This meeting of the Aviation Stakeholder Advisory Committee (ASAC) was the 51st 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 #50 (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:
- NextGen subcommittee to the forum made a recommendation last night to address issues with six procedures in and around the airport
- Adopted unanimously, so expect that to move forward
- Facilitator will gather information and get it out to the FAA; also encourage letters from impacted communities, as well
  - The more the FAA understands concerns from a variety of stakeholders and variety of communities, the better
  - Not sure of the timeline, but six months to 18 months was mentioned at a prior meeting; the larger the ask, the longer the lead time
- Modeled after work done in the Peninsula, but hope to push the FAA along more quickly than the work done in the Peninsula
  - While a schedule can be offered, FAA is under no obligation to follow an imposed schedule
One issue likely to receive movement on quickly is the night departure for SFO and the departure for OAK, theoretically goes all the way to Rebus, already in the FAA’s RNAV so already established

- SFO has expressed concern about that issue, and made a similar request
  - It is easy to do, and can be done in a couple of months
  - Route is already established, just don’t pull the plane off that route until it reaches Rebus
  - Of the six asks, this is the easiest to do because it is already a chartered route
  - OAK will watch closely
  - The community hopes FAA will embrace their involvement and hear their input, something that was not evident in the past

**Airfield and Airspace Projects**

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

- Community Meetings
  - Trying to schedule a meeting for February 7, 5:00 to 7:00 p.m.
  - There will be a series of outreach efforts; the first one in North Field at the airport, but will follow up with city council meetings and other neighborhood meetings
  - Will want guidance from S.L. and Alameda representatives

- Coming close to wrapping up the design for the project
  - Recently completed a 90% effort that include a safety-risk panel meeting with the FAA
    - FAA evaluated potential issues with planned operations during construction
    - That document is being reviewed in advance of completing the design, going out to bid, and coordinating with the FAA on the funding for the project

- The last presentation was a presentation of using Taxiway Whiskey as a temporary runway
  - Nothing has changed with that approach; it is a legacy approach from the 2001 effort that was borne out of discussions with community members
  - More challenging this time because planning to use the runway for arrivals and departures, whereas 15 years ago it was just used for departures
  - A lot of effort has gone in to develop flight procedures for the arrivals to temporary runway 11-29, which is basically parallel to Rwy 12-30
    - The noise impact associated will be similar to the use of South Field
    - There will be some increased use of North Field runways during this operation because the lack of a taxiway requires arriving aircraft to have to back taxi on that runway to get back to the airfield
    - Departures will still primarily be off South Field

**2016/2017 Taxiway Projects: Papa, Romeo, and Victor - Joshua Polston**

- Three taxiway projects received funding from the FAA Airport Improvement Program (AIP)

**Airport Perimeter Dike – Joshua Polston**

**VALE Grant for GSE Electrification – Susan Fizzell**

**Terminal Projects**

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

- Making great progress – window walls on 2nd floor have been removed, glass is out, and bringing

**Service Animal Relief Area Project – Patrick Carreno, Project Manager, Planning & Development**

- Moving forward with expansion of the IAB facility; built in 1972, expanded in 1991 as a temporary facility
Other Projects & Issues
UPS Project – Diane Heinze, Environmental
Kaiser Air Hangar #2 Development
Hotel RFP
  - Current building utilized by Properties, Marketing, Business Office

Wrap-up items
- Next Stakeholder Advisory Committee meeting– April 20, 2017 at 1:00 PM, Shepard-Glenn Building
  Conf. Rms. A&B
- Parking Tickets were validated