

OAKLAND INTERNATIONAL AIRPORT RUNWAY 12-30 REHABILITATION



JULY 5, 2017

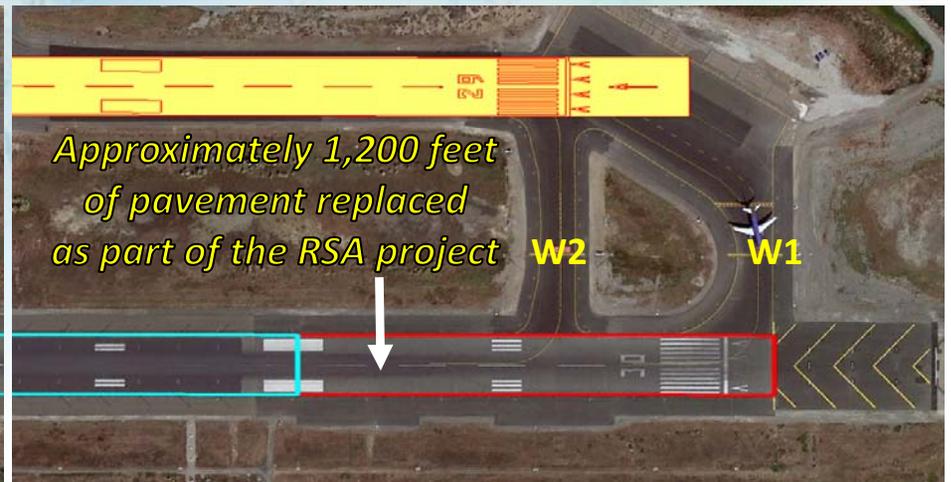


Project Purpose and Need

- Full closure of Runway 12-30 for pavement rehabilitation was previously conducted in 2001
- The Port of Oakland performs periodic maintenance on the runway during Monday Morning Closure (MMC) periods
- Two week closure of Runway 12-30 for pavement rehabilitation provides the most efficient means of completing the construction, with minimal impacts to flight operations



Runway 12-30 Rehabilitation Project



Note: South Field Runway Safety Area (RSA) project paving work was completed in 2014

Project Overview (1 of 3)

- Planning and design efforts for project started in 2015, including coordination and outreach meetings with:
 - Air carrier operators
 - Air cargo operators
 - FAA lines of business
 - Air Traffic Control (ATC)
 - Airport District Office (ADO)
 - Air Traffic Organization (ATO)
- Community Outreach meeting held on February 16, 2017
- Follow-up scheduled presentations:
 - San Leandro City Council on June 19, 2017
 - Alameda City Council on July 5, 2017



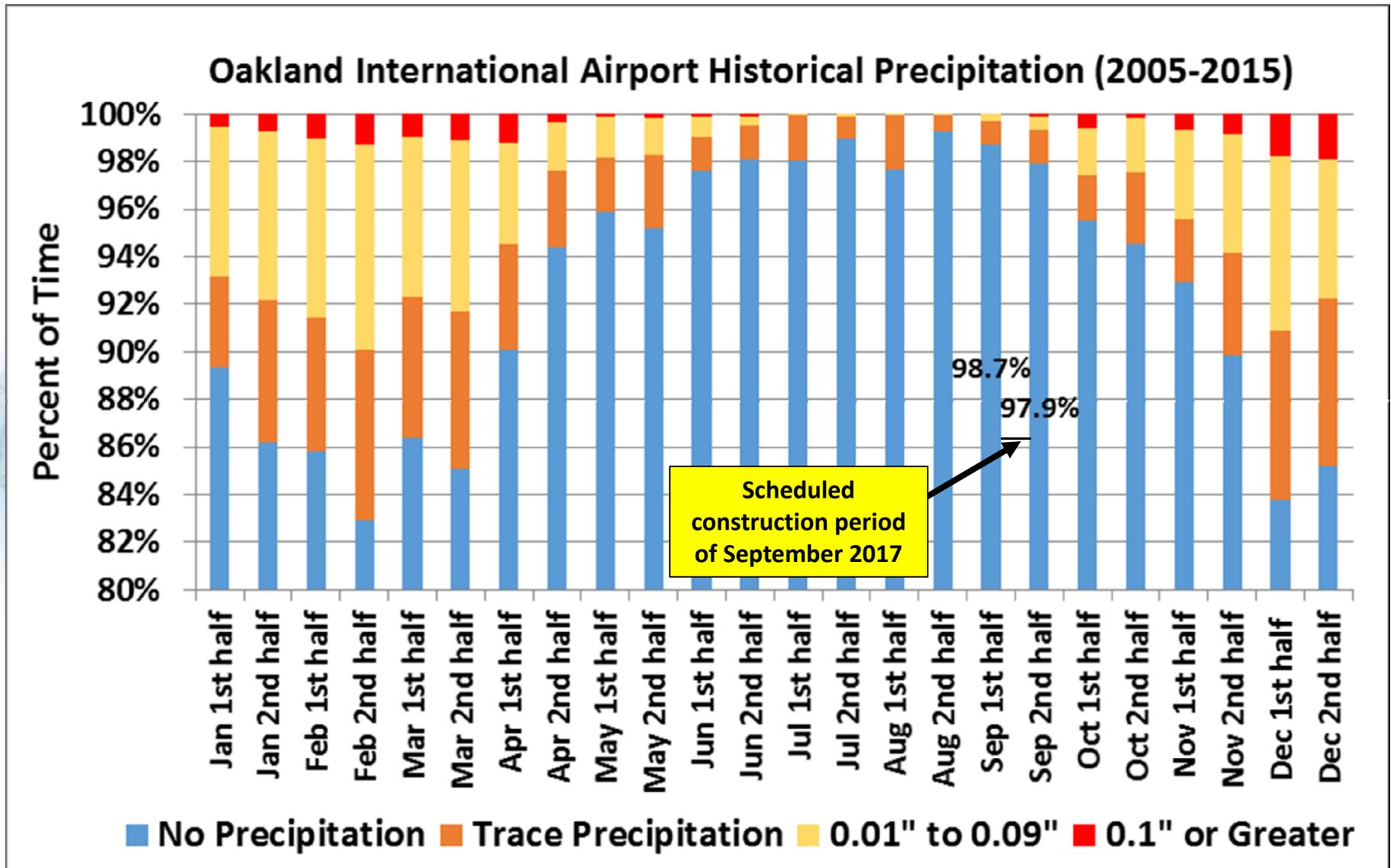
Project Overview (2 of 3)

- In 2001, Parallel Taxiway W Alternative was used as a temporary runway
- Runway construction scheduled for 14 days
 - Temporary runway will be used for departures by commercial aircraft and air cargo carriers
 - Some air carriers will use North Field for arrivals

Project Overview (3 of 3)

- A majority of the work to convert Taxiway W to temporary Runway 11-29 will occur during Monday morning maintenance closures.
- Using Taxiway W as temporary Runway 11-29 during Runway 12-30 Rehabilitation project provides:
 - Full closure of Runway 12-30 for two weeks for pavement rehabilitation
 - A runway to serve primarily departures with some arrivals
 - Opportunity to construct Runway 12-30 without interruption, which reduces cost
 - An airfield operation that is similar to existing conditions, which reduces complexity for Air Traffic Control and pilots

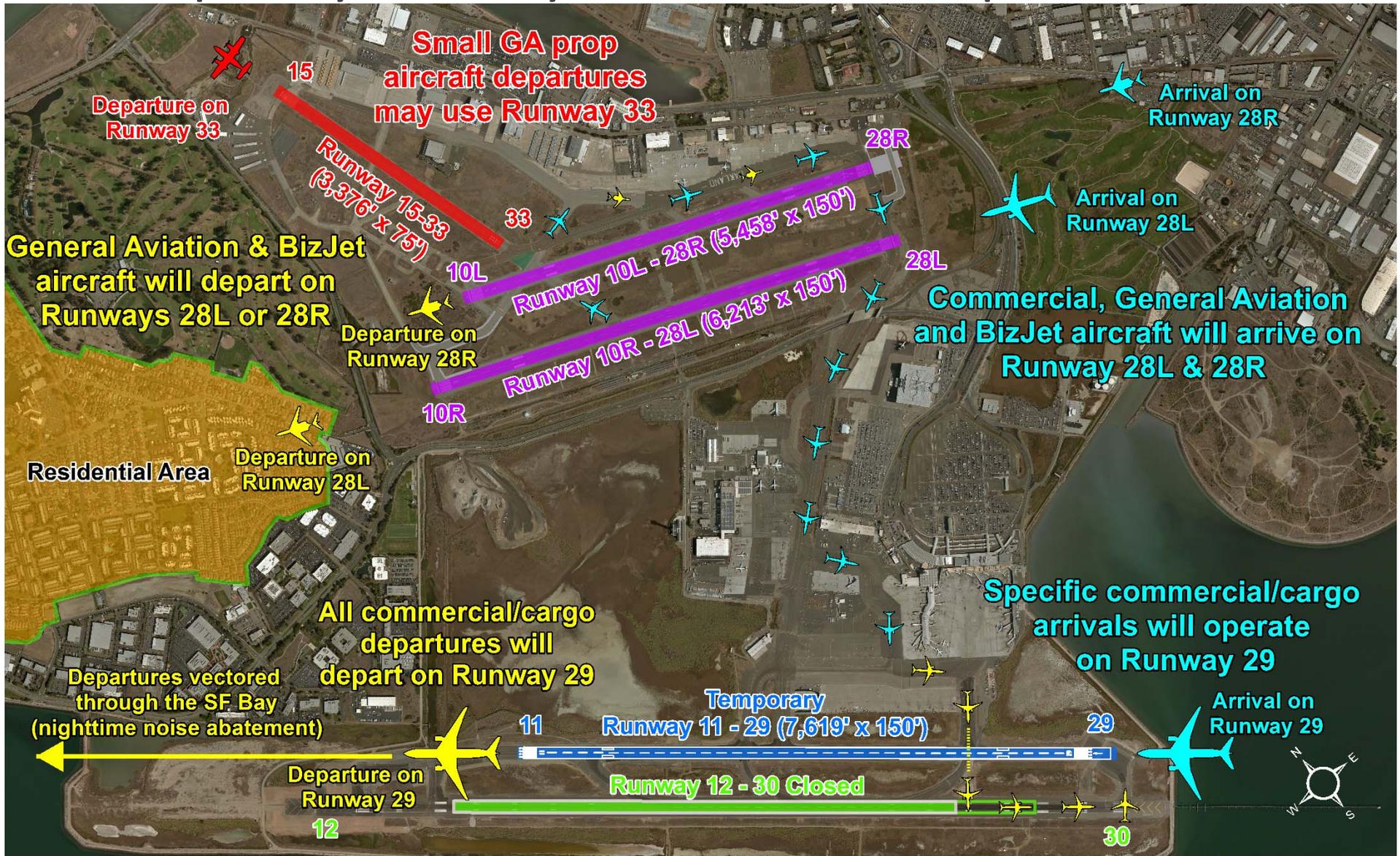
Historical Weather Conditions (Precipitation)



Note: Historical precipitation data captured from 2005-2015



Temporary Runway 11-29 Airfield Operation



Summer 2017 Forecast Aircraft Operations

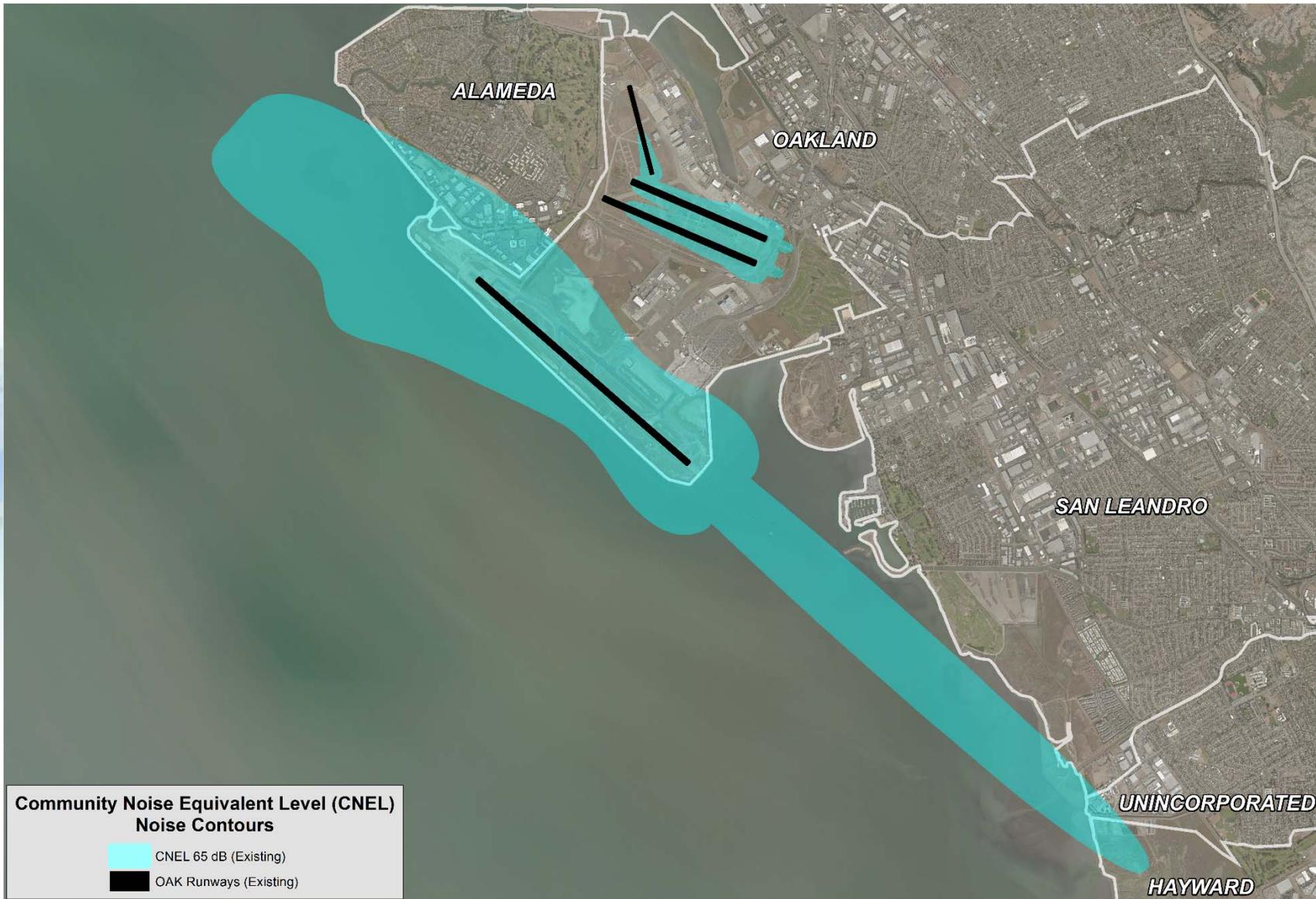
OAK Forecast Arrival and Departure Operations in Summer 2017		
	NORTH FIELD	SOUTH FIELD
EXISTING AIRFIELD	28%	72%
AIRFIELD DURING CONSTRUCTION	50%	50%

Temporary Runway 11-29 Airfield Operation Runway Use					
	NORTH FIELD		SOUTH FIELD		TOTAL OPS
AIRCRAFT CATEGORY	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	
HEAVY JET			37	35	72
COMMERCIAL JET	108		67	175	350
BUSINESS JET	31	32			63
TWIN PROP	74	69			143
TOTAL OPERATIONS	213	101	104	210	628
	314		314		628

* An estimated 45 arrivals are required to land on temporary Runway 11-29 due to runway length/operational restrictions on North Field. Up to an additional 59 arrivals may be offloaded from North Field to temporary Runway 11-29 when departure demand is low on this runway.

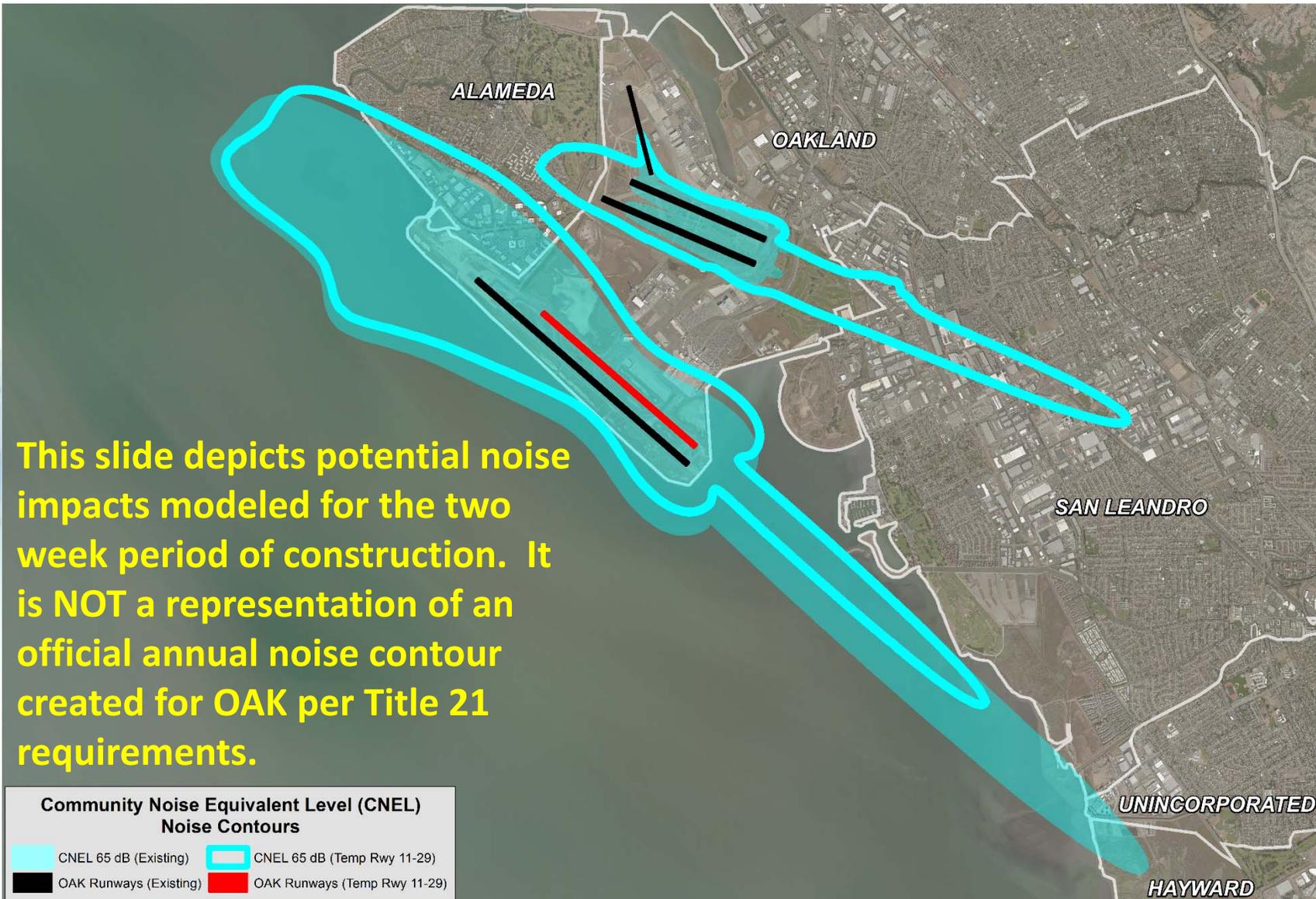


Aviation Noise (2017 Existing Runway Use)



Note: Noise contours generated from 628 daily operations (Summer 2017 forecast activity levels)

Aviation Noise (Two-Week Construction Closure)



This slide depicts potential noise impacts modeled for the two week period of construction. It is NOT a representation of an official annual noise contour created for OAK per Title 21 requirements.



Note: Noise contours generated from 628 daily operations (Summer 2017 forecast activity levels)

Construction Haul Routes (Off-Airport)

- Contractor truck traffic on the landside of the Airport will be minimized as a result of the two week construction period
 - 98th Avenue has been identified as a preferred route
 - All construction traffic to be routed via the freeway
 - Contractors required to use the freeway for material hauling and not travel through residential/business areas of Alameda
- Asphalt grindings will be recycled onsite, thereby minimizing truck trips and emissions

Thank You!



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