

SILICON VALLEY'S AIRPORT



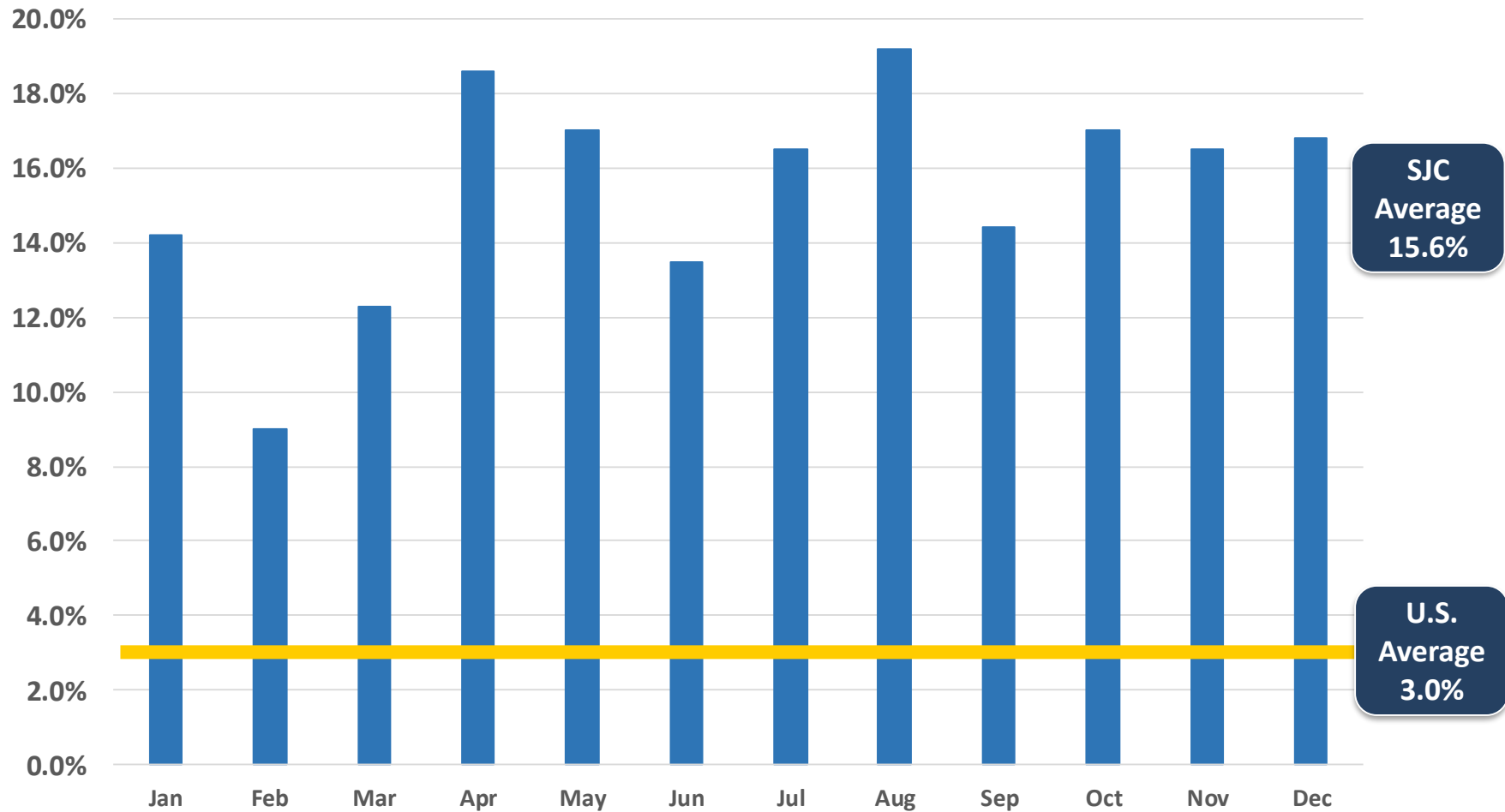
# SJC Terminal Constraints

Given Passenger Growth Trends

# 2017 alone is witnessing significant double digit passenger increases.



## SJC Year-Year Passenger Growth - Calendar 2017



# The source of this growth is a long list of recent and announced airline additions extending into 2018.



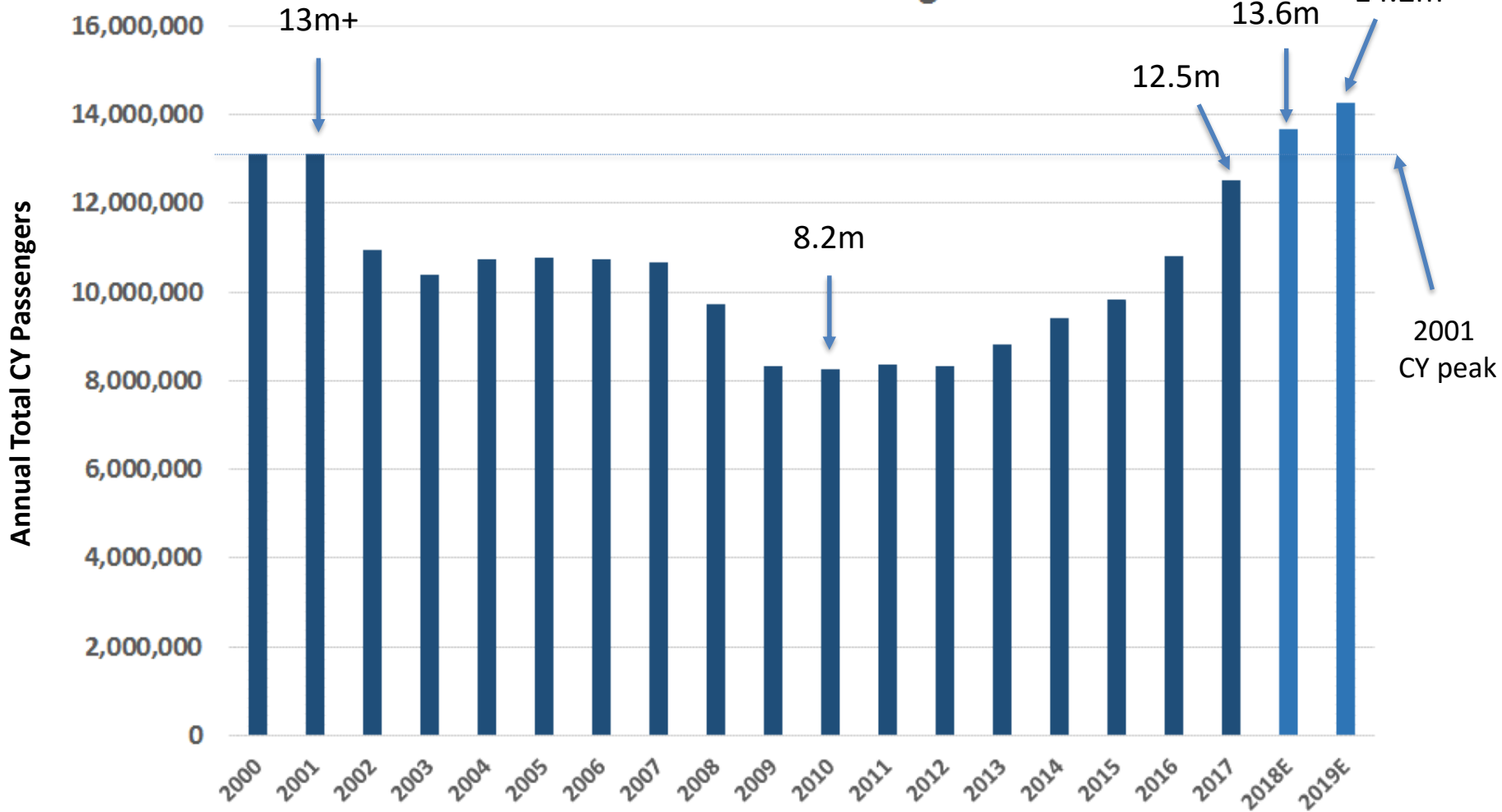
New International Routes (8)	New Domestic Routes (17)	Newly Competitive Routes (14)	Added Competition or Capacity (9)
Beijing, China	Albuquerque (1x/wk)	Atlanta	Atlanta
Frankfurt, Germany	Baltimore-Washington	Austin	Austin
London, UK	Charlotte (seasonal)	Boise	Chicago Midway
Mexico City	Cincinnati	Burbank	Dallas-Ft. Worth
Morelia, Mexico	Colorado Springs	Chicago O'Hare	Denver
Shanghai, China	Dallas Love	Dallas Love	Guadalajara
Vancouver, Canada	Eugene	Las Vegas	Las Vegas
Zacatecas, Mexico	Everett/Paine Field	New York JFK	Los Angeles
	Houston Hobby	Newark/NY	Salt Lake City
	Long Beach	Orange County	
	New Orleans (1x/wk)	Reno	
	Newark/NY	Salt Lake City	
	Orlando	San Diego	
	St. Louis	San Jose del Cabo (1x/wk)	
	San Antonio		
	Spokane		
	Tucson		

**SJC ranked #1 among U.S. Top 50 major airports for rate of year-year seat capacity growth for 2016-2017.**

# SJC's passenger growth in 2016, 2017, and 2018(e) has been unprecedented.

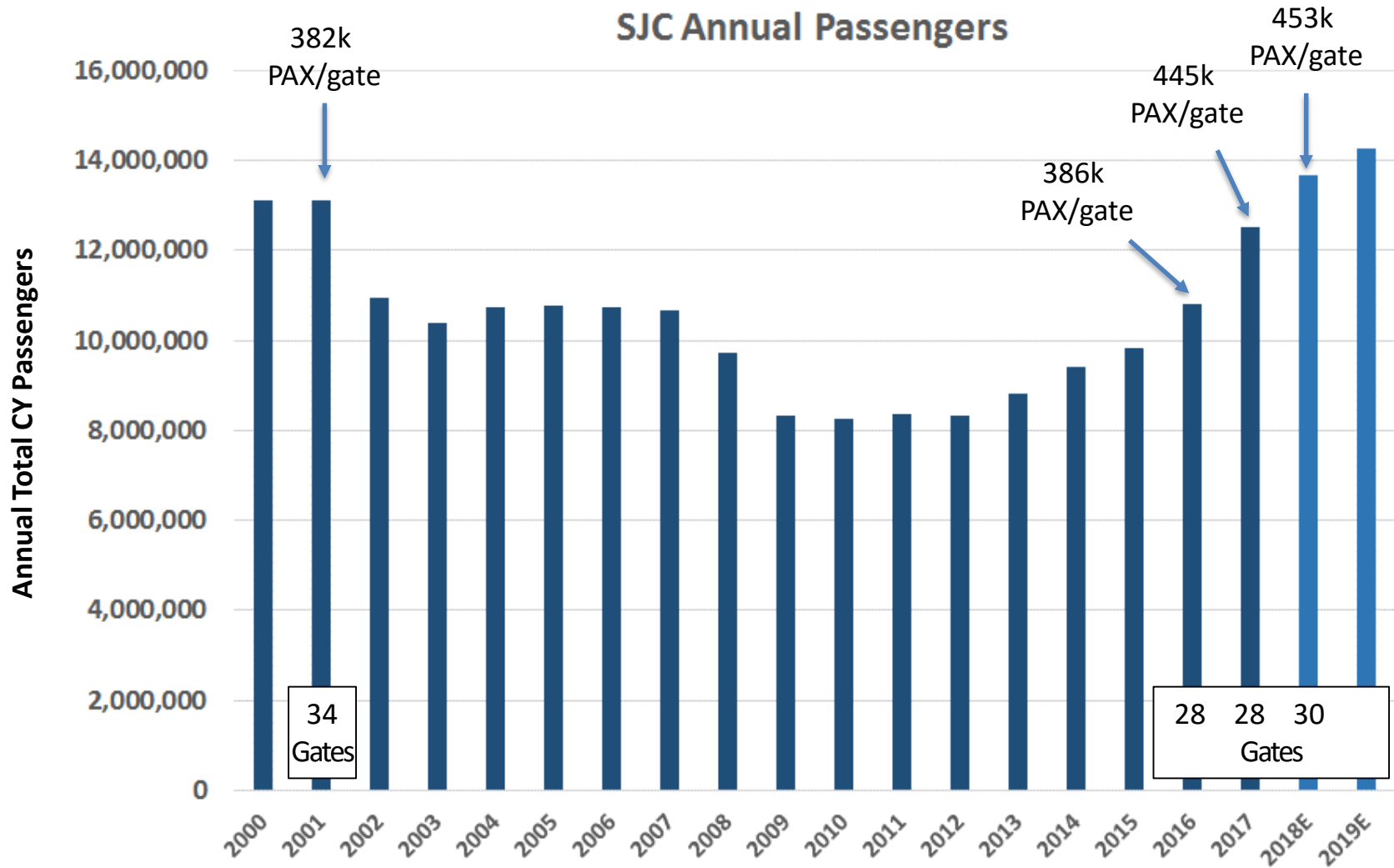


**SJC Annual Passengers**



*2018 passenger estimates are based on flights scheduled to start in 2018.*

# SJC's unprecedented growth leads to a surge in passengers per gate



PAX = Passengers

2018 passenger estimates are based on flights scheduled to start in 2018.

# SJC Growth Constraints



Element	Existing	Terminal Demand		
		2018	@14M PAX (2019)	
Ticketing/Check-in	94 positions	94	122	
Baggage Screening Equipment	8	6	7	
TSA Lanes	16	14	20	*
FIS (CBP) Positions	10	8	12	*
Gates	30	34	35+	
FIS Gates	4	5	6	
1 Gate accommodates approx. 400,000 annual passengers				

PAX = Passengers

\* Based on full staffing by federal agencies (i.e. all lanes/positions are open).

	Capacity Meets or Exceeds Demand
	Demand Exceeds Capacity
	Demand Substantially Exceeds Capacity

# Facility Growth Plan



## 1. Gap plan

- How to accommodate growth
- Ground Boarding
  - From Terminal A
  - Interim Gate Facility at Terminal B

## 2. Precursor Projects/Preparation for Phase II

## 3. Partial Phase II

- Terminal B construction, 6-8 gates

## 4. Complete Phase II

- Construct remaining gates to bring Airport up to the 40 (or more) gates allowed by Council



# Timeline



	2017	2018	2019	2020	2021	2022
Passengers	12.5m	13.6m	14.2m	14.6m*	15.1m*	15.5m*
Gates Total	30	30+2g	30+5g	30+5g	30+5g	36+
Gates Added		Gate 7a +2(g)	+3(g)			+6-8
Design/Build RFP						
Interim Terminal Plans						
Build Interim Terminal						
Plans for Phase II						
Airline Agreement						
Building Phase II-A						
Building Phase II-B						

- Based on the national average of 3%  
g = ground boarding gates  
Based on end of calendar year



# Terminal Phase II

## Why Now?



- Airport has already met the triggers in the Airline Agreement to start planning for expansion
- Airport is currently experiencing challenges at peak hours
- Given the time needed for construction, need to initiate planning for Phase II now
- Without initiating plans for Phase II or the interim gates, we risk artificially constraining airline activity and routes and risk declining services levels (congestion, delays)
  - If the Airlines face constraints at SJC, they will still fly to the Bay Area, going to other airports instead (SFO or OAK)