

SILICON VALLEY'S AIRPORT



Runway Incursion Mitigation & Design Standards Analysis Study

Transportation and
Environmental Committee
December 3, 2018



Goal: Enhance Airport safety and retain growth capability through reducing conditions that contribute to airfield incursions and improving conformance with FAA airfield dimensional design standards and geometric criteria

Outcome: Amendments to the Airport Master Plan and Airport Layout Plan to incorporate the airfield configuration changes that best achieve the project Goal

FAA Grant: \$1.5 million

Consultant: Kimley Horn & Associates with team of subconsultants

Outreach: 17-member Technical Working Group representing FAA and airfield users



- FAA ATCT – Local Manager (1)

- ATCT – NATCA (Union) Rep (1)

- FAA ADO – Airports District Office (1)

- FAA Region – RIM Program (1)

- FAA Region – Runway Safety Action Team (1)

- FAA Certification Inspector (1)

- Based Aircraft Tenant (1)

- Domestic Airline (1)

- International Airline (1)

- Cargo Operators (2)

- FBO's (4)

- NBAA (1)

- AOPA (1)

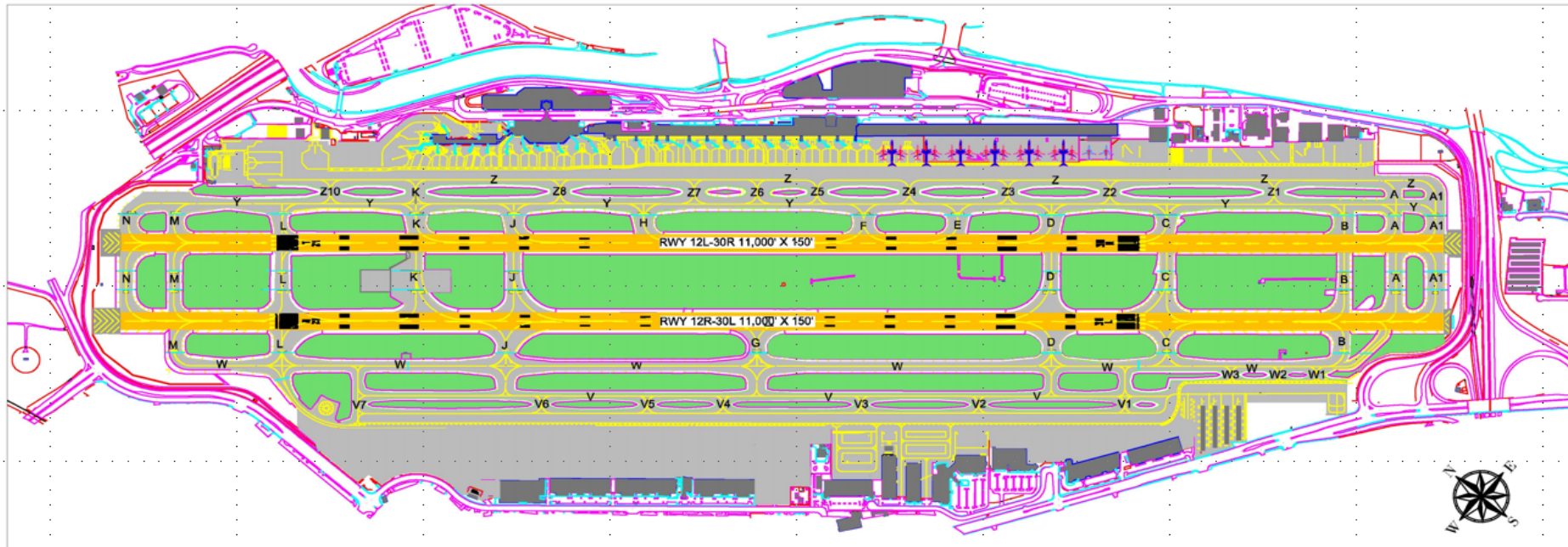
Major Work Elements Completed to Date



- Runway Incursion History and Airfield Design Standards Deficiencies
- Updated Master Plan Demand Forecasts and Capacity Analysis
- Formulation and Analysis of Alternatives
- Selection of Recommended Alternative
- Technical Working Group Meetings/Consultations
- Initiation of Amendments to Airport Layout Plan and Airport Master Plan



- Mitigation of airfield “hotspots”
- Disposition of former Runway 11/29
- Application of Group V (widebody aircraft) dimensional design standards east airfield
- Application of Group III/IV (large corporate aircraft) design standards for west airfield
- Conform to FAA Geometric Criteria



Design Standards Conformity Actions

- Existing east airfield runway and parallel taxiway configuration retained.
- Former Runway 11/29 converted to new ADG-III Taxiway V and extended.
- Existing Taxiway V removed and replaced by expanded apron and parallel taxiway.
- Runway 12R/30L centerline to aircraft hold position distance increased.
- Runway 12L/30R blast pad widened (both ends) and lengthened (12L end).

RIM Geometric Conformity Actions

- East airfield Taxiways B/C/D/H/J/L realigned between Taxiways Z and Y.
- Direct apron to runway access mitigated at west airfield Taxiways B/C/D.
- Taxiway W extended south from Taxiway B to Runway 12R/30L to mitigate back-taxiing on runway.
- Taxiway B pavement reduced between Taxiway Z and Runway 12L/30R.
- Taxiway L pavement reduced between Taxiway Y and Runway 12R/30L.
- Taxiways F and H closed between Runways 12R/30L and 12L/30R.
- West airfield general aviation run-up pad relocated.

- FAA Review/Approval of updated Airport Layout Plan Drawings
- City Review/Approval of Major Amendment to the Airport Master Plan
 - Environmental Analysis (CEQA)
 - Public Hearings
- Implementation Programming