-time member of CLASS and specialized in acoustics. Most in the group had worked with and/or interacted with Red over a number of years, and found him to be a wealth of historical knowledge and information, a gentleman, and an all-around great guy. Little known fact: he liked to recite poems from World War 1. He will be missed.

Updates on Previously Discussed Projects, and new items

FAA Metroplex

Darron Evans, Acting Airside Ops Manager:

Before reporting on the Metroplex, Darron gave a quick updated regarding closure of 12-30, today (1/21):

- Closed due to emergency pavement failure that took place on Tuesday evening, 1/19

- Collar blew out and was significant enough that it could have caused a crash if tire on aircraft punctured.
 - Did a temporary patchwork and the runway was closed for approximately 2 hours and 35 minutes
 - Followed up with a more permanent fix today -- anticipate opening runway at 1400
 - Aircraft are landing on North Field; seem to be no operational impacts
- Electrical work on North Field – Megger testing and electrical wire testing that is ongoing during Sunday night closures.
 - Should not feel much of an impact

On FAA Metroplex:

- At recent forum, put together letter that was signed off by the co-chairs and will be going forward to the congressional bodies to ensure Eastbay is part of the conversation. Initially it was the Peninsula and others on that part of the Bay that got the attention of the FAA
- The Port has signed off on a letter written by Acting Director Kristi McKenney noting that we would like our communities to be studied in this process in addition to the Peninsula, and the letter has been mailed.
- Jesse noted that there has been an increase in noise complaints of about 44% compared to last year because of the Metroplex project – Berkeley, Montclair, Oakland Hills, and San Leandro will all be impacted by the technology the FAA has developed for aircraft to fly by GPS. New callers are up by about 30%. At the Noise Forum, a letter was drafted to Glen Martin, the FAA administrator. We hope to get a seat at the table once a schedule is set.
- FAA is still gathering data and looking at impacts, which is why we are pushing forward to make sure we are included in the study. Residents from Montclair attended the meeting and indicated they are being impacted by the noise mostly from the Pacific NW and SFO traffic.
- The spike in traffic going over the referenced areas is incredible -- there were over 408 complaints from 47 callers in the Oakland Hills/Berkeley area between January 1 and January 10; in San Leandro, it was around 304 complaints from three callers.
- The impact over houses is noticeable, especially with arrivals; departures seems to be spread out. Arrivals are predicated on RNAV technology – pilots punch in numbers, and the aircraft flies on course
- Since the course is automatically corrected, more aircrafts are flying the same course.
- It is the frequency that is problematic; however, the decibel levels will need to be studied again.
- Once a plane takes off, it's under FAA control – first the local tower, and then NorCal.
- Some graphics were sent to the FAA with Kristi's letter, and the graphics will be sent to the ASAC group after the meeting. **[Graphics were sent to ASAC members, 1/21/16.]**

Special Events

Super Bowl Update

Darron Evans:

- Anticipate getting a large majority of corporate flights due to capacity restrictions at SFO and San Jose.
- There is a TFR due to President Obama flying in the area; there will be a circle around the TFR area which means that aircraft can't be in the area (except commercial) 30 minutes prior to departure/arrival.
- Anticipate 400 – 600 aircraft parking at OAK; in our PPR system will have 1200 arrival slots and 1400 departure slots designed to control the traffic
- Everyone flying will have to have a slot before they are given permission to take off.
- Slots divided between two FBOs, with 10 slots retained for base tenants during the period February 4th to 8th
- Some carriers will fly off NF and some off SF; NetJets, which is an FBO operation were requested by the tower to fly off of 30; Landmark and Kaiser will utilize 28

- During the night, plan to take all aircraft off 30 so there won't be an impact on neighbors at night; while there will not be a 10pm curfew, there will be less traffic at night.
- There will also be a reservation procedure for flights coming in and out
- Not sure if there will be outreach to pilots, but working with FBOs who are good at educating pilots about OAK's noise procedures. They also have access to Whispertrack where procedures are available
- 15-33, 33 and 15, Twy Foxtrot, OMC, etc., will be used as a parking lot. Traffic analysis has also been done to control the ground traffic generated by these aircraft

Blue Angels 2016

Darron:

- Planning is starting early, with a meeting held Friday, 1/15/16
- Hangar 6 will be utilized this year rather than Landmark East (near 28R); has better security
- Operation and flight schedule not available yet; however, going over lessons learned last time
- Hope to continue outreach that was very successful last year.
- Informing people when flying and what to expect
- There were less complaints in 2015 than in 2014
- Will notify Harold(?) a month ahead of time.

Airfield and Airspace Projects

Runway Safety Area (RSA) Project – Joshua Polston, Senior Project Manager, Planning & Development

South Field Status

- FAA received all RSAs to be complete and in compliance
- On-going efforts include:
 - o Punchlist work: chasing down electrical problem issues, troubleshooting, etc.
 - During Monday morning closures trying to identify issues and resolve problems
 - o Some light can work will be rolled into Rwy 12-30 rehabilitation project
 - Wetland mitigation issue with a swale and exploring culvert concept

North Field Status

- Opened 28R in November, a few works earlier than expected
- Continuing work will be similar types of electrical punchlist work
- Major civil elements: graded all roads that control internal circulation, but they have not been paved yet
 - o Will do a separate small business tender for that in April/May
- Electrical switchgear work will need to be done
 - o Became a critical path item during the construction and had to take it out of the completion schedule before the opening of the runway
 - o Going in around Fall 2016
 - o Mostly work happening in vaults, so will be unnoticeable
 - o The recent rains tested the North Field, so will likely be follow-on grading projects (i.e., smoothing things out, fixing grading and drainage problems), which occur during the day

Runway 12/30 Rehabilitation – Hugh Johnson, Senior Project Manager, Aviation Planning and Development

- Initiating and going through planning process
- Engaging with and outreaching to airlines to understand needs
- Identified lighting project that we knew would be part of overlay
 - o Expanded and looking at additional work to lighting that needs to be performed
 - o All planned to be finalized during Monday morning closures
- A consultant team is helping with planning concepts and alternatives

- o Monday Morning closures was early concept but not practical
 - o Extension of runways
- Focused on overlay during summer of 2017
- Will do outreach to community to help with the process
- The length of the project will depend on the alternative selected. Actually looking at 14-21 days. Expect it will be 10 different iterations stretched over several weeks.
- The consensus was that if community meetings are scheduled in the next month or two, should stick with the ASAC for the time being.

Perimeter Dike Improvements (Added at Meeting) – Joshua Polston

- Multi-prong project
- Looking at seismic improvements and compliance with FEMA standards
- Likelihood of sea level rise
- 100% design
- Environment process completed late last year
- Have executed agreements to secure wetland mitigations
- Do not have a phasing document for that design; study kicking off now.
- Shell pipeline went to SFO
- Removed everything that was on shore
- Part of the pipeline goes out to middle of Bay to county line; however, allowed to leave in place because not in use
- Part of the pipeline goes to Brisbane; doesn't look different, but moves differently
- The lease has ended, but it's a hassle to get them to move it and put it somewhere else; Shell is paying the Port to leave it in place, and we are entering an agreement to allow that.
- Fuel comes from Richmond, Martinez, and Rodeo. Comes through seaport and moves through JLS. Transported by high pressure pipes, which run Aviation to Air; Diesel to Air, etc.
- Kinder-Morgan completed work that focused on fortifying pipeline in December
- There is no foundation per se; sand is placed on top of what is there
- Unknown when construction will take place as have not yet done phasing. Have design, but no procedures or full funding. Actively seeking Measure BB money.
- Will not impact most operations on SF. It is a drill/inject process, and some pile driving where there is pavement. The intent is to do all construction from the landside.

North Field Development (Added at Meeting) - Brandon Mark, Properties

- Kaiser Air selected for the old Ameriflight location
- They plan to use the old Hangar and remodel
- Will close down current operation and move
- There will be holdrooms for aircraft, so will need more security
- Not sure what they will do with Hangar 2, but it is part of the lease, so they have to do something
 - o Port is recommending an EIR for that, but it will not go to the Board until all information is provided
 - o May take as long as a year, so any current agreements are for the short-term.
 - o Port will be the lead agency, so should be able to say what environment process will be done. They will be encouraged to have scoping session(s) with the community.

Other Items – Brandon

- Properties is going to the Board with a list of administrative items
- The ATI client was Amazon. They worked with AVS to move Amazon's products
 - o Ceasing operations 1/31/16 and moving to Stockton

Terminal Projects

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

- Tower completely down
- Renovating elevator core
- Exterior work is complete and work is now interior

- Checkpoint
- Treating columns to enhance seismically
- Installing collars around columns
- Ceiling work is challenging
 - Building scaffolding
- Working on mezzanine area in prep for rebuilding office area
- May be in new space by January 2017

Other Projects & Issues

Alameda Hotel – Proposed Hotels Near Ron Cowan and HBP – Vijay Patel, Developer

- City of Alameda requires certain agencies to approve project
- Passed around material that detailed project
- Vijay and his family have always had developments in airports
- The original intent was to build a 175-room hotel, but was Instructed by Guru to do two smaller hotels
- Passionate about hospitality
- In area where hotel proposed, the safety zone has shifted
- Proposed hotel would be a four-story, wood frame building with 131 rooms, mid- to full service; small to medium size meeting area, and courtyard
- It would be directly across from the Raider's facility
- Branded hotel – name will be forthcoming
- Quiet air conditioning, not through window
- Not sure of distance to North Field
- Involves about a \$30 million investment
- Will check noise monitors with Jesse Richardson
- Meeting with Allen Tai, County of Alameda, right after ASAC meeting

Comments:

- SF noted that there were 215 noise complaints from RV Storage, which is next to the site
- Landfill was found when digging in the area
- There was a gun club and shells were found; geo-tech studies are planned
- Parcel 47 restricts development in the area, and Port will review this

Update on the Harbor Bay RV and Self-Storage project – Cindy Horvath, Staff Representative, Hayward Planning Department

- Harbor Bay RV proposed expanding existing parking and storage facility and submitted 7460
- Working with owner to make sure analysis is complete
- Smaller scale than what VJ presented
- It is in Parcel 47 and partially in extended runway protection zone, but existing use was grandfathered in
- There has been a shift in safety zones – VJ's project and the RV project are in Safety Zone 1
- The RV project would be an expansion of an existing, non-conforming use
- Working with Tim Hopkins – FAA, Port, Cindy's group, and City have jurisdiction

Wrap-up items

- Announcement: A Noise 101 session is planned for early Summer, date tbd; check with Kathy Ornelas for more information.
- Next Stakeholder Advisory Committee meeting– May 19, 2016 at 1:00 PM, Shepard-Glenn Building Conf. Rms. A&B
- Parking Tickets were validated