



**DRAFT MINUTES**  
**Meeting 49**

**Aviation Stakeholder Advisory Committee**  
**Oakland International Airport**  
**June 16, 2016**

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 48<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 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/development/master-plan/advisory-committee/>.

**Attendees:**

See attached roster.

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

- Agenda
- Minutes from Meeting #48 (available at the meeting)

**Agenda Items:**

**Welcome and introductions**

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

**Recognition of Dave Needle, CLASS: Contributions to Oakland International Airport and the Community**

- Kristi recognized Dave's importance to the airport and the community.
- Carmen noted that Dave worked with CLASS for a decade or more, and was the smartest person she has ever known. He was not about making noise, but about how things could be fixed to work for everyone.
- Others added their memories and agreed that Dave will be truly missed.

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

**FAA Metroplex**

**Matt Davis, Airport Ops Manager:**

- Apologized for cancellation of North Field/South Field Meeting
  - o Jesse out on emergency for a few weeks and meeting will be rescheduled for late June/early July
- Following what's going on in San Francisco and here
- May 16 FAA issued their initial determination for 42 procedures that were identified

- A quarter of those were initially determined to be feasible through a three-part process
  - Initial feasibility
  - Those determined to be feasible would undergo a NEPA analysis and other appropriate analysis
  - Then a final feasibility assessment
- Some movement in the Peninsula, but it is a long process, and that was just the first step of many
  - No timeline yet
- OAK has a slightly different tactic –
  - Created a next gen subcommittee that did meet about a month ago with the purpose to describe with the FAA the issues associated with the Metroplex
  - Identified three specific issues as part of that
    - Adversely impacts the Oakland Hills area on Montclair – arrival from the Pacific Northwest
    - Differences observed by Alameda on our nighttime departures – the “hush” departure
      - Intended to mimic our “silent” departures
      - Feedback from Alameda is that it does not quite mimic that and the letter seeks FAA to address that issue
    - Issue with San Francisco departures – the trunk end departures which leave off of San Francisco directly into Oakland and fans out from there
  - Letter will come from the Noise Forum to Glenn Martin
    - Oak generated the letter and sent out for feedback from the Noise group
    - That feedback has been received and the letter is packaged and in the hands of the co-chairs, Walt Jacobs and Bennie Lee, to sign and send
      - Jim noted that he did not get the letter
      - Matt will send to him right after the meeting for his comments
- No established process from the FAA, but want to get specific issues to them as soon as possible

## Special Events

### Fleet Week/Blue Angels 2016

#### Matt Davis

- October 3 through 10<sup>th</sup> is Fleet Week
- Blue Angels usually start showing up Tuesday through Thursday
- There is concern about safety issues, and are watching closely regarding the Blue Angels accident and what led to the accident
  - Overall, a very safe operation, but interested in the determinations about what occurred
- Will do the same outreach as last year, which was fairly effective
- Blue Angels will be flying out of Oakland

## Airfield and Airspace Projects

### Runway 12/30

- Have identified a preferred consultant, and are going through the contracting process
  - Have had a preliminary scoping meeting where outreach meetings were identified
    - Mostly focusing on FAA, but including community outreach for that project
  - Pursuing the Twy W option, which was used in 2001
    - That option was driven by and preferred by the community because it kept as much activity in South Field as possible and kept operations as normal as possible
    - Have received additional feedback from the FAA that they are supportive of that approach
  - If start with the Whiskey option in advance of the overlay, the overlay will just be two weeks; however, will spend several months converting Whiskey to a temporary runway

- The work will be in South Field, and will not affect the North Field operations
- The goal is to convert this to an arrivals and departures runway
  - Last time, all departures were in South Field and North Field was used for arrivals
  - North Field is 6200 feet; the temporary runway is just over 7600 feet
    - The extra footage is very important for both arrivals and departures for FedEx, as well as Norwegian and Hawaiian flights
    - That's another benefit in that we're able to accommodate those carriers in South Field
  - The preparations in converting Whiskey entail:
    - Converting the light system
    - Operating it as a runway instead of a taxiway
    - Still have the existing light cans that were put in place 15 years ago, but they have to be rewired
    - There are marking changes that have to be made to make it temporary runway 11-29
    - After paving is done, would have to come back and remove that marking to convert back to a taxiway
  - Changes in operation will be fleshed out in the design
    - Currently focusing on procedures to fly directly into Whiskey
    - We will have additional reviews, and make those available as we have subsequent meetings with the community
  - The community concerns are very much aligned with FedEx and international carriers and with airport operations

## Terminal Projects

### Terminal 1 Renovation & Retrofit Program; M102 Construction Status – Joan Zatopek, Manager, Planning & Development

- In last year of construction and should be complete by Spring of 2017
- Staff in the Modular and L107, will be moving at that time
- There will be conference room space, badging office, lost and found, permitting, and more
- Work in the downstairs should be done by the end of this year
- Next piece of construction will be the International Arrivals Building expansion
  - Will have enough room for two planes at one time, a new carousel, and double the processing space
  - Working closely with Customs and Border Protection because it is their facility
- **Pet Relief Mandate** – Working on this
  - Have to comply by August 5, 2017 – can say “in progress”

## Other Projects & Issues

### UPS Project

Joshua Polston

- UPS is doing some changes to their facility and renting another parcel for parking, etc.
- Carmen noted that UPS was granted a lease for the parking area but did not indicate what changes are proposed inside the building
  - Concerned on behalf of CLASS that changes inside the building would result in increased capacity
  - Requested additional information, but still have some questions
    - Diane Heinze and Joe Marsh are going to try to get additional information from UPS
    - It is clear capacity will increase, but not by how much and/or how much traffic might result from that change in capacity
    - UPS has said that it will not increase in cargo or flights, but this needs to be clearly defined

## **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
- Hotels are very interested in being on the airport, close to passengers, and that would be the highest and best use for that area
- 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 lease (60 years, or so)

## **Wrap-up items**

- Next Stakeholder Advisory Committee meeting– September 15, 2016 at 1:00 PM, Shepard-Glenn Building Conf. Rms. A&B
- Parking Tickets were validated