



Regional Airport Planning Committee

October 15, 2013

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee

SUBJECT: Draft Minutes of April 26, 2013 Regional Airport Planning Committee Meeting

1. **Call to Order.** Chair Tom Bates called the meeting to order at 9:45 a.m. RAPC members and other alternates in attendance: Bates, Bergener, Greene, Groom, Freitas, Henne, Liccardo, Randolph, and Spering.

Chair Bates announced that the meeting was starting late without a quorum.

Chair Bates announced that several agenda items could not be taken up at the moment and RAPC would start with Agenda Item No. 5 on the agenda.

5. Presentation by SFO, OAK and SJC on FAA-required Runway Safety Areas, Airport Construction Activities, and Airport Land Use Committee plans. Mr. John Bergener from SFO gave a brief update on the airport's Runway Safety and area project currently underway, as well as a recently completed airport land use compatibility plan. The runway safety area improvement program at SFO is a federally mandated project that needs to be done by 2015 to improve the safety of the areas of the 4 runways at SFO. The areas will be done in two phases. Phase 1 started in 2012 and will be completed later this summer. Phase 1 work includes instituting work declared distances which is declaring a certain amount of runways available for certain operations for either departures or arrivals and the runways safety goes beyond those distances. They will also put displace thresholds on three of the runways ends.

Phase 2 starts in mid May of 2014 and will roll in at the end of 2014 with some follow up work in 2015. Phase 2 work is on runway 1-left-19 right and 1-right-19 left. This includes three different components: (1) displace thresholds on all four runways ends; (2) new taxi ways to access the new runways that are being developed; and (3) installation of EMAS beds at all four runways. During the Phase 2 construction period, there will be an increase of about 20-30% in delays for 4-1/2 months due to runway closures.

Next Mr. Bergener presented an update on the Airport Land Use Compatibility Plan. Highlights included improvement updates to noise exposure contours and compatibility requirements, updated airspace protection language and updated safety zone layouts.

Mike Kasperzak of Mountain View asked if SFO was working with the airlines to plan and adjust schedules to accommodate for the Phase 2 delays. Mr. Bergener said noted that the project has been planned for almost two years, so airlines have already begun preparing for schedule adjustments, which may include some flight cancellations.

Anne Henney from OAK gave an update on their partner-sponsored projects, which include a new LEED-gold certified control tower, a Guideway over-crossing establishing a new BART connection, Terminal 1 Improvement Project, the Perimeter Dike upgrade, the expansion of the Federal Express campus, Airport Capital programs, and an update on the Airports Land Use Commission. She reported that the perimeter dike project was intended to meet FEMA flood requirements and reduce seismic risk.

Cary Greene from SJC gave brief updates on projects including Taxiway construction, the development for new General Aviation facilities (new and improved taxi ways and a 30-acre service facility for corporate jets), housing of the Google fleet, and an update of the Santa Clara County Airports Land Use Commission. SJC is also considering improvements to the west side runway.

A quorum was not achieved, and the Committee returned to the agenda.

2. **Public Comment.** There was no public comment

3. **Minutes.** The minutes were approved unanimously.

4. **2013 Regional Aviation Annual Activity Tracing Report.** Ken Kirkey gave an update on the 2013 Regional Aviation Activity Tracking Report. The report monitors how RAPC Strategies handle long-range aviation demand at the big three airports (SFO, OAK, and SJC). The highlights of the report included Bay area passenger volume increases (7.3%) between the three major airports (86% of the increase at SFO). 2012 was the highest level of passengers served at SFO (44.3 million passengers). On time arrivals dropped to 70% at SFO in 2012, the second worst on-time arrival in the country, while Oakland and San Jose continued to have good on-time arrival performance with an average of 85%.

The presentation of the Annual Activity Report led to a discussion regarding the redistribution of air traffic throughout the three regional airports and the need for a strategy to approach the airlines in order to address the economic issues that determine airline distribution.

A letter from Mayors Reed, Lee and Quan was sent to the FAA outlining air passenger volume growth in the Bay Area, weather and runway capacity constraints, and the need for the encouragement of efficient traffic distribution among the region's airports.

In response to Mr. Kasperzak's question regarding SFO's progress on implementing NEXTGEN technology to address delays, Mr. Bergener replied that new technology will be available in September that will allow closely staggered arrivals to occur in half-mile visibility conditions. FAA safety guidelines also need to be re-evaluated to address new technological advances that allow for more closely-spaced arrivals in lower visibility conditions, but this will need to occur in the federal planning process.

Mr. Liccardo said he would like to RAPC focus on work task items 4, 6 and 7, consistent with the direction of the Mayors' letter. He said the ground transportation impacts of Santa Clara county residents flying out of SFO are a real concern. He wanted to see a renewed focus on redistribution, including reconsideration of congestion pricing. He said delays at SFO could inhibit Bay Area economic growth.

In response to Mr. Randolph's question, Mr. Kirkey said SFO had reached the peak load factors that were reached in the early 2000s, and Mr. Bergener reported cargo numbers were down, both in the belly of the aircraft and cargo carriers like FEDEX. SFO's forecast shows that historic levels won't be reached for some time, in part due to structural changes in the market. Ms. Henny said the cargo operations were not contributing to delays there, and there was considerable capacity there. In response to Mr. Randolph, Mr. Bergener said SFO was not expecting more cargo flights.

Mr. Spering said there needs to be a consensus view on flight redistribution since SFO may not want to relinquish flights. He said High Speed Rail needs to be reevaluated because the projections of its competitiveness with southern California flights to the Bay Area may be optimistic. He requested a revisit of the RAPC work plan and whether revisions to the MOU were needed to achieving RAPC's objectives.

Ms. Groom pointed out that the airlines were not interested in moving flights from SFO. Mr. Liccardo agreed and said this is a result of a herd mentality.

Mr. Geoff Gosling said that the airlines make their decisions based on economics, as they see it. A key factor was Virgin America establishing service at SFO, which led to Southwest and other low cost carriers shifted flights from OAK and SJC to SFO. He said the travelling public chooses SFO because itineraries and prices are better at SFO, despite the ground access issues.

Mr. Greene reported that the letter from Mayors Reed, Lee and Quan was a first step in initiating a conversation between public officials, the FAA, airlines and airports regarding air traffic distribution. He suggested joint marketing might be a possibility. He agreed with Mr. Gosling's comments. He also suggested having a representative from cities (e.g., mayors) and CEO's from big firms reach out to the airlines to express the desire for redistribution. In response to Mr. Bates question, Mr. Greene said there may be a role for RAPC in this, but it was unclear at this point.

Mr. Spering said that RAPC needs to identify the triggers for shifting flights and develop a long-term strategy focused on those triggers. Mr. Liccardo said that market forces drive these decisions and RAPC's role is limited. Mr. Spering suggested getting an airline representative to attend a RAPC meeting. Mr. Bates suggested waiting until RAPC had a strategy.

6. Regional Airport System Planning Analysis update – Progress on Work Plan.

7. **New Business.** It was suggested that on future agendas "New Business" should be called "Commissioners Comments" so Committee members can address items that may be of interest to them.

8. **Old Business.** There was no old business to report

9. **Adjournment.** The meeting was adjourned at 11:20 a.m.