



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Aitken

SUBJECT: AIRPORT RUNWAY INCURSION MITIGATION AND DESIGN STANDARDS ANALYSIS STUDY

DATE: November 13, 2018

Approved

Date

11/26/18

RECOMMENDATION

Staff recommends that the Committee accept this status report on the Mineta San Jose International Airport's Runway Incursion Mitigation and Design Standards Analysis Study.

BACKGROUND

In June 2016, the Airport Department and its aviation consultant team initiated work on a FAA grant-funded Runway Incursion Mitigation (RIM) and Design Standards Analysis Study. The purpose of the study is to reduce the risk of runway incursions (the unauthorized entry of an aircraft or vehicle onto an active runway) and to conform with current FAA airfield design standards (dimensional clearances and pavement layout criteria) to ensure a higher level of airfield safety. A 17-member aviation stakeholder group representing a range of FAA, airline, and general aviation interests has been providing technical input to the study.

A status report on the study was previously presented at the Transportation and Environment Committee meeting of December 4, 2017. At that time, staff reported that three proposed airfield configuration alternatives had been formulated and were undergoing an extensive technical analysis by the consultant team.

ANALYSIS

The airfield configuration alternatives analysis, which included a safety risk assessment, simulation modeling, capacity assessment, and cost estimates, was completed earlier this year. Based on the results and stakeholder group discussion, a recommended alternative has been selected. The recommended alternative consists of numerous, but relatively minor, physical changes to the airfield to improve safety, design standards compliance, and accommodation of future demand. The recommendations include the following actions:

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- Closure of the westernmost parallel taxiway, and permanent conversion and extension of former west side Runway 11/29 to serve as a parallel taxiway.
- Minor upgrades to the two existing runways (12R/30L and 12L/30R) to meet design standards for widebody aircraft and closing two runway/taxiway intersections in the central portion of Runway 12L/30R for safety purposes.
- Realignment of several cross taxiways on both sides of the field to prevent direct aircraft access from parking aprons to a runway.
- Elimination of some wide expanses of taxiway pavement to better control aircraft ground movements.
- Additional pavement markings and pilot notifications to reduce potential confusion between runways and parallel taxiways.

The recommended alternative has been submitted to the FAA for formal review as a required update to the Airport Layout Plan. Separately, the recommended alternative is also being incorporated into a proposed "major amendment" to the Airport Master Plan that, pursuant to Municipal Code Section 25.02.300, will be brought forward for advisory review by the City Airport Commission and Planning Commission before being agendaized for hearing and approval by the City Council. The Airport is currently working with the Planning, Building and Code Enforcement Department, the City Attorney's Office, and its environmental services consultant to scope and prepare the required CEQA analysis (updated Environmental Impact Report) that must be completed prior to City action on the proposed Airport Master Plan amendment. Council consideration of the Master Plan amendment is anticipated to occur in late summer or early fall 2019.

Status reports on the study have also been given to the Airport Commission in the fall of 2017 and most recently on November 5, 2018.

/s/

John Aitken, A.A.E.
Director of Aviation

For questions, please contact Judy Ross, Assistant Director of Aviation, at 408-392-3620.