

-----Original Message-----

From: ACSATM, Inc. <>

To: cityclerk <>; acsarmored <>

Sent: Fri, Mar 8, 2019 1:42 am

Subject: Public Comment - City Council Agenda 03/12/19 - Downtown Airspace Capacity Study - How OEI Affects other Airports - AAAE.org Member Responses

Recently I posted questions on the American Association of Airline Executives - (AAAE.org) regarding the issues facing our City and Mineta San Jose International Airport. Those questions and a couple of responses are posted below. It is important to note that OEI challenges can affect many airports.



**AMERICAN ASSOCIATION
OF AIRPORT EXECUTIVES**

Questions Posted to AAAE Member Hub:

The City of San Jose is in the process of eliminating OEI (One Engine Inoperative) protected airspace in order to allow building heights increases to as high as FAA TERPS. This change may be approved by San Jose City Council as early as March 12, 2019.

Are there any airports that have (OEI) obstructions in their runway departure paths, that at one time had protected OEI Airspace, and their city eliminated it?

If so, have you suffered any air service issues?

Have you had a reduction in air service to long-haul destinations?

Have you experienced airline weight/passenger penalties and challenges?

Have you seen a loss of air service routes?

Have any air carriers left your airport due to these changes?

If you're familiar with these questions at your airport, has the FAA ever weighed in or questioned the raising of building heights?

Any insight you can provide would be very helpful.

Thank you

Dan L. Connolly

The following was received from an Airport Manager in another state, but is relevant, as that airport cannot attract longer haul service due to natural OEI obstructions at the end of their runway.



Feb 28, 2019 9:52 AM

[Chris Pomeroy](#)

Hello Dan.

I cannot answer all your questions but I can provide our experience with the OEI and impacts on our air service.

SUN is a small primary commercial service airport serving the resort community of Sun Valley, Idaho. **We are located in a very constrained mountainous environment and several obstructions (trees) exist on the end of our single runway which penetrate various airspace surfaces, including the OEI.** For the past couple of years we have been working with the landowner and FAA to acquire land on the south end of the runway to gain control of the RPZ and land under the airspace surfaces and get the obstructions removed.

Current air service at SUN is provided by Delta and United via SkyWest, and Alaska Airlines. Due to field elevation and runway length, the impacts of the trees as a penetration to the **OEI for SkyWest in particular is significant resulting in a reduction of departure payload ranging from 2000-3000 pounds on the CRJ700/E-175 regional jets - that's quite an impact** considering the travel habits of our customer carting around, skis, golf clubs, etc... and they are 76 seat aircraft. While no carriers have left the airport due to the impacts, **the penetrations to the OEI have factored into decisions regarding longer haul summer markets. In words, with the obstructions in place considering our field elevation and runway length, those markets or not an option at this time.**

Regarding the FAA, the only likely input you will get from them as part of any airspace evaluation (7460-1) will be focused on Part 77 and TERPS impacts, and not the OEI because the OEI is mainly a surface of concern to operators based on their ops specs and aircraft performance requirements. A handful of years ago the FAA required the OEI to be included on Airport Layout Plans but it was for notification purposes only as the FAA doesn't consider it an airport design standard. I have to admit, from a land use compatibility planning standpoint, the fact your community planners includes the OEI in their land use planning considerations is very unique based on my experience. Very progressive and proactive. **The previous suggestion to get your land use planners and decision makers to understand impacts of encroaching the OEI on your air service is a good one.**

Good luck.

Chris Pomeroy
Airport Manager (SUN)
Friedman Memorial Airport Authority
Hailey, ID

This response came from an aviation planner.



[Trent Holder](#)

Posted 7 days ago

Good morning Dan,

Have you coordinated this with your local airlines? **It may be pertinent to discuss this with not only your current carriers but also any potential carriers to ensure you're not closing the door on their entry to serving your airport.** Often airlines will have specific OEI surfaces for their internal operating and emergency procedure development. The old generic 62.5:1 OEI serves more of a starting point for OEI obstruction analysis.

Great questions, I'll be interested to hear what other airports say.

Trent Holder C.M.
Aviation Planner
Hanson Professional Services Inc.
Indianapolis IN

These are just some perspectives from people working in different environments. Here are the take-away points for thought:

1. **Get your decision makers to understand the impacts of encroaching upon the OEI on your air service.**
2. **The penetrations to the OEI have factored into decisions regarding longer haul service, which is not available due to OEI obstructions.**
3. **It may be pertinent to discuss this with not only your current carriers, but also any potential carriers, to ensure you're not closing the door on their entry to serving your airport.**

Again, the [Airport Commission's Recommendation of Scenario #10B](#) is the perfect compromise position. I encourage you to **REJECT SCENARIO #4, and [Approve Scenario #10B](#). Create a Win, Win, Win, opportunity for everyone.**

Sincerely,

Dan L. Connolly

Dan L. Connolly, A Concerned Citizen

Santa Clara, CA 95050-3962
Office

Regarding Council meeting 2/26/19
Agenda #6.2 Increased building height proposal
Request supplemental study to be completed

Public message from the Save My Sunny Skies Airplane Noise group

(Sunnyvale & Cupertino residents)

Due to recent FAA flight path changes, the cities of Sunnyvale and Cupertino are now heavily impacted by airplane noise during San Jose Airport reverse flow, also called south flow operations.

Now San Jose is considering taller buildings in downtown and Diridon.

What is NOT clear is whether these taller buildings could indirectly impact the frequency of south flow operations over our cities – In other words, resulting in MORE south flow operations.

The San Jose building height study considered departure flights, but never studied arrivals. Yet normal flow arrivals fly directly over downtown San Jose. And based on a 2017 FAA Congressional meeting, we already know that these arrivals are partly impacted by the existing tall downtown buildings.

We ask that ANY San Jose vote that will ultimately result in taller buildings in downtown or Diridon be postponed until a supplemental aviation study is commissioned by San Jose, and the FAA is consulted to confirm no possible increase in south flow traffic. For example, no possible lowering of the south flow wind speed trigger.

Again, any San Jose approvals should be delayed until the FAA and an aviation consultant have completed a report confirming no possible increase in the frequency of south flow operations.

Decisions regarding building heights will have repercussions for decades, yet decisions are being based on an incomplete study that missed any analysis regarding arriving flights.

A formal letter from our group was submitted under public comment.

The current aviation study is incomplete, and further analysis is necessary.

Thank you for your time.

Save My Sunny Skies Airplane Noise group
c/o Mary Smith - Save My Sunny Skies Member



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

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RON SEGE
Echelon
DARREN SNELL GROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

February 26, 2019

Mayor Sam Liccardo
San Jose City Council
200 E. Santa Clara Street
San José, CA 95113

RE: Support for Scenario #4 - One-Engine Inoperative (OEI) change as recommended by the Downtown Airspace and Development Capacity Study

Dear Mayor Liccardo and San Jose City Council,

On behalf of the Silicon Valley Leadership Group, we express our support for Scenario #4 as found in the Downtown Airspace and Development Capacity Study. The Leadership Group was proud to play a role in this study and urges the San Jose City Council to accept Scenario #4 to increase the OEI flight surface and allow for greater density in downtown San Jose and the Diridon Station Area with no negative impact on flight safety.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 350 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation.

Additional density makes sense for downtown San Jose. For the past four decades, the Leadership Group has led the way in securing billions of dollars for transportation and traffic relief purposes. Billions of these dollars have been wisely invested directly into Diridon Station while supporting the many transit and transportation options serving San Jose. By approving Scenario #4, the City of San Jose will be able to leverage these dollars by allowing for greater densities in the Diridon Station Area. This increase in density will allow for greater investment, more jobs, more housing, more transit ridership and more office space for this critical area, all while maintaining important safety standards.

Further, we are supportive of the potential "Community Air Service Support Fund". Although Scenario #4 will affect only a small percentage of flights, those airlines that are affected will likely see some financial impact. Accordingly, our members support moving forward with the new flight surface and are willing to explore the potential of the support fund to mitigate any negative financial impacts to those airlines affected. Through this fund, we will be able to create win-win scenarios with the airlines that serve San Jose's Airport and bring continued success and growth for SJC.

The Silicon Valley Leadership Group is proud to support Scenario #4 which will bring much needed density to the Diridon Station Area. We urge the San Jose City Council to support Scenario #4 from the Downtown Airspace and Development Capacity Study.

Sincerely,

Carl Guardino
President & CEO
Silicon Valley Leadership Group

Matthew Quevedo
Director
Transportation, Housing and Community Development
Silicon Valley Leadership Group

February 25, 2019

To: San José Mayor & City Council Members

Cc: Office of the City Clerk

From: Bill Souders

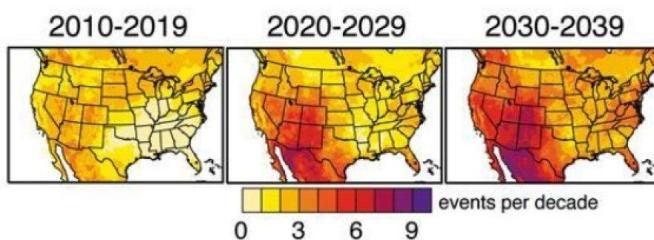
Re: **Public Comment on the OEI Decision Regarding Building Heights in the Station Area**

First of all, I would like to thank Councilman Peralez for his time at the SPOTLIGHT event at Café Stritch the other night. As always, I appreciate him being available for questions and comments. I also appreciate the time that his staff spent on the OEI Steering Committee on District 3's behalf.

As I mentioned in my remarks during the meeting, I have reservations about the City Council rushing to a decision before more thorough analysis can be done. Below are my areas of concern. I question these baseline assumptions in what has been described as "extraordinarily technical" analysis:

- LOWERING the estimated average temperature for the calculations, namely, changing the original 2007 average estimate of 88° F down to 81° F in this report. I honestly cannot think of any logical reason to lower the forecasted temperature for your calculations given all of the dire predictions that are now being published.

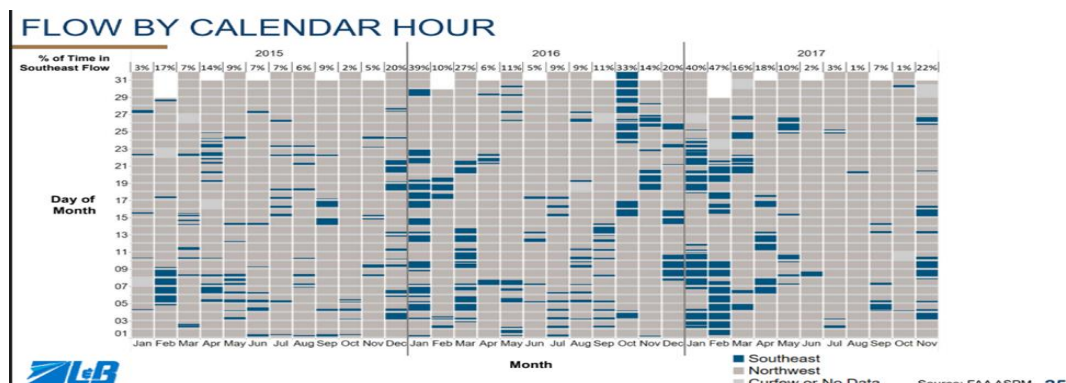
Number of Extremely Hot Seasons Per Decade



By 2039, most of the US could experience at least four seasons equally as intense as the hottest season ever recorded from 1951-1999, according to Stanford University climate scientists. In most of Utah, Colorado, Arizona and New Mexico, the number of extremely hot seasons could be as high as seven.

Credit: Noah Diffenbaugh, Stanford University

- Similarly, the presentation by City Staff seems to conclude that WEATHER PATTERNS in the summer are not likely to EVER change and become more like the winter patterns over the next few decades, which would then require more Southeast Flow take-offs in the heat. I'm just not sure that is a safe bet.



- The FEASIBILITY of garnering a community-funded Air Service Support Fund is as of yet untested. The Staff presentation is already forecasting the need to cover \$1.5M in overweight penalties assuming NO adverse change in weather conditions. What are the implications if that funding cannot be raised to adequate levels? And WHO pays?
- Staff is forecasting net new annual property tax revenue to the City of San Jose of \$5.5 M once the construction of all 8.6 million square feet is complete under scenario #4. It does not state anywhere (that I could find) how much annual property tax revenue would be generated if scenarios in #10 were chosen. It is very unclear, based on the table below, exactly what the forecasted ECONOMIC DOWNSIDE would be given that the scenario 10 alternatives would still be adding significant height above the current restrictions (it seems to be adding at least half of the ADDITIONAL height of scenario 4?). I recognize that this tax revenue is a miniscule portion of City budget, but that was the point that was highlighted by the Office of Economic Development in their report.

Scenario	Additional Height Downtown Core	Additional Height Diridon Station Area
Scenario 4: No OEI	5' - 35'	70'-150'
Scenario 7: Straight-out OEI protection with no OEI west corridor	0'	70'-150'
Scenario 9: No OEI protection plus increased FAA/TERPS surfaces	35'-100'	80'-220'
Scenario 10: Straight-out OEI projection with alternative west corridor protection		
Option A (Increase of 25')	0'	15'-25'
Option B (Increase of 50')	0'	30'-55'
Option C (Increase of 75')	0'	45'-85'
Option D (Increase of 103')	0'	65'-115'

- Everyone involved in the report keeps saying that this is not a SAFETY issue, and I concur. The continued reference to the safety concern in more of a red herring, honestly.

This is, however, a TRANSPORTATION & ECONOMIC OPTIMIZATION challenge. What scenarios have been analyzed that really scrutinize what level of REDUCTIONS in Airport business, especially the very desirable long-haul business, would suddenly make the height increases counterproductive? Basically, what are we truly risking with this irreversible limitation to our International Airport growth opportunities? This analysis does not appear to have been done and, to me, that is precisely the information necessary to make these trade-off decisions.

- The three CONCLUSIONS from the staff report below just do not seem to be CONCLUSIVE. In fact, they seem to make huge, and questionable, ASSUMPTIONS about the potential risks of building TOO HIGH, which could choke off our ONE & ONLY transportation success story, an expanded and thriving international airport (with a high-speed connection to our world class transit center someday?).

OEI Strategy recommendation will increase allowable building heights to TERPS with the following considerations:

- It will be challenging to serve the Beijing market and challenges will exist if there is a desire to serve select international markets in the future.
- Recommend that a community-funded support program be developed for sustainable long-haul international flights to offset any airline/aircraft OEI mitigation measures required.
- Recommend construction crane policy to deter crane penetrations into the TERPS during construction.

I am all for density and I am very excited about the possibilities of creating a world-class, transit-oriented downtown core that San José can finally be proud of. Having a robust international airport, basically in walking distance from downtown, is something that makes our city stand out among other most other large cities in the world. Let's not squander this distinction. I believe that we and our (true) partners can be much more clever in providing appropriate density in this tract of land that is particularly crucial to our future as a HOLISTIC transportation hub! This is especially true as our dreams of High Speed Rail seem to be slipping away.

Thank you for your consideration. All I can ask is that the City Council please make sure that you are truly comfortable that the long-term implications of this decision are fully considered.

Respectfully,

Bill Souders

Downtown Homeowner and "Density Pioneer"



February 25, 2019

To: Honorable Mayor Sam Liccardo
Honorable Vice Mayor Jones
Honorable City Councilmembers:
Davis, Khamis, Diep, Arenas, Foley, Carrasco, Jimenez, Peralez, and Esparza

From: Santa Clara County Association of REALTORS®

Re: Council Agenda Item 6.2 Actions Related to the Downtown Airspace and Development Capacity Study.

Hon. Members of the San Jose City Council,

It is on behalf of our 6,500 members that I write in support of item 6.2 on the agenda for February 26th, 2019. It is SCCAOR's position to support accepting the recommendations of the Airport Commission and direct staff to begin work on an ordinance per Scenario 10B.

It has been well noted that we are in a housing crisis and doing everything possible to increase density is crucial to increasing our supply in a timely manner.

It is commendable that so much due diligence has been done to ensure safety and the ability to maximize both economic development and potential future housing developments.

It is further recognized that Scenario 10B results in the most ideal preservation of existing flight routes and allows for further expansion while simultaneously eliminating additional costs to the city in the form of a "Community Air Service Fund" thus also being a fiscally thoughtful option.

We have a fiduciary responsibility to craft creative solutions to the housing crisis, and if we can't build out, we must build up.

Regards,

Gustavo Gonzalez

President, Santa Clara County Association of REALTORS®

From: ACSATM, Inc. <>

Sent: Tuesday, February 26, 2019 10:46 AM

To: Connolly, Dan

Subject: ATTN City Council : *Hawaiian Airlines Voices Concern over Airspace Capacity Study - Elimination of OEI (Email 1 of 2)

Dear Council Members,

You may not be seeing any of the feed back from airlines emailing or contacting the airport administration.

By telephone Hawaiian Airlines asked me to forward the emails below for your review. They also provided me with

their responses in October to the Airspace Capacity Study. Director Aitken denied me access, as well as a council member who asked to see the actual airline responses, on the grounds that the airline responses are a "Trade Secret". Hawaiian airlines made it very clear to me on the telephone that their response was not a "Trade Secret".

They provided it to me so it could be provided to you.

Sincerely,

Dan Connolly, A Concerned Citizen

-----Original Message-----

From: Lee, Hoon, HALMEC Chairman/SBR-1 Rep <>

To: Dan Connolly <

Sent: Mon, Feb 25, 2019 6:58 pm

Subject: Fwd: City of San Jose - Downtown Development Memorandum

Straight from our COO...

Hoon Lee

Master Executive Council Chairman

Hawaiian Airlines ALPA Seniority Block 1 Representative

Begin forwarded message:

From: "Snook, Jon (COO)" <>

Date: February 25, 2019 at 4:00:19 PM HST

To: "

Subject: FW: City of San Jose - Downtown Development Memorandum

Hoon

In October last year we were approached by SJC and asked to evaluate the options.....we told them options 4 and 9 were the worstso the City Council voted for option 4!!!

I have attached an email from our Corporate Real Estate team sent last week filing our strong objection to their position.

We will push back hard on this and welcome ALPA support.

Thx

Jon

From: Richardson, Sarah
Sent: Wednesday, February 20, 2019 11:40 AM
To: [J](#)
Cc: Sloat, Kalani <
Subject: FW: City of San Jose - Downtown Development Memorandum

Aloha, John.

“Scenario 4” impacts our cargo capacity in every market out of SJC in the summer. This was our second least acceptable option.

FAA OE studies do not consider One Engine Inoperative performance, and other factors that we are required to consider for every departure, and they routinely allow buildings to penetrate “protected” surfaces around airports that are intended to limit vertical development.

Below is our POC who participated in the discussion with the airport.

Kalani Sloat – Manager, Flight Operations

Let me know if you have additional questions.

Mahalo,

Sarah A. Richardson – Senior Manager- Airport Affairs, Corporate Real Estate

Sincerely,

Dan L. Connolly



AIR LINE PILOTS ASSOCIATION INTERNATIONAL

THE WORLD'S LARGEST PILOTS UNION • WWW.ALPA.ORG

535 Herndon Parkway • Herndon, VA 20170 • Phone 703-689-2270 • 888-FLY-ALPA

February 27, 2019

San Jose, CA City Council

San Jose, CA Airport Commission

SJC Airport Director

Sent by email to all recipients

Dear San Jose Officials:

The Air Line Pilots Association, Int'l (ALPA), which represents more than 61,000 airline pilots who fly for 33 airlines in the U.S. and Canada, has recently become aware that the city is contemplating a change to policies and regulations that would permit the development of certain areas of the city of San Jose, potentially at the expense of existing aviation safety margins. We are concerned that aviation safety could be impacted by permitting land development in an area that would obstruct airspace which presently allows for an aircraft to safely climb at maximum takeoff weight with one engine inoperative. Experiencing an engine failure during takeoff is an emergency, and such a critical situation that all airline pilots are trained and evaluated on it during every initial and recurrent training session. ALPA is strongly opposed to reducing or eliminating any available margins of safety during normal and emergency situations.

ALPA (www.alpa.org) is the world's largest non-governmental aviation safety organization and has a strong record of safety accomplishments since our founding in 1931. We have the technical and operational expertise and experience to evaluate the impacts on safety from the proposals and are prepared to do so for the SJC proposals expeditiously once we have all pertinent documentation.

Accordingly, we would respectfully request access to all available information concerning the current proposals for land development in San Jose which would have any bearing on aircraft operations at the Norman Y. Mineta San Jose International Airport. Please advise how we may gain access to this documentation. A point of contact in this regard would be greatly appreciated.

Thank you in advance.

Sincerely,



Capt. Steve Jangelis
Aviation Safety Chair
Air Line Pilots Association, Int'l

From: ACSATM, Inc. < >

Sent: Wednesday, March 6, 2019 12:07 PM

To: City Clerk; Taber, Toni

Subject: Public Comment for City Council Agenda 3/12/19 - Downtown Airspace Capacity Study

Dear City Clerk Taber,

Please put this email and the attachments under public comment for this agenda item for the 3/12/19 City Council meeting. Thank you

Dear Council Members,

Although I serve as Chair of the San Jose Airport Commission, I am contacting you today as a concerned citizen, so that I can freely express my own thoughts and provide you with information that I believe may be critical to your assessment of the Downtown Airspace Capacity and Building Height Study. The questions I hope you will begin to ask are: ***Is this \$940,000 series of presentations an independent unbiased work product? Or has it been tainted from the very start with undue influence in an effort to attain a predetermined outcome?***

The decision you make in this matter will affect San Jose residents, businesses, and Mineta San Jose International Airport for the next 100 Years!

In August 2017, **as Airport Commission Chair, I was asked to make an appointment to the OEI Study Group**, now known as the "Downtown Airspace & Building Height Capacity Study." At the time, I suspected that airlines and pilots may be excluded from this study group. **I attempted to appoint an Airport Commissioner and Airline Captain, and my appointment was rejected.**

Some members of City Council have expressed concern over the appearance of a one-sided representation on the Downtown Airspace Capacity & Building Height Study. Personally, and as Chair of the San Jose Airport Commission, **I have expressed concerns over the lack of transparency, incomplete scenario analysis, and that not a single airline pilot or commercial airline was a member of this committee.** Therefore, I am providing you a series of email exchanges from August 2017, that at the time, was also sent to our Mayor and City Manager.

Duties of the Airport Commission (As quoted from the City of San Jose Website)

"Members of the Airport Commission serve in an advisory capacity to the City Council and to the Director of Aviation on issues relating to the Norman Y. Mineta San José International Airport. The Commission ***investigates, studies and reviews matters relating to the Airport***, and its development as the City Council and the Director of Aviation may require, or as requested by the general public. The Commission has declared a policy of promoting and protecting air transportation to serve the public interest and to integrate the Airport and its related activities into the orderly growth of the community, and to meet the needs of the traveling public without unduly affecting property and persons located near the Airport.

The City Council is the final decision-making body. ***The Commission acts as expert advisors to the City Council.***

According to the City of San Jose Website, "The Airport Commission Acts as expert advisors to the City Council." I can assure you that your Airport Commission members take this duty very seriously. When presented with information, commission members work diligently to gather as much data as possible to provide you with the information you need, as members of San Jose City Council, to make an informed decision on issues involving our airport. Unfortunately, on **two important issues 1) Airport Security and 2) Elimination of OEI Protected Airspace**, it appears it is the desire of staff and some members of Council to silence the ability of the Airport Commission to advise and voice concerns about the two most important issues **SJC has faced in the last decade.**

In August 2017, **the Airport Commission expressed concerns about security vulnerabilities at SJC. Five (5) Airport Commissioners requested a meeting with Mayor Liccardo** over these security issues, and a vote by the Airport Commission requesting a closed-door meeting of the Commission to discuss airport security vulnerabilities.

In that incident, the **Council denied our request, and the Mayor's office did not even respond to our request for a meeting on the subject.**

Also, in August 2017, the following series of email exchanges occurred between City Staff and me, as Chair of the San Jose Airport Commission. This series of email exchanges I believe will be helpful in enlightening you more about the formation of the group now known as the "Downtown Airspace Capacity and Building Height Study." As stated earlier, I provided these emails (at the time) to the City Manager's Office as well as to the Mayor.

As Chair of the Airport Commission, I did not appoint Commission Matsushima (although she is a fine individual) to the Downtown Airspace Capacity Study, nor was she appointed by the Airport Commission, to represent the commission, as is depicted in the make-up of the "Project Steering Committee". As Chair, after being given the opportunity to make an appointment to this group, I appointed Airport Commissioner and Airline Captain Raymond Greenlee. Captain Greenlee has over 35-years of military and commercial airline aviation experience. Unfortunately, his appointment was rejected by Acting Director Aitken, as communicated through the Airport Commission Secretary Jim Webb. *(Please see excerpts from several emails, on behalf of Acting Director Aitken, transmitted by James Webb below.)*

The purpose of the committee, according to the August 16, 2017 email is: **"the "Airport Height Study" group (which will really look at trying to find a balance between allowing taller building downtown and maintaining an OEI path for aircraft departing the Airport over the downtown."** The email goes on to say, **"As I noted in our conversation, the group will have a wide range of perspectives – including the airlines and pilots - "...**

On August 17, 2017, Mr. Webb's email, on behalf Acting Director Aitken states, ... **"the OEI Study group will have members that represent the professional pilot and airline perspectives."**

On August 23, 2017, Mr. Webb's email states,..... **"I clearly stated both orally and in my written comments, that the group would have access to the perspectives of the airlines and professional pilots."** Another paragraph down, the email goes on to state... **"Unfortunately, you elected to disregard study group's interest in including a downtown resident and instead substituted your assessment of what perspective you felt the group needed by appointing Commissioner Greenlee, a professional pilot."** At the bottom of that paragraph, the following is stated, **"I cannot understand why you are insisting on the appointment of a commissioner whose primary qualification is as a professional pilot when the study group is seeking a downtown resident."**

I provide these emails to you from August 2017, because I suspected, at that time, that airlines and pilots would not be represented on the committee and therefore, refused to back down on my attempt to appoint a professional airline pilot.

We would like to discuss our findings which include:

Impacts to the East Coast (See Google Briefing 11-02-18, page 8 - SJC-EWR 21 PAX "Passenger" Penalty Winter and 41 PAX "Passenger" Penalty Summer), as well as Hawaii, Asia and Europe.

Additional questions you should be asking is: Were ALL possible obstruction points in the Diridon Station area under ALL Scenarios modeled?

How do those obstacle points actually compare to the map (Compare Project CAKE Excel Spreadsheet to the Google Briefing 11-02-18, Page 3 & 12-15) of the Diridon Station Area?

****Note** The San Jose Airport Commission met on 11/05/18 and could have received the same "Google Briefing" however that information was withheld from the Airport Commission. As an Airport Commission, we were NEVER provided the Google Briefing. It was not obtained until one of our members made a "Public Records Request." The Airport Commission could have begun looking at available information on this topic beginning in November 2018. Instead the information was withheld until 96 hours prior to the Airport Commission Special Meeting on 1/14/19, more than two months after the "Google Briefing".**

Why, for Scenario #10 (which would leave straight out OEI intact), are there four (4) Adobe Building obstruction points showing? (Adobe is East of Hwy 87 and not in Diridon) Why were only two (2) points within Diridon Station provided for evaluation, when if approved, the entire area will be built to maximum building heights for the selected

scenario? One point was the SAP Pavilion (existing), leaving only one other point for airlines to evaluate? Would there be no other airplane obstruction concerns for the Diridon Area?

Were airlines provide with accurate information to respond to in the various Scenarios?

Could Airlines be impacted in a greater way than is being portrayed?

The “Community Air Service Fund” –In my opinion, this is a bait and switch. **This fund will likely NEVER come into existence.** If the fund was able to be established, it is this authors opinion it **COULD NOT BE SUSTAINED with private funding**, requiring San Jose to either fund the measure, in perpetuity, or **create another tax that San Jose residents would have to pay.**

We would strongly suggest that you demand to see the actual airline responses.

We encourage you to get an independent analysis (**second opinion**) by a group not under the influence of the **current study.**

Finally, will you allow the Air Lines Pilots Association International an opportunity to evaluate these proposals, as they have requested, before making a final decision on Scenario #4 or #10B?

Thank you for scrutinizing closely and carefully evaluating the Downtown Airspace Capacity & Building Height Study. Members of our team, that authored Scenario #10B, approved by the Airport Commission, would like to, and are available to, meet with you.

Sincerely,

Dan L. Connolly

Dan L. Connolly, A Concerned Citizen

From: Webb, Jim

Sent: Wednesday, August 23, 2017 1:49 PM

To: Airport Commission 10

Subject: RE: Response to Airport Interim Director Aitken's request to appoint Julie Matsushima to OEI Study Group

Chair Connolly:

I regret that you misunderstood the nature of the request I presented to you and that you mischaracterize some of our oral and written communications.

*I was very clear in my oral and written comments that the OEI study group was interested in having the perspectives of a downtown resident. You noted that there were professional pilots on the Commission asked why the group wanted a downtown resident. **I clearly stated both orally and in my written comments, that the group would have access to the perspectives of the airlines and professional pilots.** The interest was in getting feedback from a downtown resident who knows the downtown and would have to live with the possible changes that could result from trying balance greater building heights with maintaining an OEI path over the downtown.*

The opportunity to even appoint a Commissioner arose because Interim Director Aitken, who is part of the group, thought having Commissioner Matsushima appointed as a Commissioner, instead of as a private citizen, would give the Commission a tie to the study group and require her to report back to the Commission on the group's activities and progress. I pointed out Section 602 of the Commission by-laws to you as the provision that would permit you to make the appointment without having to wait until the next Commission meeting in November. I did ask you to give the matter some thought and I did say that we were recommending the appointment of Commissioner Matsushima. Having already explained that the group wanted a downtown resident, that Commissioner Matsushima met that requirement (I believe she is the only downtown resident on the Commission) and that the group already had access to the pilot perspective, I believed it was clear your choice was to appoint Commissioner Matsushima or not appoint her. You did not ask for further clarification nor did you indicate you might want to consider appointing a Commissioner that was not a downtown resident.

Unfortunately, you elected to disregard study group's interest in including a downtown resident and instead substituted your assessment of what perspective you felt the group needed by appointing Commissioner Greenlee, a professional pilot. Even as I have clarified there is no "Commission seat" but the opportunity to appoint a downtown resident who happens to be a Commissioner, you have insisted on appointing Commissioner Greenlee. I do not accept your characterization that I "rejected" Commissioner Greenlee's nomination. Commissioner Greenlee (as well as Commissioner Schmidt) is well qualified as a professional pilot but the study group is looking for a downtown resident. I am sure if the group had been seeking the perspective of a professional pilot, you would not have appointed a Commissioner whose primary qualification is that of a downtown resident so ***I cannot understand why you are insisting on the appointment of a Commissioner whose primary qualification is as a professional pilot when the study group is seeking a downtown resident.***

Based on your decision, I must assume that you have elected not to appoint Commissioner Matsushima and I have informed Mr. Aitken of that decision so that he may inform the study group and the group can consider if they wish to designate Commissioner Matsushima as the downtown resident in her capacity as a private citizen.

Nevertheless, my aforementioned comments notwithstanding, I have passed on your nomination of Commissioner Greenlee to Interim Director Aitken with a request that he ask the group to consider inviting Commissioner Greenlee to participate in its review. As I have noted, there is no "Commission seat" to fill and the study group has secured or will secure airline and professional pilot perspectives so I have no idea if Commissioner Greenlee will be asked to be part of the group. However, at least the group will be aware of your nomination and Commissioner Greenlee's interest in participating should they wish to utilize his experience.

By the way, I am sending this to your City email address only as it is City policy to use official City email addresses when discussing Commission business.

Jim

James Webb, Jr. | Assistant to the Director

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Forwarded to: Mayor Sam Liccardo and City Manager Norberto Duenas

-----Original Message-----

From: acsarmored <>

To: sam.liccardo <sam.liccardo@sanjoseca.gov>; norberto.duenas <norberto.duenas@sanjoseca.gov>

Cc: airportcom10 <airportcom10@sanjoseca.gov>

Sent: Sun, Aug 20, 2017 10:27 pm

Subject: Fwd: Response to Airport Interim Director Aitken's request to appoint Julie Matsushima to OEI Study Group

From: >

Sent: Sunday, August 20, 2017 10:22 PM

To: Webb, Jim; Airport Commission 10

Subject: Response to Airport Interim Director Aitken's request to appoint Julie Matsushima to OEI Study Group

Good Morning Mr. Webb,

After reviewing my extensive notes from our telephone call on Wednesday, which you requested, I am perplexed and confused.

During that conversation you referred me to the Airport Commission Bylaws on page 20, Section 602, read that section aloud, and told

me that as Chair of the Airport Commission I had the ability to appoint someone to the OEI Committee. Your written correspondence even referred to and used the words, "as a Commission appointment".

We discussed three names of possible candidates, and you said, Interim Director Aitken is requesting you appoint Airport Commissioner Julie Matsushima, as the others do not live downtown. When we ended the call, you said, "give it some thought and let me know your decision, but Interim Director Aitken is recommending you appoint Commissioner Julie Matsushima."

On Thursday morning I responded to your request. After evaluating all of the qualifications of each San Jose Airport Commissioner, I determined, hands down, the absolute best qualified individual representative from our Airport Commission is Commissioner Greenlee.

Later Thursday afternoon, you responded by rejecting Airline Captain Raymond Greenlee, and then informed me

that the Airport Commission did not have an appointment to the OEI, contradicting your telephone call the previous evening. You stated that I could either appoint Commissioner Matsushima or you would tell Interim Director Aitken that I was declining to make an appointment. I am certain you are not inferring, as Chair of the Airport Commission, that I am unable to make independent decisions, outside of the desires of airport staff.

It seems very odd that Interim Director Aitken would push so hard for a specific individual for this committee, when that individual has no aviation experience or background, and simply qualifies for the committee because she lives in the downtown area. Can Interim Director Aitken please explain why it is so critically important for him to have this, and only this, commissioner to serve in this capacity? Furthermore, you said that there were four entities that will have committee members on the OEI, and one was the Downtown Association. I am relatively sure that there will be representation from the downtown area associated with the Downtown Association.

Who is in charge of putting together the OEI Committee?

Please provide me with the name, contact information and telephone number for the person in charge of the "One Engine Inoperative" and the downtown building height study committee.

Mr. Webb, I believe in always putting our best foot forward. As Chair of the Airport Commission it is my duty, when a request is made for any appointment to another committee of an Airport Commissioner, to thoroughly evaluate the qualifications of our members, their ability to meet the required time commitments, and take into account their level of expertise regarding the subject matter. In this regard, there is no better qualified candidate on our Airport Commission than former Naval Aviator and 27 year aviation veteran, Airline Captain and Airport Commissioner Raymond Greenlee.

Please inform Interim Director Aitken that, I stand by this decision, and Commissioner Greenlee is my choice to represent the Airport Commission on the "OEI" Committee.

Sincerely,

Dan L. Connolly, Chair
San Jose Airport Commission
855 Civic Center Drive, Unit 8
Santa Clara, CA 95050-3962
408/241-0910 x7100
408/241-2060 fax
408/499-3843 mobile

airportcom10@sanjoseca.gov

----- Original message -----

From: "Webb, Jim" <JWebb@sjc.org>

Date: 8/18/17 17:08 (GMT-08:00)

To: Airport Commission 10 <AirportCom10@sanjoseca.gov>

Subject: RE: Appointment to OEI Study Group

Chair Connolly:

Please take some additional time to give the situation further thought. However, If I do not hear back from you by close of business Tuesday, August 22, I will assume you are passing on the opportunity to appoint Commissioner Matsushima and will inform Mr. Aitken that the OEI group

can proceed with Commissioner Matsushima's appointment on its own timeline. I do not know what the timeline is for the study group but since there is no Commission "seat" to be filled, I think they should be able to proceed with their appointment whenever they are ready to do so.

On your questions regarding Commission input in the recruitment and selection process for the next Director, I do not know if the current process is being overseen by a search committee or handled internally. Former Director Kim Becker left in early May and I believe the recruitment and selection process for the next Director is pretty far along at this point. However, I will look into your questions and get back to you at the earliest opportunity.

Jim

James Webb, Jr. | Assistant to the Director
| jwebb@sjc.org

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From: Airport Commission 10
Sent: Friday, August 18, 2017 12:51 PM
To: Webb, Jim <JWebb@sjc.org>
Subject: RE: Appointment to OEI Study Group

Good Afternoon Mr. Webb,

I will need to give some thought to your email before I respond. I am driving across several states and have limited access, so I will get back to you on this issue.

On another note, is there any type of committee evaluating the candidates for Airport Director or is it simply handled internally by the city? The reason I ask is I believe members of our Airport Commission may desire to have input on the national search and selection process. Can you advise on what the procedure is? Has our Airport Commission ever been represented in the process, etc?

Thank you for your help and guidance on this issue.

Sincerely,

Dan L. Connolly, Chair
San Jose Airport Commission

----- Original message -----

From: "Webb, Jim" <JWebb@sjc.org>

Date: 8/17/17 12:43 (GMT-08:00)

To: Airport Commission 10 <AirportCom10@sanjoseca.gov>

Subject: RE: Appointment to OEI Study Group

Chair Connolly:

I believe there I may have miscommunicated the situation. As I mentioned in our phone conversation and in my email below, the OEI study group will have members that represent the professional pilot and airline perspectives.

What they are seeking is a downtown resident perspective. In addition, the group's interest was not for an appointment from the Commission but the appointment of a downtown resident who also happens to be an Airport Commissioner. Accordingly, there is no "Commission seat" to be filled on the study but rather the opportunity to fill a seat for a downtown resident

with someone who is also on the Commission. Thus the only choice for you in this case to appoint Commissioner Matsushima or not appoint her.

I felt that by having Commissioner Matsushima appointed by the Chair, the Commission would have a direct connection to the study and Commissioner Matsushima could report out to the full Commission on the group's activities and progress. However, if you do not wish to appoint Commissioner Matsushima, the OEI group can simply invite her to serve as a downtown resident and she would not need an official appointment from the Commission to serve nor would she be required to report out to the Commission (though I am sure she would be inclined to share the OEI study group's meeting activities with her Commission colleagues).

Please let me know if you wish to reconsider appointing Commissioner Matsushima or if you prefer to pass on the opportunity to appoint her to the OEI study group and I will convey your decision to Interim Director Aitken, who made the request on behalf of the OEI group.

Jim

James Webb, Jr. | Assistant to the Director
| jwebb@sjc.org

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From: Airport Commission 10
Sent: Thursday, August 17, 2017 11:50 AM
To: Webb, Jim <JWebb@sjc.org>
Cc: Airport Commission 6 <AirportCom6@sanjoseca.gov>
Subject: Fwd: Appointment to OEI Study Group

Good Morning Mr. Webb,

After careful consideration of the unique backgrounds and skill sets of our Airport Commission members with regards to "One Engine Inoperative" and the "Airport Downtown Building Height Study", I have decided to appoint Airport Commissioner and Airline Captain Raymond Greenlee to that committee under Section 602 of our Commission Bylaws.

Please communicate Commissioner Greenlee's appointment to the members of the San Jose Airport Commission.

Thank you for your assistance.

On another note, I will be traveling through next Wednesday, should there be anything you require, please feel free to utilize my mobile telephone number at 408/499-3843. I will also be available through email.

Sincerely,

Dan L. Connolly, Chair
San Jose Airport Commission

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Airport Commission 6 <AirportCom6@sanjoseca.gov>
Date: 8/16/17 20:21 (GMT-08:00)
To: Airport Commission 10 <AirportCom10@sanjoseca.gov>
Subject: Re: Appointment to OEI Study Group

Chairman Connolly,

I would be pleased and honored to serve on this committee.

Sincerely,
Raymond Greenlee
District Six

Sent from my iPhone

> On Aug 16, 2017, at 18:56, Airport Commission 10 <AirportCom10@sanjoseca.gov> wrote:
>
> Dear Captain Greenlee,
>
> I would appreciate your consideration to serve on the following committee, as a representative of our Airport Commission. Please look this email over along with the attachments as it is all the information I have available from Mr. Webb at this time.
>
> OEI Study Committee: One Engine Inoperative, covering South Flow take off Operations over downtown area. It would look at building heights and see about consideration for raising the height of buildings in the downtown area.
>
> Committee would meet 1-2 times per month for 4 - 6 months.
>
> Includes members from:
> 1) Office of Economic Development
> 2) Downtown Association
> 3) SPUR - S.F. Bay Area Planning & Urban Research Association
> 4) SJC Airport and Commission
>
> Appointment would be made under Section 602 (Page 20) of our Airport Commission Bylaws.
>
> **Budget for study \$100,000:** to come from Airport Renewal and Replacement line item in SJC Budget.
>
> In 2006 there was an older study called the Airport Obstruction Study. That may possibly be dusted off as a starting point for this committee.

>
> You would be required to report out to the Commission as to your committee activities at our regular meetings.
>
> Please consider accepting this appointment and let me know your response as soon as possible.
>
> I will respond back to Mr. Webb tomorrow morning with the Chair's appointment decision for this committee.
>
> Thank you for your consideration in this matter.
>
> Sincerely,
>
> Dan L. Connolly, Chair
> Mineta San Jose Int'l Airport Commission
>
> Sent from my Verizon, Samsung Galaxy smartphone

> ----- Original message -----
> From: "Webb, Jim" <JWebb@sjc.org>
> Date: 8/16/17 17:09 (GMT-08:00)
> To: Airport Commission 10 <AirportCom10@sanjoseca.gov>
> Subject: Appointment to OEI Study Group
>
> Chair Connolly:
>
> Attached is the Mayor's budget message from June that created the "Airport Height Study" group (which will really look at trying to find a balance between allowing taller building downtown and maintaining an OEI path for aircraft departing the Airport over the downtown). The study group is being led by the Office of Economic Development, the Airport, the San Francisco Bay Area Planning Research Association and the Downtown Association. The link to the SPUR website is: <http://www.spur.org/>
>
> As I noted in our conversation, the group will have a wide range of perspectives – including the airlines and pilots – but wants the perspective of a downtown resident. Commissioner Matsushima is uniquely suited to serve as she lives in the downtown and, as an Airport Commissioner, she has a basic understanding of the OEI (one engine inoperative) issue. As I noted, the meetings would take place about once or twice a month for 4 to 6 months. I have spoken to Commissioner Matsushima and she is willing to serve. As a **Commission appointment**, she would need to report out to the Commission.
>
> I appreciate your consideration. Give it some thought and let me know.
>
> Jim
>
> [Mineta San Jose International Airport | Silicon Valley's Airport]<<http://www.flysanjose.com/>>
>
> James Webb, Jr. | Assistant to the Director

> | jwebb@sjc.org<<mailto:jwebb@sjc.org>>
> _____
> Mineta San José International Airport
> 1701 Airport Blvd. Ste B-1130, San José, CA 95110
> flysanjose.com<<http://www.flysanjose.com/>> | facebook<<http://www.facebook.com/flysanjose>> |
> twitter<<http://www.twitter.com/flysjc>> | linkedin<<https://www.linkedin.com/company/norman-y.-mineta-san-jose-int'l-airport>>
>
>
>
> <Mayor's June Budget message - Airport Height Study .pdf>
> <image001.png>

-

----- Original message -----

From: "Webb, Jim" <JWebb@sjc.org>
Date: 8/16/17 10:51 (GMT-08:00)
To: Airport Commission 10 <AirportCom10@sanjoseca.gov>
Subject: Re: Need to Talk with You

Dan:

I am not in the office this morning but will be in this afternoon. I can call you then. What's the best time this afternoon to reach you?

Jim

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Airport Commission 10 <AirportCom10@sanjoseca.gov>
Date: 8/15/17 8:06 PM (GMT-08:00)
To: "Webb, Jim" <JWebb@sjc.org>
Subject: RE: Need to Talk with You

Good Evening Mr. Webb:

Thank you, I also look forward to working with you during the coming year.

I appreciate the direction of mail to my secure business mailing address. Thank you for your efforts in this manner.

I would be happy to speak with you, would you enlighten me on what OEI stands for with this study group?

I have an 8 AM - 9:45 AM meeting on Wednesday morning and could be available at 10AM. Would that work for you? I will bring my binder with me and you are welcome to utilize my mobile telephone.

I look forward to speaking with you.

Dan

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Webb, Jim" <JWebb@sjc.org>

Date: 8/15/17 18:28 (GMT-08:00)

To: Airport Commission 10 <AirportCom10@sanjoseca.gov>

Subject: Need to Talk with You

Chair Connolly:

First congratulations on your election as Commission Chair. I look forward to working with you in the year ahead.

Second, I have taken steps to try and ensure that any future mail is sent to your business address. Please let me know if anything arrives at your home address.

Finally, I need to talk with you about the appointment of Julie Matsushima to an OEI study group. What would be the best time for me to call you tomorrow or Thursday afternoon? Would you prefer I call you on your cell or at your office? If possible, please have your Commission reference book handy as I will be referencing it during our discussion.

Thanks.

Jim

James Webb, Jr. | Assistant to the Director

| jwebb@sjc.org

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SILICON VALLEY'S AIRPORT

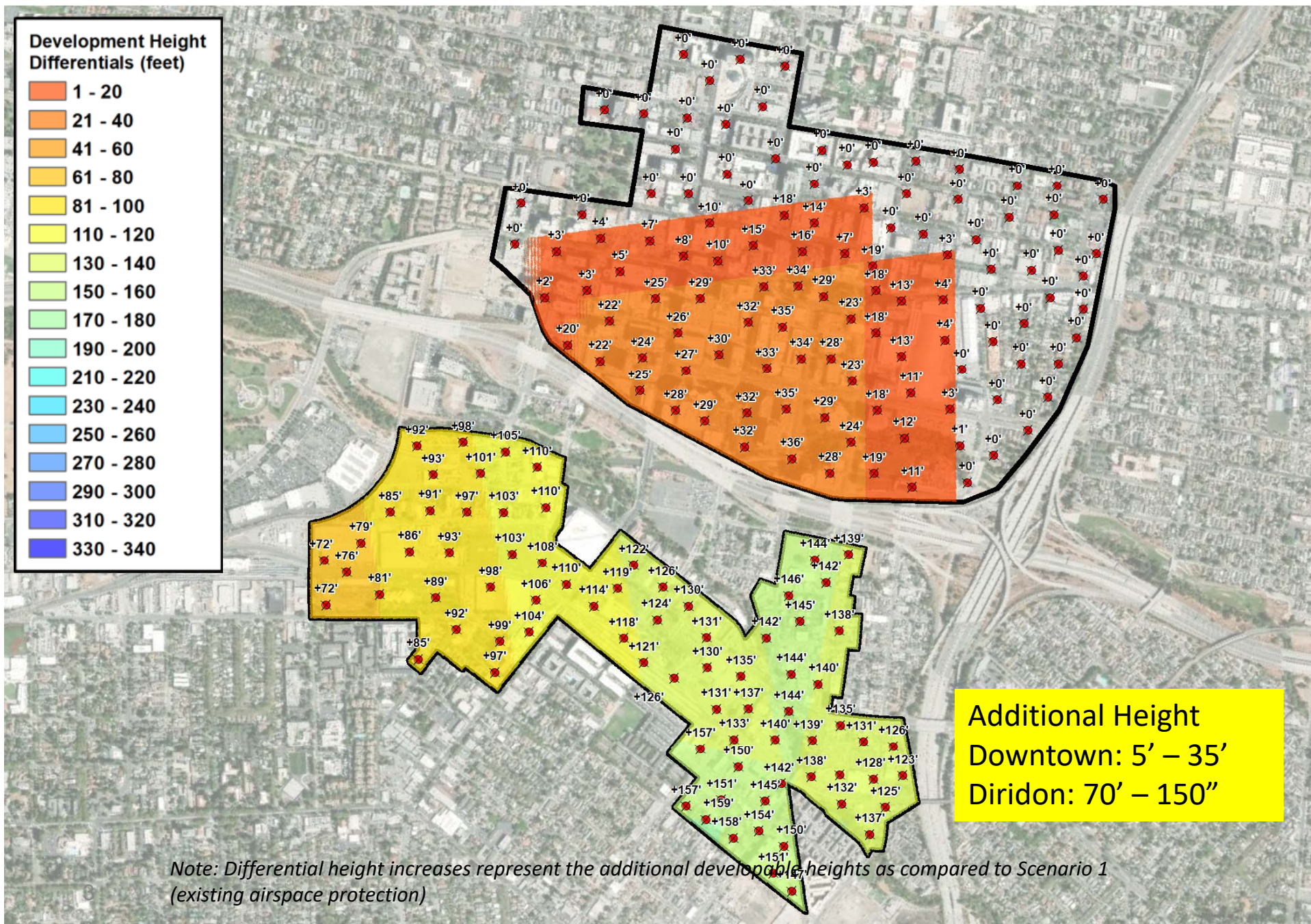


Google Progress Briefing on OEI November 2, 2018

AIRSPACE PROTECTION SCENARIOS

- Five Airspace Scenarios
 - **Scenario 1:** Existing
 - **Scenario 4: No OEI**
 - **Scenario 7:** Straight-out OEI
 - **Scenario 10:** Straight-out OEI with West OEI Corridor alternatives
 - **Scenario 9:** No OEI, increased FAA height limits

SCENARIO 4 – NO OEI - DEVELOPMENT HEIGHT DIFFERENTIALS



Asia Weight Penalty Assessment



Beijing - PEK Winter (68° F)		B787-9 (290 seats/10,853 lbs. cargo)		B777-300ER (370 seats/56,089 lbs. cargo)	
		PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1	Existing airspace protection	-	-	-	-
Scenario 4	TERPS Only	51	10,853	-	19,278
Scenario 7	Straight-Out ICAO OEI surface protection without West OEI Corridor	25	10,853	-	11,801
Scenario 10	Existing Conditions: 85' - 166' AGL	-	-	-	-
	Opt 10A: 100' - 195' AGL	-	4,534	-	5,479
	Opt 10B: 115' - 224' AGL	-	9,408	-	6,673
	Opt 10C: 129' - 240' AGL	13	10,853	-	10,537
	Opt 10D: 146' - 260' AGL	34	10,853	-	16,929
Scenario 9	TERPS only with increased TERPS departure climb gradients and approach procedure minima	93	10,853	-	26,672
Beijing - PEK Summer (81.3° F)		B787-9 (290 seats/9,542 lbs. cargo)		B777-300ER (370 seats/55,588 lbs. cargo)	
		PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1	Existing airspace protection	-	-	-	-
Scenario 4	TERPS Only	56	9,542	-	20,597
Scenario 7	Straight-Out ICAO OEI surface protection without West OEI Corridor	30	9,542	-	13,268
Scenario 10	Existing Conditions: 85' - 166' AGL	-	-	-	-
	Opt 10A: 100' - 195' AGL	-	3,933	-	5,293
	Opt 10B: 115' - 224' AGL	-	8,725	-	10,223
	Opt 10C: 129' - 240' AGL	15	9,542	-	11,020
	Opt 10D: 146' - 260' AGL	36	9,542	-	17,545
Scenario 9	TERPS only with increased TERPS departure climb gradients and approach procedure minima	95	9,542	-	28,076

Additional Market Analysis



Future Domestic Markets

Anchorage - ANC		A320 (150 seats/1,379 lbs. cargo)		B737-800 (175 seats/7,100 lbs. cargo)	
Summer (81.3° F)		PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1	Existing airspace protection	-	-	-	-
Scenario 4	TERPS Only	-	-	-	-
Boston - BOS		A320 (150 seats/0 lbs. cargo)		B737-800 (175 seats/0 lbs. cargo)	
Summer (81.3° F)		PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1	Existing airspace protection	7	-	1	-
Scenario 4	TERPS Only	23	-	1	-
Miami - MIA		A320 (150 seats/0 lbs. cargo)		B737-800 (175 seats/0 lbs. cargo)	
Summer (81.3° F)		PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1	Existing airspace protection	1	-	3	-
Scenario 4	TERPS Only	17	-	3	-

Additional Market Analysis



Additional Future Foreign Market (Analysis Forthcoming)

- Rio de Janeiro, Brazil
- Taipei, Taiwan
- Hong Kong, China
- Delhi, India
- Dubai, United Arab Emirates

Airline Responses



Airlines Responded:

- Southwest Airlines
- Alaska Airlines
- American Airlines
- British Airways
- Hainan Airways
- Aeromexico
- Delta
- Federal Express
- Hawaiian
- United Airlines
- Volaris

Pending:

- ANA Airlines
- California Pacific Airlines
- Frontier Airlines
- JetBlue Airlines
- UPS

Airline Responses

Alaska, American, Aeromexico, Delta, Southwest, and Volaris

- No penalties for operations below 92 F.

British Airways

- Scenarios 4 and 7 have no impact to current operations.

Federal Express

- Cargo Penalties in most scenarios; however, will cube out before weight out.

Hainan Airways

- Passenger and Cargo penalties in Scenario 4.

Hawaiian (Aircraft - A321 NEO)

- HNL, OGG, or KOA has no passenger penalties, some cargo penalties.
- LIH has minimal passenger penalties and some cargo penalties.

United (B738 and B739)

- No passenger or cargo penalties to existing markets (DEN, IAH, and ORD).
- Scenario 4 with B739 to EWR has passenger (21W – 41S) and some cargo penalties.



Next Steps

Next Five Months: November 2018 to March 2019

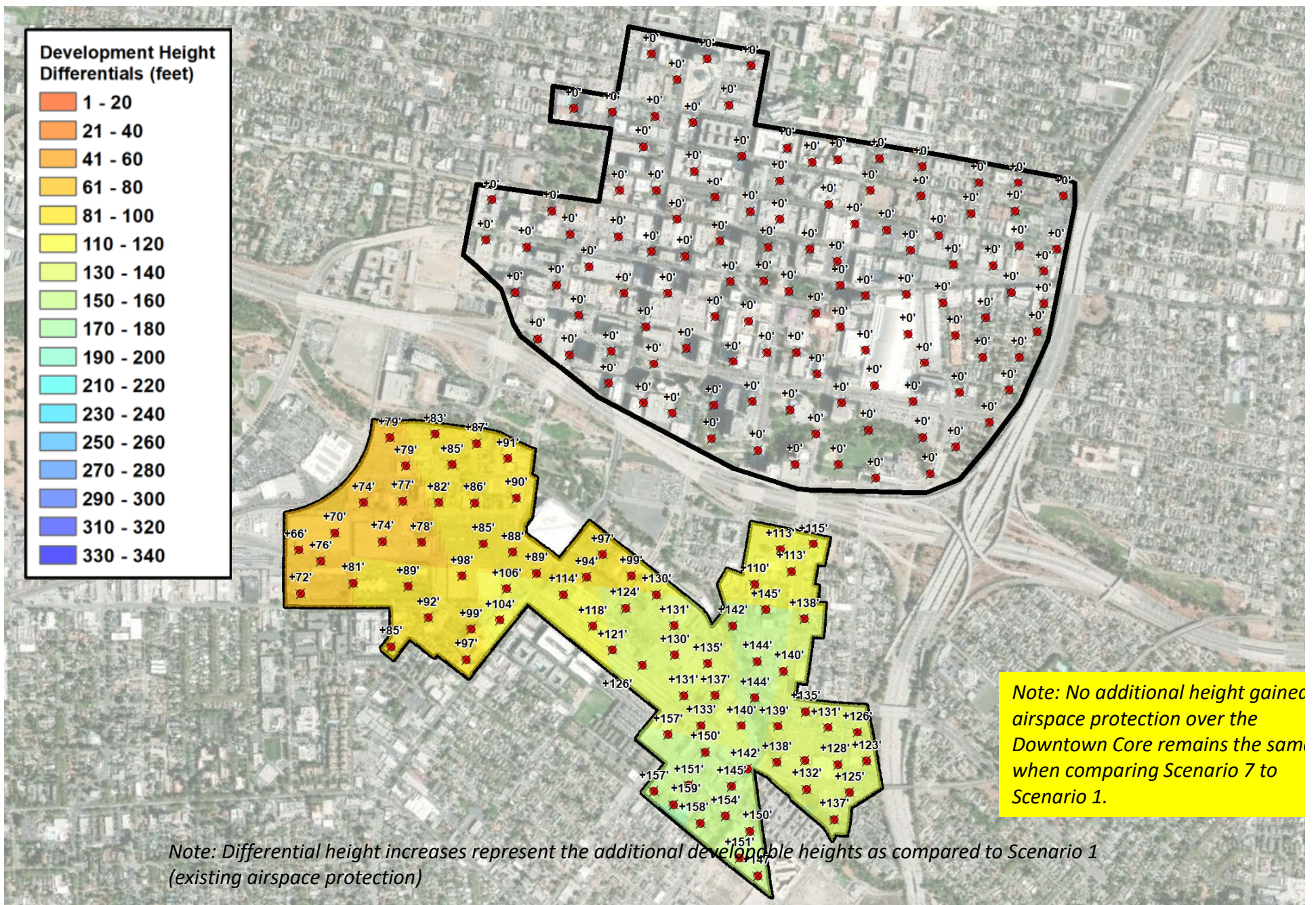
- Continue to meet with airline representatives.
- November 2, 2018: Meet with Google.
- Complete economic impact analysis.
- Continue meeting with the project steering committee.
- Continue to Partner with SVO, SPUR and SJDA for stakeholder update meeting.
- December 2018: Develop internal strategy recommendation.
- January 28, 2018: Present strategy recommendation to CEDC.
- Early 2019: Present strategy recommendation for Council consideration.

SILICON VALLEY'S AIRPORT

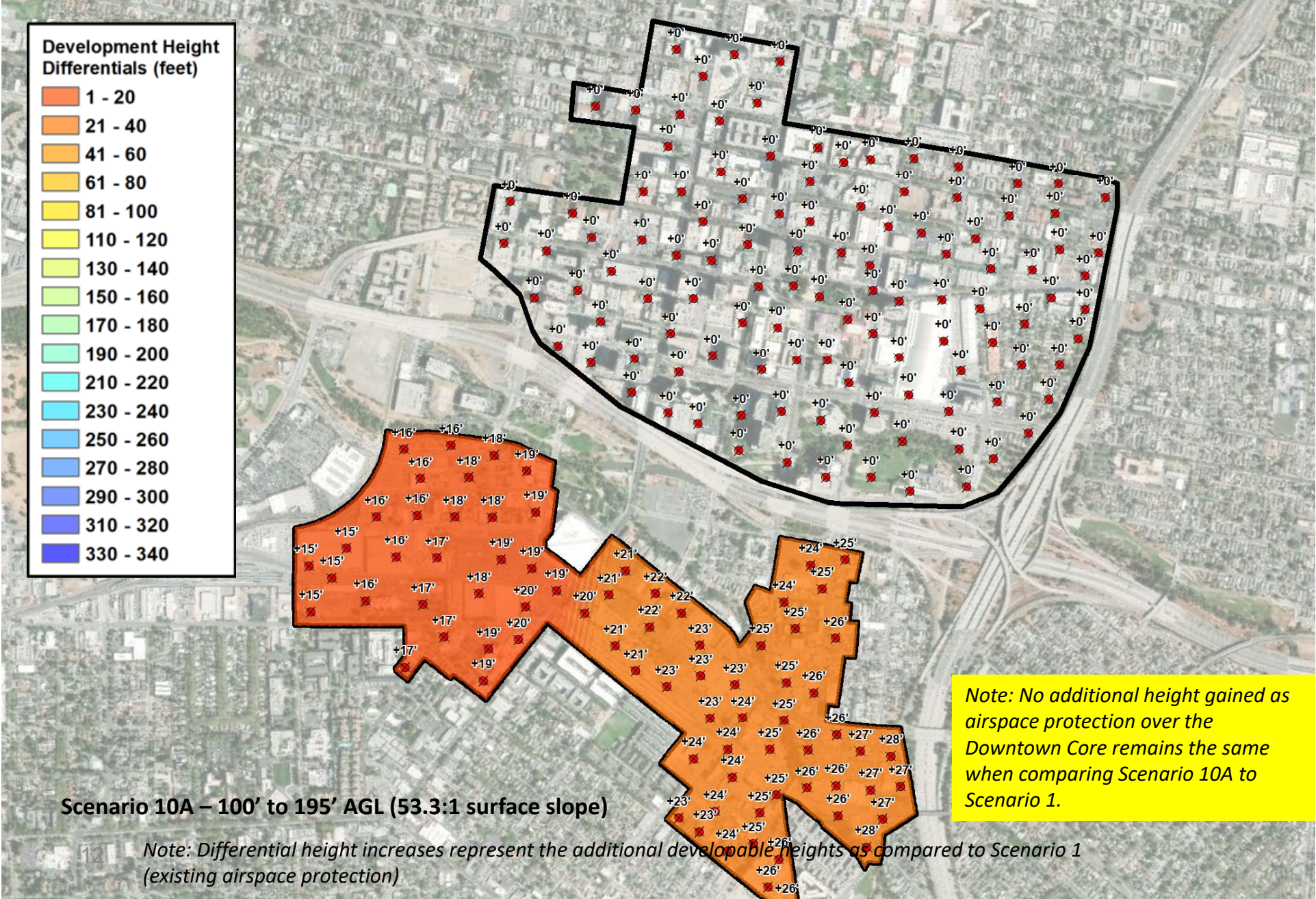


Questions

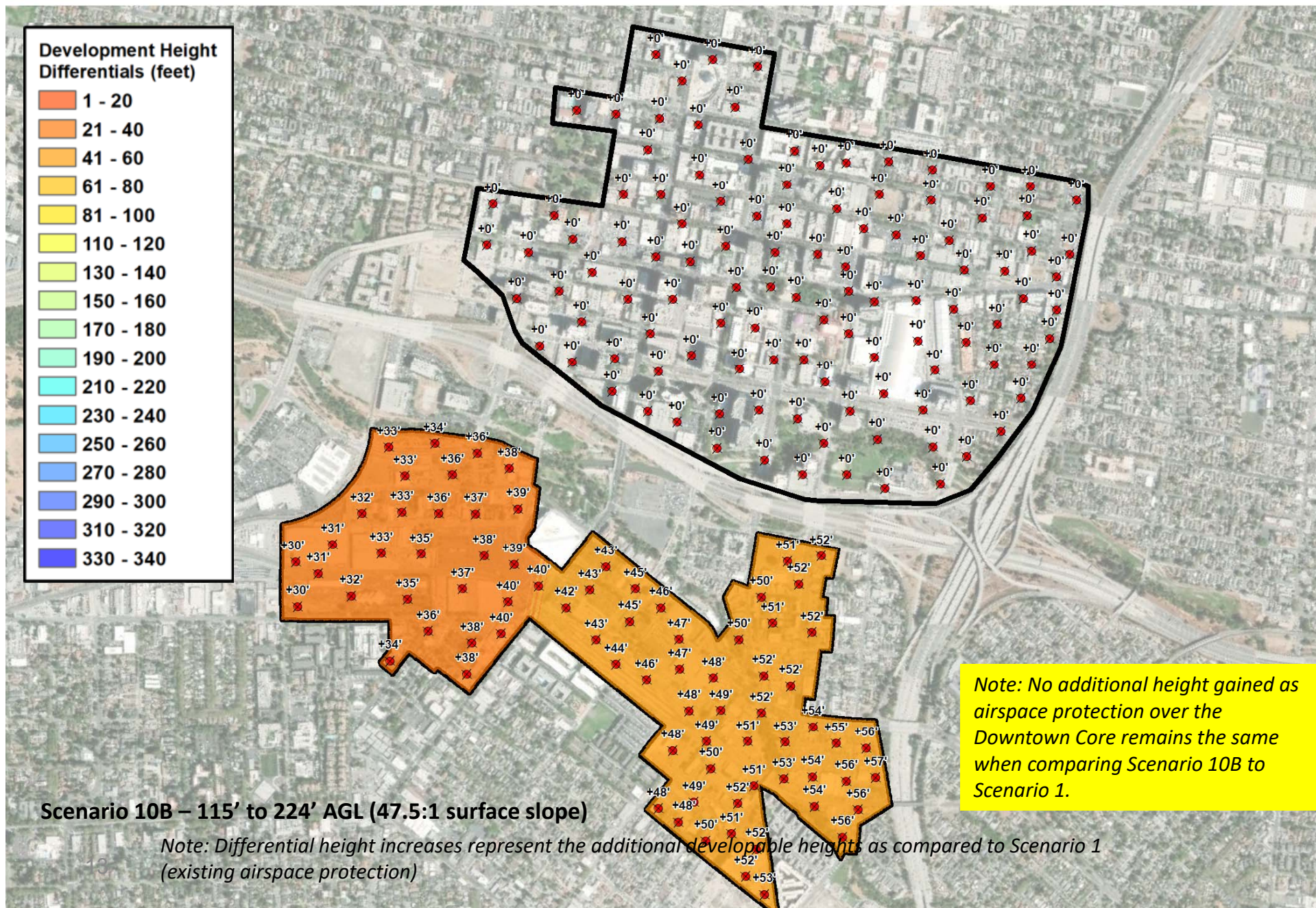
SCENARIO 7 - Straight-out OEI - DEVELOPMENT HEIGHT DIFFERENTIALS



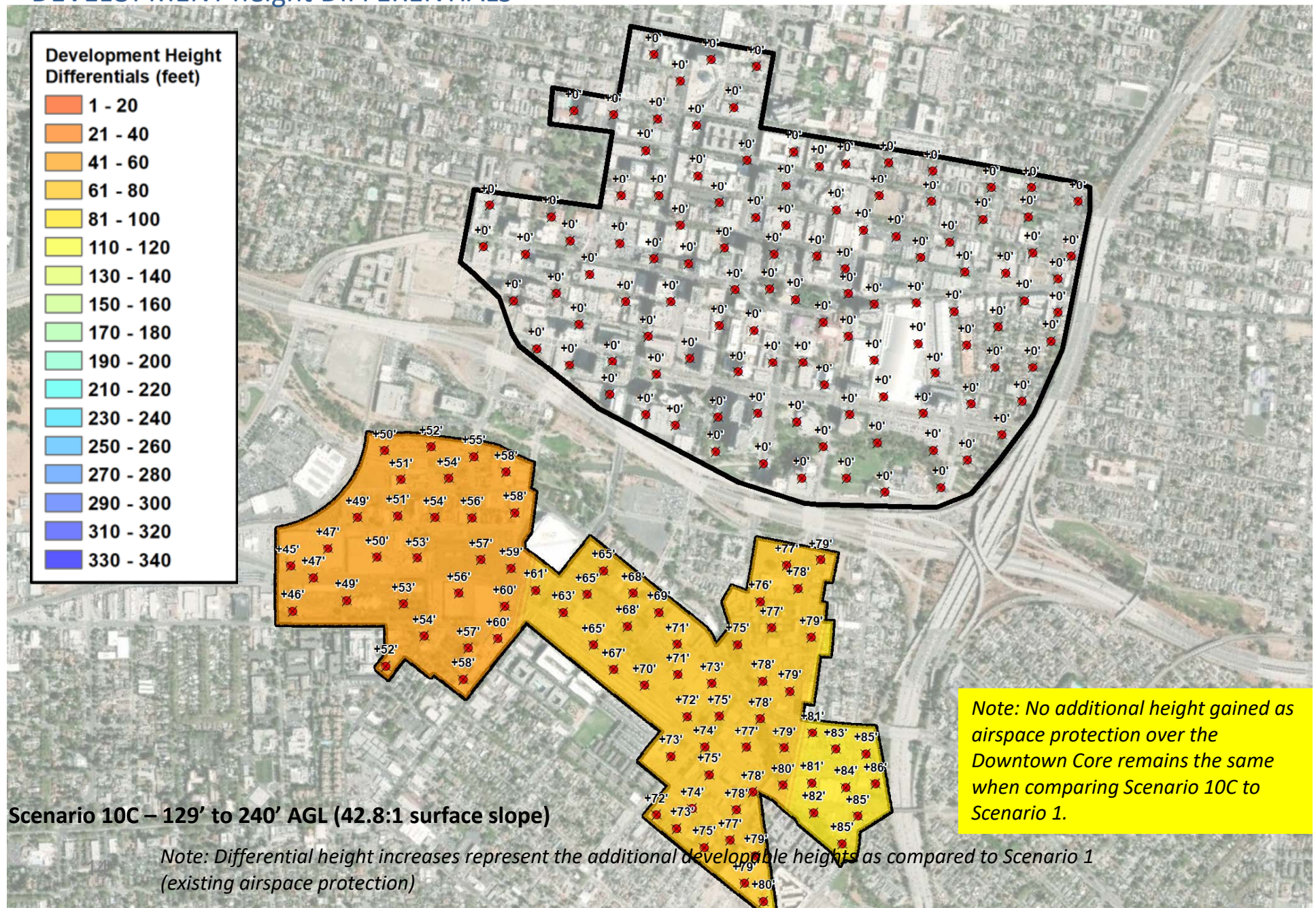
SCENARIO 10A – Straight-out oei with oei west corridor alternatives (PRESERVE STRAIGHT OUT OEI) – DEVELOPMENT height DIFFERENTIALS



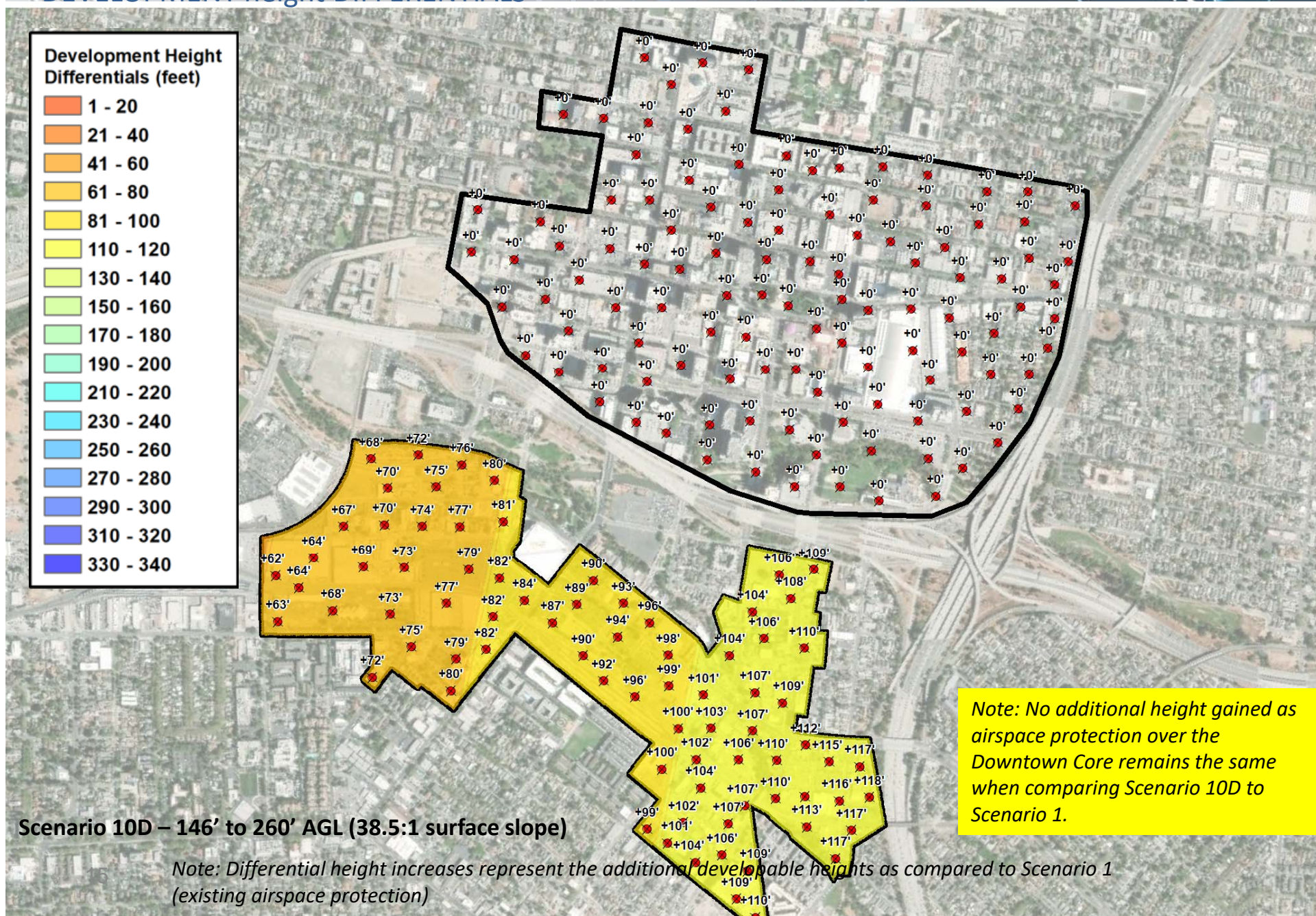
SCENARIO 10B – Straight-out oei with oei west corridor alternatives (PRESERVE STRAIGHT-OUT OEI) – DEVELOPMENT height DIFFERENTIALS



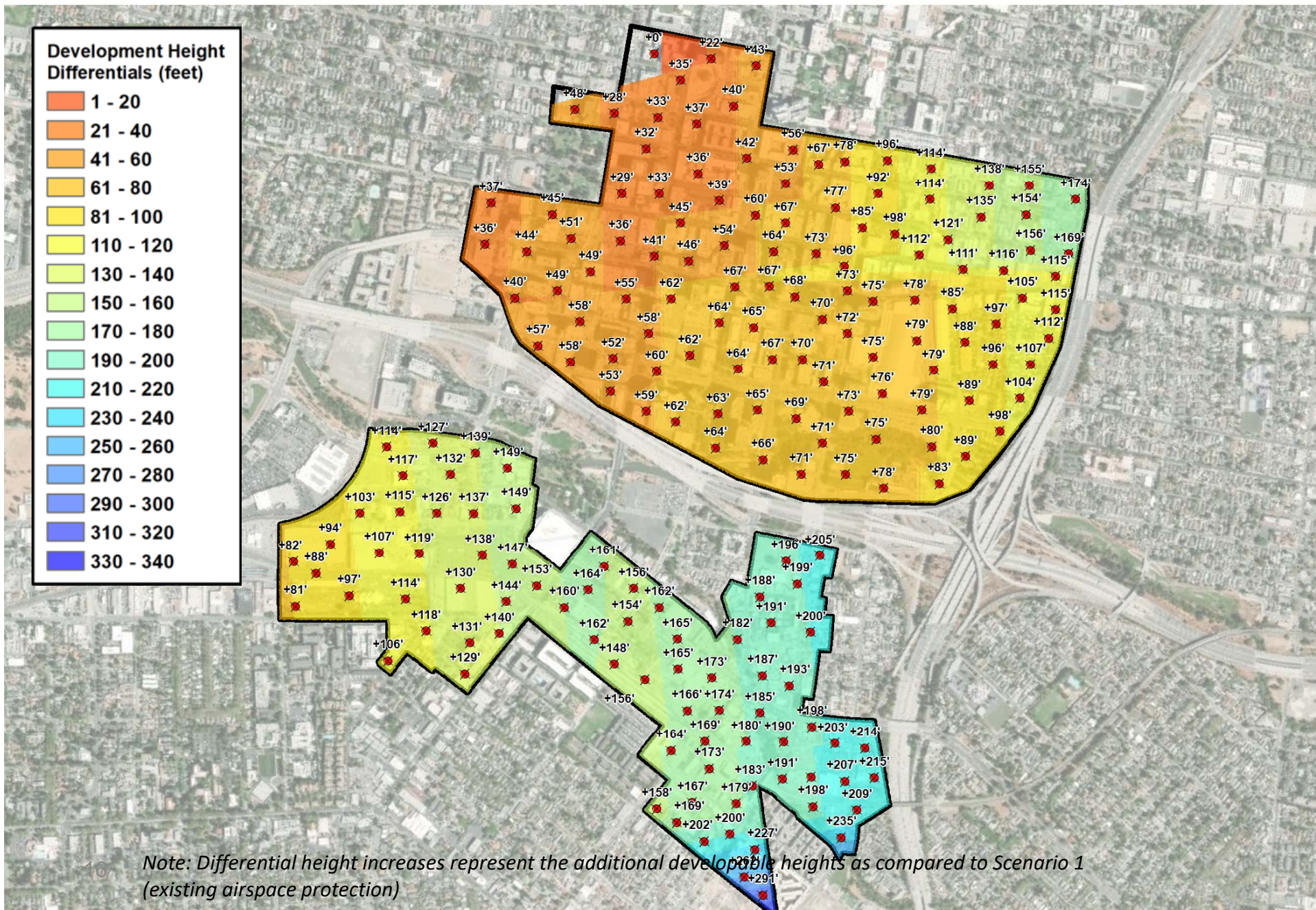
SCENARIO 10C – Straight-out oei with oei west corridor alternatives (PRESERVE STRAIGHT-OUT OEI) – DEVELOPMENT height DIFFERENTIALS



SCENARIO 10D – Straight-out oei with oei west corridor alternatives (PRESERVE STRAIGHT OUT OEI) – DEVELOPMENT height DIFFERENTIALS



SCENARIO 9 – NO OEI, INCREASED FAA HEIGHT LIMITS – DEVELOPMENT HEIGHT DIFFERENTIALS



Aircraft Performance Assumptions

City Pair Assessment



AIRCRAFT FLEET EVALUATION

Aircraft	Engine	Maximum Takeoff Weight (MTOW) (lbs.)	Seats
A320-200	CFM56-5B4	171,960	150
B737-800	CFM56-7B26	174,200	175
B787-9	GENX-1B74-7	560,000	290
B777-300ER	GE90-115BL	775,000	370

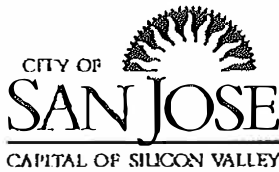
CITY PAIR ASSESSMENT

Origin	Destination	Distance (Statue Miles)
Domestic		
SJC	JFK	2,569
SJC	HNL	2,417
International		
SJC	FRA	5,703
SJC	PEK	5,942

JFK: John F. Kennedy International Airport (New York)
HNL: Honolulu International Airport (Hawaii)
FRA: Frankfurt International Airport (Germany)
PEK: Beijing International Airport (China)

SEASONAL TEMPERATURES

Winter		
Aircraft Type	Temperature (°F)	Notes
A320-200 & B737-800	63°F	Early morning and evening departures
B787-9 & B777-300ER	68°F	Morning and afternoon departures
Summer		
A320-200 & B737-800	81.3°F	Boeing 85% reliability temperature
B787-9 & B777-300ER	81.3°F	Boeing 85% reliability temperature



Distributed on:

SENT TO COUNCIL: APR 25 2006

by City Manager's Office
Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL.

FROM: William F. Sherry, A.A.E.

SUBJECT: ADOBE BUILDING IMPACT
ON AIRLINE SERVICE

DATE: 4/24/06

Approved

Date 4/27/06

INFORMATION

The Aviation Department, in concert with Planning, Building and Code Enforcement and the Redevelopment Agency, has initiated an Airport Obstruction Study to determine maximum building heights in the Airport vicinity based on existing development and FAA and airline safety criteria. As part of this study, staff has found that the Adobe Towers on Park Avenue do not appear on the FAA or airline obstruction databases (two documents maintained by Federal Agencies). American Airlines has determined that the Phase I Tower, which faces Park Avenue, is an impediment to the current emergency procedures that the airline has developed for southerly departures of its flight to Narita, Japan.

Background

Federal Aviation Regulations require that project developers notify the Federal Aviation Administration (FAA) of certain proposed construction projects within an extended zone defined by a set of imaginary surfaces (or slopes) that radiate out for several miles from the airport's runways. Upon notification, the FAA conducts an aeronautical study and issues a determination as to whether the proposed structure would be a hazard to air navigation. All existing downtown high-rise structures that have been subject to this FAA review, including the three Adobe buildings within the block bounded by W. San Fernando, S. Almaden, Park, and Guadalupe River, have received a "no hazard" determination subject to specified conditions. Once a no-hazard-determination is issued, the project developer is required to make additional notifications to the FAA when actual construction is ready to begin, and upon completion of the highest point of construction.

It is important to note all such notifications are made by the project applicant (developer or its engineering/architectural designer) via filing of prescribed FAA forms which are supposed to provide precise data on the proposed structure's latitude/longitude location, height above ground level, and elevation above sea level. The City has no role in the preparation of these submittals except in cases where the City is the project developer. The City does, however, rely upon FAA no-hazard determinations for development project compliance with General Plan policy to protect the local airspace.

Description of Adobe Problem

It appears that at the time each of the three Adobe buildings was submitted to the FAA for review by HOK Architects (1994, 1996, and 2000), the same set of incorrect location coordinates was used. These coordinates are for the southwest corner of Park & Almaden, across from the actual development site and several hundred feet from the actual site of the two taller Adobe buildings. It's not known what effort, if any, FAA made to confirm location or elevation data it received from the project applicant.

This fundamental data error on the part of the Adobe development appears to have been exacerbated by two further procedural errors. The one official data source for existing high-rise structures is the Airport "Obstruction Chart" which is prepared and periodically updated by the National Oceanic & Atmospheric Administration (NOAA) on contract to FAA. This chart is created through a physical survey of the airport vicinity to identify all potential obstructions. The Obstruction Chart for San José does not identify any structures on the Adobe block, other than a temporary construction crane that appears to coincide with the Phase 2/Tower 2 building. Again, local municipalities are not part of the NOAA update process and are not provided an opportunity to review the survey findings prior to publication.

A secondary data source that the airlines subscribe to is called the "Digital Obstacle File" which is prepared and periodically updated by an entity known as the National Aeronautical Charting Office (NACO). NACO obtains the actual construction notifications made to the FAA by project applicants. It is not known to staff what subsequent construction notifications were filed as part of the Adobe development (as required) because the Digital Obstacle File shows only one building located at the southwest corner of Park & Almaden, the same erroneous location identified in the original Adobe development submittals to FAA. As with the NOAA Obstruction Chart, airports have no involvement with NACO on this database.

These problems were discovered by staff when it recently reviewed the NOAA Obstruction Chart and the NACO Digital Obstacle File to identify the potential critical existing high-rise buildings as part of the ongoing Airport Obstruction Study. Staff has notified the FAA to (1) alert the agency to the omissions and erroneous locations of the Adobe buildings on its databases, (2) urge that NOAA be directed to perform a thorough and more accurate update of the Obstruction Chart as a high priority, and (3) consider involving local agencies in verifying the accuracy of location and elevation data submitted to FAA by project applicants. In addition, staff has notified all airlines flying out of San José to make sure they are aware of the correct coordinates for the buildings. With these notifications, safety of the flying public is assured.

Staff from the Redevelopment Agency and the Office of Economic Development are working to ensure that the appropriate parties at Adobe are informed and made aware of this concern.

Impact on American Airlines

Airlines rely on the NOAA Obstruction Chart and the NACO Digital Obstacle File when calculating their required emergency procedures to clear obstructions when departing with the

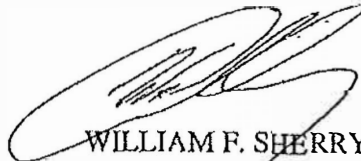
loss of power in one engine. American Airlines informed the City on 4/12/06, soon after it received staff's downtown building data, that the existence of the Adobe Phase 1 Tower does not provide sufficient emergency clearance for southerly departures of the B-777 flight to Narita. American must immediately institute weight restrictions on such departures (i.e., not operate with a full load of cargo, passengers, or fuel) unless and until it can redesign its emergency "one-engine out" procedures to avoid the building. This process is underway. American has informally indicated that if modified emergency procedures cannot be implemented, the potential economic loss from weight restrictions on that one flight is estimated to be approximately \$1 million annually.

Thus far, no other airline has indicated that any current flight operations are impacted by the presence of the Adobe Phase 1 building or any other structure missing from FAA and airline databases.

Next Steps

As staff now has the GIS tools to generate or check location coordinates, and as the FAA now operates a website which posts information on proposed structures submitted for review, the Airport can and does monitor such project submittals and notify the FAA as well as the Planning, Building and Code Enforcement Department when data discrepancies are found. Within the last two months, staff has already identified several project submittals to FAA with erroneous data.

Lastly, as the Airport Obstruction Study progresses, City staff will develop for City Council consideration, recommendations regarding the development review process, to minimize such problems in the future.



WILLIAM F. SHERRY, A.A.E.
Director of Aviation
Airport Department

Please contact William F. Sherry, Director of Aviation, at 501-7669, with any questions.

WFS:CG

OEI Briefing
December 17, 2018

Background

- 2006: Last Obstruction Clearance Study, including Federal Aviation Regulation (FAR) Part 77.25 Aeronautical Surfaces, U.S Terminal Instrument Procedures (TERPS), and One-Engine Inoperative Surfaces (OEI); no Council Policy adopted.

Achievements: Since October 31, 2018

- Held two additional project steering committee meetings for a total of eight meetings.
- Reviewed 11 potential airspace protection scenarios considering Part 77, TERPS and OEI, selected four scenarios for additional indepth study, and have completed the in-depth study. Added four scenarios to focus on the Diridon area development.
- Selected four critical aircrafts to study in the scenarios referenced above (Airbus 320, 737-800, 787-9, and 777-200). Since the results of the four scenarios, the Airbus 321 NEO was added for the Hawaii route.
- Held meetings with all airlines and invited their review of the scenarios.
- Engaged in regular coordination with Google and their OEI consultant to review Diridon Area analysis.
- Received JLL economic impact analysis of increased development capacity and its effect on airport economics.

Significant Findings

- Scenario 4 (increasing heights to TERPS) is achievable according to the 13 airlines that responded with the exception of Hainan Airlines who could incur a loss of up to 50 passengers on southflow operations.
- Flights to Asia will be a challenge.
- Additional long range domestic markets (BOS, MIA, ANC) are achievable under Scenario 4.
- Scenario 4 will limit international markets:
 - 787 – 9 can not serve the additional markets without significant penalties
 - Delhi and Dubai will not be a feasible non-stop market
 - Hong Kong, Taipei and Rio de Janeiro are possible non-stop markets with larger (higher seat capacity) aircraft.
- Economic Findings – Scenario 4
 - Net new development capacity in the Diridon Station Area would be approximately 8.6M sqft.
 - No net new increase in aggregate development capacity in the Downtown Core, but small gains to be achieved on discrete parcels.
 - As development occurs, the airlines would be impacted by \$802,000 ~~million~~ in 2024.

Proposed OEI Strategy

- OEI Strategy recommendation will increase allowable building heights to TERPS with the following considerations:
 - It will be challenging to serve the Beijing market and challenges will exist if there is a desire to serve select international markets in the future.
 - Recommend that a community-funded support program be developed for sustainable long-haul international flights to offset any airline/aircraft OEI mitigation measures required.
 - Recommend construction crane policy to deter crane penetrations into the TERPS during construction.

Next Steps

- Special Airport Commission meeting on January 14, 2019
- Stakeholder meeting on January 16, 2019
- January 28, 2019 CED Meeting
- February 12, 2019 City Council Meeting

OEI Briefing October 31, 2018

Background

- 2006: last Obstruction Clearance Study, including Federal Aviation Regulation (FAR) Part 77.25 Aeronautical Surfaces, U.S Terminal Instrument Procedures (TERPS), and One-Engine Inoperative Surfaces (OEI); no Council Policy adopted.

Achievements: To October 31, 2018

- Held six project steering committee meetings (SJDA, SPUR, SVO, SVLG, Airport Commission, Building Trades, D3)
- Reviewed eleven potential airspace protection scenarios considering Part 77, TERPS and OEI, selected four scenarios for additional indepth study, and have completed the in-depth study.
- Selected four critical aircrafts to study in the scenarios referenced above (Airbus 320, 737-800, 787-9, and 777-200). Since the results of the four scenarios, the Airbuse 321 Neo was added for the Hawaii route.
- Held meeting with all airlines invited for their review of the four selected scenarios.
- Regular coordination with Google and their OEI consultant, with key meeting on November 2, 2018 to review Diridon Area analysis.

Significant Findings

- All airlines were asked to review the airspace protection scenarios. 10 airlines have completed and submitted their review.
- The four scenarios were:
 - Scenario 1: Existing
 - Scenario 4: No OEI (TERPS Only)
 - Scenario 7: Straight-out OEI
 - Scenario 10: Straight-out OEI with West Cooridor Alternatives
 - Scenario 9: No OEI, Increase FAA height limits
- Scenario 4 appears to provide the greatest opportunity for height to the downtown and Diridon area. However, Asian markets have the most significant impacts.

Next Five Months: November 2018 to March 2019

- Continue to meet with airline representatives.
- November 2, 2018: Meet with Google to provide updated information from airlines.
- Complete economic impact analysis of building heights and airport operations with changes to OEI procedures.
- November 7, 2018: Meet with the project steering committee to review consultant analysis of airline positions and draft economic analysis.
- Continue to Partner with SVO, SPUR and SJDA for stakeholder update meeting.
- December 2018: Draft internal strategy recommendation.
- January 28, 2019: Present strategy recommendation to CEDC.
- Early 2019: Present strategy recommendation for Council consideration.

OEI Briefing August 13, 2018

Background

- 2006: last Obstruction Clearance Study, including Federal Aviation Regulation (FAR) Part 77.25 Aeronautical Surfaces, U.S Terminal Instrument Procedures (TERPS), and One-Engine Inoperative Surfaces (OEI); no Council Policy adopted

Achievements: February to August

- Held five project steering committee meetings (SJDA, SPUR, SVO, SVLG, Airport Commission, Building Trades, D3)
- Reviewed eleven potential airspace protection scenarios considering Part 77, TERPS and OEI and selected four scenarios for additional indepth study.
- Selected four critical aircrafts to study in the scenarios referenced above (Airbus 320, 737-800, 787-9, and 777-200)
- Held meetings with six airlines (five utilizing the West Corridor and Southwest because they make up 47% of overall passengers at SJC) for their review of the four selected scenarios.
- Regular coordination with Google and their OEI consultant, with key meeting on August 17 to review Diridon Area analysis.
- Reviewing consultant Landrum & Brown analysis of four selected scenarios.

Significant Findings

- FAA has completed the Airspace Feasibility Study (Part 77 and TERPS surfaces) on 33 blocks in the Diridon Area and determined that the range of acceptable building heights is approximately 90 to 278 feet AGL (Above Ground Level). See attached map.
- All airlines asked to review the airspace protection scenarios have completed their review.
- Two airlines see opportunity to relax OEI in the West Corridor.

Next Six Months: August to January

- Continue to meet with airline representatives to see if all 15 airlines that utilize SJC would be willing to move/modify their OEI procedures in the West Corridor.
- Meet with the project steering committee on September 7 to review consultant analysis of airspace protection scenarios and airline positions.
- Partner with SVO, SPUR and SJDA for a stakeholder meeting - tentatively scheduled for September 21.
- Provide status update to CEDC on September 24.
- Proceed with an economic impact analysis of building heights and airport operations with changes to OEI procedures, if necessary.
- Develop policy recommendation for Council consideration in late 2018/early 2019.

OEI Briefing February 12, 2018

Background

- OEI: emergency procedure for each airline/aircraft in the rare occasion when an aircraft loses power in an engine during takeoff
- 2006: last Obstruction Clearance Study, including Federal Aviation Regulation (FAR) Part 77.25 Aeronautical Surfaces, U.S Terminal Instrument Procedures (TERPS), and One-Engine Inoperative Surfaces (OEI); no Council Policy adopted
- June 2017 Budget Message: direction to study, through a collaboration process with stakeholders, potential increases to the OEI downtown height limitations that would not threaten air service viability. (Initial \$100,000 allocated)

Achievements: August-December

- Formed Steering Committee (SJDA, SPUR, SVO, SVLG, Airport Commission, Building Trades, D3)
- Developed Agreed-On Detailed Project Scope of Work and Collaborative Process
 - Three Tasks: 1-Existing Conditions Assessment, 2-OEI Feasibility Studies and Impact, 3-Economic/Fiscal Analysis
- Selected Consultant (following two proposals), including real estate Sub-Consultant
- Coordinated with Google and their OEI Consultant, agree to accelerate Diridon Area analysis

Next Six Months: February-July

- Complete Task 1: Existing Conditions Assessment (March 8 Steering Committee)
- Mid-Year Action February 13: Allocate Airport Funds for timely completion of 'worst-case', 'exhaust all options' full Project Scope of Work (additional \$417,000; expect \$100,000 Google reimbursement)
- Goal: By June 26, CED Committee meeting, secure initial insights regarding if/where/how much height limitations could be raised in Diridon Area and Downtown Core
- Develop Policy Recommendation for Council Consideration (for consideration in August)

Downtown Airspace & Development Capacity Study

Possible Questions/Points of Clarification to ask prior to approving Airport Staff's Recommendation of Scenario 4 TERPS Only at the City Council Meeting of March 12, 2019

1. What/Who is Project Spartan as mentioned in the Landrum & Brown Agreement Special Order 4 executed November 7, 2018?
2. Who is the Manager of the Project Spartan Team?
3. Who comprises the Project Spartan Team?
4. Who is the Project Spartan's OEI Consultant?
5. What 4 additional scenarios were added for the Diridon Station area only as outlined in Special Order 4 of the Landrum & Brown Agreement? Are these Scenarios 10A, 10B, 10C and 10D?
6. What role has Project Spartan played in the Downtown Airspace & Development Capacity Study?
7. What direction has been provided to the City of San Jose by the Project Spartan Team?
"Additional impacts that shall be calculated include employment/jobs, City of San Jose tax revenue and other economic impacts that may be **directed** by the Project Spartan Team." – Landrum & Brown Agreement SO4
8. The airlines were told Scenario 4 was the #1 preferred scenario in the October 4, 2018 PowerPoint presentation that contains instructions to the airlines to request their performance data. Did Project Spartan have any input into the selection of Scenario 4 (TERPS only)?
9. Has the Economic Analysis Report prepared by Project Spartan dated September 25, 2018 been shared with all San Jose City Council Members?
10. Has the Project Spartan Analysis Response Memorandum prepared by Landrum & Brown been shared with all San Jose City Council Members?
11. Why were actual airline responses denied to Airport Chairperson Connolly and Council Member Khamis? The Downtown Airspace & Development Capacity Study is the property of the City of San Jose by contract. Why couldn't the confidential or "Trade Secret" information simply be redacted?
12. United Airlines indicated a 21-passenger penalty in the winter and a 41-passenger penalty in the summer and cargo penalties in the B739 flight to Newark in the presentation to Google on November 2, 2018. Currently United Airlines does not fly the B739 to Newark out of SJC. However, this could be representative of what other airline/aircraft could experience on their flights to the east coast. Page 12 bullet 2 of the CED memo dated January 14, 2019 states these weight penalties are "potentially minor". Is a 21 passenger/41 passenger penalty considered minor? How does airport staff define minor?
13. Hawaiian Airlines has expressed that Scenario 4 is the second worst option for them yet page 12 bullet 2 of the CED memo dated January 14, 2019 states Hawaiian will have "potentially minor" penalties. Are we not considering Hawaiian Airlines objection to Scenario 4?
14. There are at least 12 airlines servicing SJC at this time. Why are the economic benefits to Google and the developers more important than the economic benefits of the airlines?
15. Are the economic benefits to the City of San Jose overstated? What guarantees does the City of San Jose have that Google and other developers will actually build out as presented? What guarantee does San Jose have on the projected revenues?
16. What if the first building in the Diridon Station is built to TERPS only and no other buildings are built? Once the first building is built to TERPS in the flight path, do San Jose City Council members realize our Airport will suffer the full effect of projected losses?

Downtown Airspace & Development Capacity Study

17. Are there any airports in the United States, with OBSTRUCTIONS that operate under TERPS only?
18. Has a Community Air Service Support Fund been successful at any other international airport, to mitigate losses due to the loss of OEI airspace?
19. Is the Community Air Service Support Fund sustainable?
20. What type of airport, regional or international, does Silicon Valley need and want? Should a survey be conducted?
21. Has there been any outreach to secondary markets SJC serves such as Santa Cruz County, Monterey County, San Benito County etc. informing them of the changes coming to SJC?
22. Has City Council considered the impacts to members of the flying public and our business community? (i.e. – Passengers bumped from flights, loss of air routes, loss of non- stop flights)
23. Has a written survey been completed, and were written responses received from all of our airlines confirming the following: 1) Airlines understand that if Scenario #4 is approved that all South Flow OEI Airspace will be eliminated, potentially affecting their South Flow departures beginning in 2024? 2) Did our airlines indicate that they have no issues with this OEI change with reference to signing a new 10-Year Lease Agreement?
24. We have been told that OEI is an economic decision because the airlines will not fly when it is not safe to do so. We agree. However, if SJC moves to TERPS only, isn't it true the level of safety or safety margin is compromised as compared to safety offered by OEI surface protections?
25. The Air Line Pilots Association International (ALPA) has offered to do an analysis of the various scenarios at no cost to the City of San Jose. Would this independent analysis be beneficial to SJC and Council Members?
26. The 2007 Obstruction Study uses 88 degrees as the temperature in summer which we have been told is a Boeing temperature a 95% reliability factor. This temperature was lowered to 81.3 degrees in the 2018/2019 Downtown Airspace and Development Capacity Study which we have been told is a Boeing temperature with an 85% reliability factor. With global warming, and the major impact this decision will have on SJC, why wouldn't we want to be 95% confident with the aircraft performance results in the current Study? Should the algorithms be run a second time with the temperature with a 95% reliability rate for comparison?
27. What is not talked about in either the 2007 Obstruction Study or the current Downtown Airspace & Development Capacity Study is the impact on the airlines/airport under TERPS only in Instrument Flight Rules (IFR) conditions (fog/low visibility). What is the impact to air service? Safety?
28. When will the final Downtown Airspace & Development Capacity Study report be finalized? Should this decision to adopt Scenario 4 be deferred until complete information is available?
29. Technology improvements over the last 10 years have been in areas of fuel efficiency not power or thrust. Is it realistic to think airlines will spend the money to retool and bring in 777s to fly out of SJC?
30. Should Scenario 4 prevail, will the Master Plan for SJC and capital plan for SJC be scaled back?
31. At the most recent council meeting, it was suggested that only 0.6% of flights might be affected by new building heights, dependent upon weather conditions. How does this reconcile with the projected economic losses to the Airport of -\$26M to \$203M, according to the study?

March 7, 2019

**SUBJECT: ANA - All Nippon Airways, Co., Ltd. –
Expresses Concern over Scenario #4**

Dear City Council Members,

Below is an email from ANA – All Nippon Airways regarding their opportunity for a flight from **San Jose to Tokyo, Japan flying the B787-900.**

I am paraphrasing the important points of ANA's – (All Nippon Airways) response to airport administration. Their actual email is below this correspondence.

ANA expresses:

- **Opportunity for non-stop SJC-TKO** (San Jose to Tokyo, Japan)
- Boeing 787-900 data on this flight is important to ANA
- From ANA's Operational and Commercial perspective hopes for **safest logical scenario**
- **Scenario 4** on B787-900 presents **PENALTY of 9,900 lbs – 11,000 lbs**
- **Passenger checked baggage volume is 10,000 lbs on flight**
- **Passenger baggage left behind under scenario #4**

This is simply another reason that you MUST demand to see, un-redacted responses from ALL Airlines and ensure that you are being given credible information. This decision will affect our City and Airport for 100 years into the future. **If you make the wrong decision on Tuesday, your decision cannot be undone.** Once buildings are constructed, we lose the future flight and expansion potential of our airport. **Proceed with Caution.**

**Ask yourself this very important question –
What is the RUSH to push Scenario #4 through?**

Every day we uncover more and more data that leads us to question the survey results you have been given.

Just some of the impacts under Scenario #4:

- **China – (51 PAX Penalty, 91 PAX Penalty, 41 PAX Penalty, 100 PAX Penalty & 100% Cargo Penalty)**
- **Japan – (Virtually all passenger baggage has to be left behind, 90.9% Cargo Penalty)**
- **Hawaii – (Cargo Penalties)**
- **Newark NJ - (21 PAX Penalty Winter & 41 PAX Penalty Summer)**

What else is being hidden from you?

That is the question you should be asking.

The Recommendation of Scenario #10B, provides:

1. An **increase in building heights** in the Diridon Station area.
2. Increase **tax revenues** for the City of San Jose
3. **Protection of our long-haul** domestic and international **flights**
4. The additional ability to **expand our airport** and bring in **new international flight destinations**.
5. **Protection for** Straight out **OEI** and a modified OEI Plan that can work for the airlines.
6. **No need for a “Community Air Service Fund”** – Which in my opinion will never materialize, and if it did, it would not be sustainable.
7. **Continued airport growth**, utilizing the \$2.2 Billion investment (with interest) already made by the City of San Jose to create a world class international airport.

Scenario #10B is a WIN-WIN-WIN for EVERYONE!

- **Developers Win** (More Space to build)
- **City of San Jose Wins** (More Revenues, more housing and a defined skyline)
- **Residents and Travelers Win** (Fly SJC)
- **Our Airport and Airlines Win** - (We continue to grow and build out our airport reaching our maximum potential for the 10th Largest City in America).


**Please REJECT SCENARIO #4, and vote for a real solution.
Support the Airport Commission’s Compromise - Scenario #10B.
A Real Win for San Jose!**

Thank you for your consideration.

Sincerely,

Dan L. Connolly

Dan L. Connolly, A Concerned Citizen



See ANA – All Nippon Airways Co, Ltd
Email below

Also, See CHINA Weight Penalty Analysis

----- Forwarded message -----

From: MASA IKEDA [REDACTED]

To: "Ross, Judy" [REDACTED]

Cc: "SAITO.TOMOMICHI 齊藤 知道" [REDACTED], "東山 拓雄HIGASHIYAMA.TAKUO" [REDACTED] >, "皿澤 英明SARAZAWA.HIDEAKI" [REDACTED] >

Bcc:

Date: Mon, 25 Feb 2019 22:07:15 +0000

Subject: Updates from ANA - B787-900 OEI data

Dear Judy:

Greetings from Masa Ikeda of ANA again.

I am emailing you to follow up your OEI study and presentation to the SJC city council meeting, scheduled for FEB 26th.

I also understand that you kindly took time to meet our SJC Airport Operations Manager, Hide Sarasawa, on Friday, FEB 22nd.

Attached, please find the ANA B787-900 OEI performance data.

- ANA has some chance to operate B787-900 on SJC-TYO route, looking back to our history and also toward future, and therefore providing the B787-900 data is important for us.
- ANA is hoping a safest logical scenario from airline's operational and commercial perspectives.
- For your reference, in scenario 4, our penalty risk with B787-900 is 9,900 to 11,000 lb.
- Our typical passengers' check-in baggage volume per flight is 10,000 lb, meaning we have to fly with leaving passengers' baggage behind if this may happen.
- ANA definitely supports the city's development, as well.

Safety is ANA's promise to the public and ANA continues to strive to better serve SJC city and airport.

Your continued support would be greatly appreciated.

Masa Ikeda

ANA - All Nippon Airways Co., Ltd.

[REDACTED]

Downtown San Jose Airspace Development Capacity Study (Project DADCS) - International Aircraft Operations Weight Penalty Assessment

Shanghai - PVG Summer (81.3° F)	A350-900 (334 seats/17,927 lbs. cargo)		B787-8 (213 seats/20,788 lbs. cargo)		B787-9 (292 seats/11,885 lbs. cargo)	
	PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1: West OEI Corridor	-	-	-	-	-	-
Scenario 1: Existing Straight Out OEI	11	17,927	-	14,295	31	11,885
Scenario 4: TERPS Only	28	17,927	-	18,453	46	11,885
Scenario 10B: West OEI Corridor	-	3,608	-	250	-	3,925
Shenzhen - SZX Summer (81.3° F)	A350-900 (334 seats/1,758 lbs. cargo)		B787-8 (213 seats/7,612 lbs. cargo)		B787-9 (292 seats/0 lbs. cargo)	
	PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)	PAX Penalty	Cargo Penalty (lbs.)
Scenario 1: West OEI Corridor	-	-	-	-	10	-
Scenario 1: Existing Straight Out OEI	74	1,758	24	7,612	85	-
Scenario 4: TERPS Only	91	1,758	41	7,612	100	-
Scenario 10B: West OEI Corridor	7	1,758	-	239	25	-

Note: Flight Engineering coordinated directly with Hainan Airlines Flight Engineering staff and were provided with information on the exact seating configurations, engine types, structural maximum takeoff weights (MTOWs), maximum zero fuel weights (MZFWs) and operating empty weights (OEWs) for each of the three aircraft evaluated in this assessment.

Great Circle Distances
SJC - PVG = 5,371 nm
SJC - SZK = 6,034 nm

