



COUNCIL AGENDA: 3/24/2020

FILE: 20-317

ITEM: 5.1 (b) (c)

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: John Aitken

**SUBJECT: AMENDMENT TO THE AIRPORT
MASTER PLAN**

DATE: March 4, 2020

Approved

Date

3/12/2020

RECOMMENDATION

- (a) Adopt a resolution approving a Major Amendment to the Airport Master Plan for the Norman Y. Mineta San Jose International Airport to extend the plan horizon year, update the projected aviation demand and facility requirements, and modify the list of specific project components of the long-term development program, including incorporation of the safety-related airfield improvements recommended in the Airport Runway Incursion Mitigation/Design Standards Analysis Study.
- (b) Approve an ordinance amending Title 25.04.300 of the San Jose Municipal Code to increase the maximum number of air carrier gates from 40 to 42.

OUTCOME

Following Council certification of the EIR as recommended by the Director of Planning in an accompanying staff report, approval of the proposed Airport Master Plan Amendment and ordinance amendment would provide an updated long-term development plan for the Airport to adequately accommodate projected aviation demand. It would allow the City to proceed with design, and potential construction, of capital improvements projects consistent with the amended Master Plan (as required by the Municipal Code), including the expanded environmental mitigation measures set forth in the new EIR for the Airport Master Plan.

BACKGROUND

The current Airport Master Plan, originally adopted by the City Council in 1997 and amended over time, serves as the City's long-range guide to Airport facility development through the year 2027. The Master Plan includes forecasts of aviation activity, facility requirements, and a phased development program of approximately 70 specific facility improvement projects, the majority of which have already been implemented over the last twenty years. Completed projects since 1997 have included major runway extensions, new terminal buildings and garages, new fuel storage/dispensing systems, and expanded facilities serving corporate aviation.

The Airport Master Plan has been amended 16 times since 1997 as implementation has proceeded and conditions or activity trends have changed. The San Jose Municipal Code (Chapter 25.02, Part 3) sets forth criteria and procedures for formally amending the adopted Airport Master Plan. “Major” amendments are those revisions which alter development goals/objectives or allow for increased activity levels, design capacity, or noise impacts beyond the levels currently projected in the plan. To date, three major amendments have been adopted, the most recent in 2010. “Minor” amendments are more limited changes that typically add or modify specific proposed capital improvement projects, but which otherwise remain consistent with development goals/objectives and projected activity levels/design capacity/noise impacts. To date, 13 minor amendments have been adopted, the most recent in 2018.

The current proposal to amend the Airport Master Plan was initiated in 2017 as work progressed on the FAA-funded Runway Incursion Mitigation/Design Standards Analysis Study (“RIM Study” for short) given potential modifications to airfield configuration that would need to be incorporated into the Master Plan. As part of that analysis of airfield safety and design issues, the RIM Study included an update of the Master Plan demand forecasts (last updated in 2009), and an assessment of the implications of the new forecasts on the current Master Plan’s facility development program, both airside and landside. Pursuant to the City Municipal Code, the scope of these proposed changes to the Master Plan constitute a “major amendment” and an approval process that culminates with City Council hearing and action.

ANALYSIS

The following information highlights the technical findings and facility recommendations. Attached to this memorandum is a table summarizing the updated aviation demand projections, a listing of all the Airport Master Plan facility improvement projects (as amended), a reference map of the location of the proposed future improvement projects, and two aerial exhibits displaying the key airfield and terminal area improvements.

Updated Master Plan Demand and Facility Requirements

The current Airport Master Plan is based on a projected demand of 17.6 million annual passengers and a total of 263,800 aircraft operations (total landings/takeoffs) by the year 2027. The national aviation planning/engineering firms of Kimley Horn and HNTB (part of the RIM Study consultant team) updated the full set of Airport demand forecasts. The year 2037 was selected as a new 20-year horizon from when the forecasting task was initiated.

- Annual air passenger demand in 2037 will total 22.5 million annual passengers, representing a 57% increase from 2018 (14.3 million) and five million more than previously projected for the year 2027.
- The number of annual passenger airline operations in 2037 will total just under 184,000, a 36% increase from 2018 (135,000), but essentially the same volume as previously projected for 2027 due to the anticipated trend toward larger aircraft and higher load factors.

- Projected growth in air cargo and general aviation activity will also continue, but at much lower rates than previously projected for 2027 based on updated trends and assumptions for those aviation activities.
- Combined, total annual aircraft operations in 2037 (237,700) would be a 47% increase over 2018 volume (173,400), but also less than previously projected for 2027.
- Overall airfield and landside area design capacity will be sufficient to accommodate the projected 2037 demand. The airfield will continue to operate with a minimal average delay to flights. The east side of the Airport will continue to be devoted to the air passenger terminal complex plus air cargo and most aviation support uses. The west side of the Airport will continue to serve general aviation activity, the FAA Control Tower, and some additional aviation support uses.

Airfield Development Program Modifications

The RIM Study, currently being completed, recommends a set of numerous but relatively minor physical changes to the existing airfield configuration to improve operational safety and compliance with current FAA airfield design standards and guidelines.

Most notably, on the west side of the airfield, former Runway 11/29 would be permanently closed and converted/extended as a new parallel “Taxiway V”. This short former runway, previously used by small piston-powered aircraft, was closed on an interim basis in 2009 due to adjacent taxiway and nearby corporate general aviation leasehold construction. The proposed permanent closure and conversion to a taxiway serving all general aviation aircraft would allow for closure of the existing Taxiway V that abuts the general aviation leaseholds and aircraft parking areas, and reuse as a “taxilane” to facilitate aircraft movement in/out of parking aprons. These actions would resolve several key airfield design standard deficiencies regarding lateral separation between runways/taxiways/parking aprons, conditions which have historically contributed to runway incursions. It should also be noted that recent changes to FAA air traffic control procedures would severely limit use of a re-opened Runway 11/29 by even small aircraft.

Other key RIM Study recommendations to be incorporated into the Master Plan include:

- Relocation of the general aviation aircraft engine run-up pad to the southwest corner of the airfield closer to the City-operated hangar and tiedown facilities.
- Extension of west side parallel Taxiway W to connect to the south end of Runway 12R/30L to eliminate the need for departing general aviation from the west side to enter the runway at cross Taxiway B and “back-taxi” to get into position for takeoff.
- Closure of two cross taxiways (F and H) between the two commercial runways to eliminate aircraft crossings through the “high energy” section of the runway (where departing and arriving aircraft are moving at their highest ground speeds).

- Relocation of aircraft “hold bar” markings/lighting on the cross taxiways intersecting Runway 12R/30L, and enlarging the “blast pads” at each end of Runway 12L/30R, to comply with current FAA standards for wide-body aircraft operation.
- Realignment of multiple cross taxiways between aircraft parking aprons and parallel taxiways on both sides of the airfield to eliminate direct aircraft access between aircraft parking aprons and runways (by instead requiring aircraft to make multiple 90-degree turns).
- Removal of some existing wide expanses of taxiway pavement that can lead to potential pilot confusion.
- Additional pavement markings and pilot notifications to minimize potential pilot confusion with closely-spaced parallel runways/taxiways.

Most of these airfield modifications would be eligible for FAA grant funding. Implementation would be phased over a 15-20 year period in consideration of project sequencing, funding availability, and operational impacts during construction.

Landside Development Program Modifications

With the update of the Airport’s demand projections out to the year 2037, the proposed improvements to landside facilities need to be modified accordingly. The most notable modifications would be as follows:

- To adequately accommodate projected passenger growth, a total of 42 airline gates and 1.8 million square feet of terminal building space will be needed by 2037, a minor increase over the 40 gates and 1.1 million square feet of terminal building projected in the current Airport Master Plan for 2027. The proposed Terminal B South Concourse (aka “new Terminal C”) would expand a little further to the south than currently depicted in the Master Plan.
- A total of 12,300 public parking spaces would be needed by the year 2037, slightly less than the previously planned 12,700 spaces by the year 2027. The location of new short-term and long-term parking facilities remains unchanged, but garage construction would be phased as demand warrants, and designed with the flexibility that if parking demand changes dramatically in the future, the structure could be converted to office or storage use. The design of terminal area facilities would also continue to allow for a potential transit connection as is under conceptual study by the City and VTA.
- A proposed hotel to be located immediately south of the proposed new short-term parking garage would be the one new major addition to the terminal area. The hotel project would be implemented by a land lease awarded through an RFP process (similar to corporate general aviation development on the west side).
- The expansion and/or relocation of air cargo, general aviation, and array of aviation support facilities included in the current Master Plan will remain in the amended Master Plan with some minor modifications.

Most of the additional terminal facilities would be built by the City using bonds or other financial instruments backed by Airport revenues. Other landside projects, such as the proposed hotel, cargo, general aviation, and support facility development, would be implemented through lease and operating agreements with third parties or on-airport tenants or consortiums.

Ordinance Amendment to the San Jose Municipal Code

In 1998 the City Council approved an ordinance that added Chapter 25.04 to the Municipal Code consisting of numerous requirements and policies for implementing Airport development. The Airport Department reports out annually on compliance with the provisions of Chapter 25.04 in its Annual Status Report on the Airport Master Plan (the report itself being one of the Chapter 25.04 requirements).

Section 25.04.300(B)(1) of the Code sets a limit on the number of airline gates to a maximum of forty (40). As noted above, the analysis conducted as part of this proposed amendment to the Airport Master Plan determined that up to 42 airline gates would be needed to adequately accommodate projected 2037 passenger and airline operations demand (vs a total of 40 gates by the year 2027 in the current Airport Master Plan). Therefore, the proposed amendment to the Master Plan improvement project to extend terminal facilities to the south of existing Terminal B ("Project T-13") is contingent upon Council approval of the accompanying ordinance amending Municipal Code Section 25.04.300(B)(1) to allow up to 42 air carrier gates.

CONCLUSION

The proposed Airport Master Plan Amendment appropriately extends the Airport's long-term development program out to the year 2037 with updated projections of aviation demand and a modified list of specific facility improvements. Proposed changes to airfield configuration would improve safety of aircraft operations and conformance with the latest FAA airfield design standards. Proposed adjustments to the sizing and location of various air carrier, air cargo, general aviation, and support facilities would adequately serve demand for the next 15-20 years. Actual implementation of individual capital improvements identified in the amended Airport Master Plan would only proceed as demand warrants, is determined to be financially feasible, and as approved by the City Council.

EVALUATION AND FOLLOW-UP

The Airport will continue to provide Council with an Annual Status Report on the Airport Master Plan (as required by Municipal Code Section 25.04.1210) that addresses the status of the capital improvement program, aviation activity levels and demand projections, implementation of environmental mitigation measures, and compliance with other provisions of Chapter 25.04. In addition, as provided for under Municipal Code Chapter 25.02, the Airport Master Plan can be amended again in the future when determined appropriate.

CLIMATE SMART SAN JOSE

This proposed Airport Master Plan Amendment supports several Climate Smart San Jose goals, including reduction in regional Vehicle Miles Traveled (VMT), job creation within City limits, and more efficient commercial goods movement.

POLICY ALTERNATIVES

As presented in the Environmental Impact Report (EIR) for this proposed Airport Master Plan Amendment, there are two “no project” alternatives to the recommended action:

- No further development at the Airport beyond existing conditions and construction approved to date; and
- Retain the current Airport Master Plan for 2027 and implement only the improvements proposed wherein.

Both these alternatives would not adequately accommodate continued growth in aviation demand, thereby resulting in increasingly deteriorated levels of service to airport users, in conflict with the goals of the City’s General Plan, Economic Development Strategy, and Climate Smart San Jose, as well as FAA airfield safety guidelines.

PUBLIC OUTREACH

Separate from the outreach process on the EIR reported in the companion memorandum from the Director of Planning, the formulation and content of this proposed amendment to the Airport Master Plan was presented at several public meetings of the City Council and its Transportation and Development Committee, Airport Commission, and the Santa Clara County Airport Land Use Commission (ALUC).

The proposed Airport Master Plan Amendment was formally referred to the ALUC pursuant to State regulations. On January 22, 2020, the ALUC held a public hearing and accepted the proposed Master Plan Amendment (when adopted) for use in updating the ALUC’s Comprehensive Land Use Plan for the Airport.

COORDINATION

This memorandum has been coordinated with the City Attorney’s Office and the Planning, Building and Code Enforcement Department.

COMMISSION RECOMMENDATION/INPUT

Municipal Code Section 25.02.200 requires review of proposed major amendments to the Airport Master Plan by both the Airport and Planning commissions. The Airport Commission considered this proposed Airport Master Plan Amendment at its meeting of February 10, 2020, and recommended Council approval. The Planning Commission will consider this proposed Airport Master Plan Amendment at its meeting of March 11, 2020 as part of its public hearing on the associated Environmental Impact Report. The Planning Commission action will be reported out to the Council.

FISCAL/POLICY ALIGNMENT

This proposed Airport Master Plan Amendment supports the Envision 2040 San Jose General Plan (Goal TR-13: provide an attractive and easily accessible international airport that connects San Jose and Bay Area businesses and residents with the world and the world to San Jose through safe, convenient and frequent air travel) as well as the City's Economic Development Strategy (#9: keep developing a competitive, world class airport, and attract new air service).

CEQA

: Norman Y. Mineta San José International Airport Master Plan Amendment Environmental Impact Report. Resolution to be adopted, File No. PP18-103.

/s/
JOHN AITKEN, A.A.E.
Director of Aviation

Please direct questions to John Aitken, Director of Aviation, 408-392-3610.

Attachments

- Summary of Updated Airport Master Plan Demand Projections
- Proposed Amended Airport Master Plan Project List
- Reference Map of Proposed Airport Master Plan Projects
- Aerial Exhibits Highlighting Proposed Airfield and Landside Improvements

Summary of Updated Airport Master Plan Demand Projections

	2018 Actual	Current Master Plan 2027 Demand	Amended Master Plan 2037 Demand
Air Passengers	14.3 million	17.6 million	22.5 million
Cargo Tonnage	60,200	189,700	100,200
Based Aircraft (G.A.)	137	209	164
Aircraft Operations:			
• Passenger Airline	135,140	183,700	183,920
• Cargo Airline	1,590	6,800	1,960
• General Aviation	36,420	73,200	51,580
• Military	240	100	250
Total Operations	173,390	263,800	237,710

January 2020

Proposed Amended Airport Master Plan Project List

(* denotes modified or new project)

Airfield Projects:		Status
A-1.	Reconstruct/extend Runway 12L-30R to 11,000 feet.	Complete
A-2.	Extend parallel Taxiway Y from Twy L to new Twy N and from Twy B to new Twy A.	Complete
A-3.	Extend/widen parallel Taxiway Z from Twy K to Twy L.	Complete
A-4.	Construct new cross Taxiway A at south end, east of extended Twy Y to west of extended Rwy 12L-30R.	Complete
A-5.	Construct new cross Taxiway N at north end, from extended Twy Y to west of extended Rwy 12L-30R.	Complete
A-6.	Strengthen cross Taxiway C east and west of Rwy 12L-30R.	Complete
A-7.	Extend cross Taxiway D west of Rwy 12L-30R and strengthen east of 12L-30R.	Complete
A-8.	Strengthen cross Taxiway E east of Rwy 12L-30R.	Complete
A-9.	Strengthen cross Taxiway F east and west of Rwy 12L-30R.	Complete
A-10.	Strengthen cross Taxiway H east and west of Rwy 12L-30R.	Complete
A-11.	Strengthen cross Taxiway J east and west of extended Rwy 12L-30R.	Complete
A-12.	Strengthen cross Taxiway K east and west of extended Rwy 12L-30R.	Complete
A-13.	Strengthen cross Taxiway L from extended Twy Z to west of extended Rwy 12L-30R.	Complete
A-14.	Reconstruct/extend Runway 12R-30L to 11,000 feet.	Complete
A-15.	Extend new cross Taxiway A west of extended Rwy 12L-30R to Rwy 12R-30L.	Complete
A-16.	Extend new cross Taxiway N west of extended Rwy 12L-30R to extended Rwy 12R-30L.	Complete
A-17.*	Extend/widen parallel Taxiway W south from Twy C to Rwy 12R-30L (for ADG-IV aircraft between Twy C & Twy B, and for ADG-III aircraft between Twy B and Rwy 12R-30L).	Part Complete (C→B)
A-18.	Strengthen cross Taxiway C west of Rwy 12L-30R to west of Rwy 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-19.	Extend cross Taxiway D west of Rwy 12L-30R to west of Rwy 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-20.	Strengthen cross Taxiway F west of Rwy 12L-30R to Rwy 12R-30L.	Complete
A-21.	Widen/strengthen cross Taxiway G west of Rwy 12R-30L (for D-IV aircraft).	Complete
A-22.	Strengthen cross Taxiway H west of Rwy 12L-30R to Rwy 12R-30L.	Complete
A-23.	Strengthen cross Taxiway J west of extended Rwy 12L-30R to west of Rwy 12R-30L and widen at 12R-30L for higher-speed arrivals exit to west.	Part Complete (strengthening)
A-24.	Strengthen cross Taxiway K west of extended Rwy 12L-30R to Rwy 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-25.	Strengthen cross Taxiway L west of extended Rwy 12L-30R to Rwy 12R-30L.	Complete
A-26.*	Convert former Runway 11-29 to a new parallel Taxiway V (for ADG-III aircraft) and extend south to Twy C and north to a new cross Twy V7.	Future
A-27.*	Construct new cross Taxiway V7 from north end of new Twy V to Twy W (for ADG-III aircraft).	Future
A-28.	Extend parallel Taxiway Z from Twy B to Twy A, and realign north of Twy G to match alignment south of Twy G.	Complete
A-29.	Rehabilitate parallel Taxiway Y between Twy B and Twy L and strengthen at cross taxiways.	Complete
A-30.	Construct parallel Taxiway W between Twy C and Twy L (for D-IV aircraft).	Complete

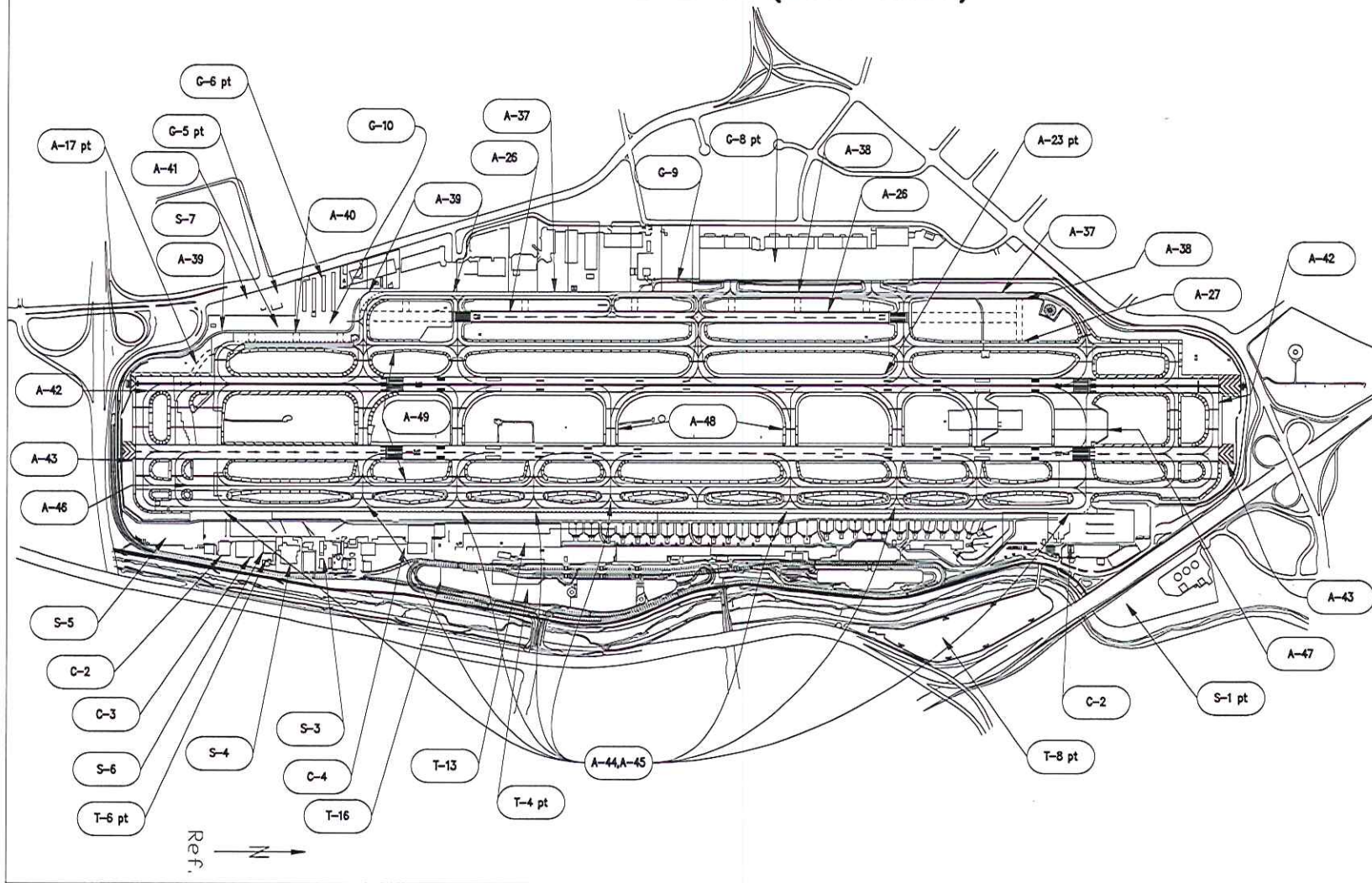
A-31.	Strengthen cross Taxiway C from west of Rwy 12R-30L to Twy W.	Complete
A-32.	Extend cross Taxiway D west of Rwy 12R-30L to Rwy 11-29 (for D-IV aircraft east of Twy W and for Group III aircraft west of Twy W).	Complete
A-33.	Widen/strengthen cross Taxiway G west of Rwy 12R-30L to Twy V (for D-IV aircraft).	Complete
A-34.	Widen/strengthen cross Taxiway J west of Rwy 12R-30L to Twy V (for D-IV aircraft).	Complete
A-35.	Rehabilitate terminal apron pavement east of Twy Z between Twy D & Twy G.	Complete
A-36.*	Rehabilitate Taxiway C between Twy V and Twy W.	Complete
A-37.*	Close existing Taxiway V and replace with a parallel apron-edge taxilane (for ADG-III aircraft).	Future
A-38.*	Construct up to seven new taxiway connectors (V1-V7) between the expanded west side apron (Project G-9) and new Taxiway V (for ADG-III aircraft).	Future
A-39.*	Mitigate direct access from west side apron to Taxiways B, C, & D through pavement marking/painting or removal.	Future
A-40.*	Create up to three new taxiway connectors (W1-W3) between the southwest apron and Taxiway W (for ADG-II aircraft) through pavement marking/painting or removal.	Future
A-41.*	Relocate existing general aviation run-up pad to southwest apron area.	Future
A-42.*	Relocate Runway 12R-30L aircraft hold positions on all cross taxiways to current ADG-V aircraft standard.	Future
A-43.*	Widen Runway 12L-30R blast pads, and lengthen blast pad at Rwy 12L end, to current ADG-V standard.	Future
A-44.*	Realign existing cross Taxiways B-F, H, J, & L between Twy Y and Twy Z to mitigate direct access from east side apron to Runway 12L-30R, and rename realigned segments as Taxiways Z1-Z8 & Z10.	Future
A-45.*	Close existing segments of cross Taxiways B-F, H, J, & L between Twy Y and Twy Z through pavement marking/painting or removal (upon completion of Project A-44).	Future
A-46.*	Narrow segment of existing cross Taxiway B between Twy Z and Rwy 12L-30R through pavement marking/painting.	Future
A-47.*	Narrow segment of existing cross Taxiway L between Twy Y and Rwy 12R-30L through pavement marking/painting.	Future
A-48.*	Close existing segments of cross Taxiways F and H between Runway 12R-30L and Runway 12L-30R through pavement marking/painting.	Future
A-49.*	Add pavement markings to existing parallel Taxiways W and Y, lateral to the adjacent runway displaced thresholds, to visually denote their use as taxiways.	Future
Terminal Projects:		Status
T-1.	Construct interim long-term public and employee parking lot (up to 7,400 spaces) on vacant 55 acre site on west side (north and south of Air Traffic Control Tower).	Complete (north of ATCT)
T-2.	Remove "Yellow" Long-Term Parking lot and "Green" Long-Term Parking lot, temporarily consolidating long-term public and employee parking on west side (upon completion of Project T-1).	Complete
T-3.	Relocate "Red" Hourly Parking lot and existing parking operations facilities to interim sites during construction of Project T-4).	Complete
T-4.*	Construct new public short-term parking garage (up to 5,000 spaces) and associated roadway improvements south of existing Rental Car Garage and opposite new Terminal B South Concourse (Project T-13).	Future
T-5.	Construct new " North Concourse " (part of new Terminal B) between existing Terminals A & C, consisting of up to 400,000 sq.ft. and 9 air carrier gates, with passenger processing facilities.	Complete
T-6.	Remove former temporary FIS facility from ramp south of Terminal C and remove City office structures at 1311 Airport Blvd.	Part Complete (FIS removed)
T-7.	Relocate/expand employee parking (up to 2,600 spaces) to terminal area parking facilities or to former FMC site on west side of Coleman Ave.	Complete (Terminal A Garage)

T-8.*	Construct new public long-term parking garage (up to approx. 6,000 spaces) on former interim rental car ready/return parking lot site, including interim surface parking at site prior to garage construction, and (upon implementation) removal of public parking from interim west side lot.	Part Complete (interim surface parking and west side parking removal)
T-9.	Expand/remodel Terminal A by approx. 50,000 sq.ft. (total of 400,000 sq.ft.) to provide additional passenger departure processing and concession space, retaining existing air carrier gates and Federal Inspection Services facility for international arrivals.	Complete
T-10.	Install temporary Terminal C passenger processing facility (approx. 25,000 sq.ft.) on east side of existing south wing for interim relocation of terminal functions from existing north wing and baggage claim wing. Upon completion, demolish Terminal C north and baggage claim wings (displaced by Projects T-11 and T-15).	Complete
T-11.	Expand North Concourse/Terminal B by up to 200,000 sq.ft. and 4 air carrier gates to south on site of demolished north wing of Terminal C (upon completion of Project T-10).	Complete
T-12.	Demolish remainder of Terminal C and temporary passenger processing facility (upon completion of Project T-11 and relocation of airline functions to Terminal A and North Concourse/Terminal B).	Complete
T-13.*	Expand Terminal B (South Concourse) to south, including up to an additional 14 air carrier gates and 750,000 sq.ft. of building space, and associated passenger processing facilities (ultimate terminal complex total of up to 42 gates and 1.80 million sq.ft.).	Future
T-14.	Construct new rental car parking garage facility (up to 6,000 spaces, including 2,000 ready/return spaces and vehicle servicing facilities) opposite new Terminal B. Upon completion, remove existing interim rental car ready/return, servicing, and storage facilities.	Complete
T-15.	Construct terminal area roadway improvements including realigned/ widened Terminal Dr., Airport Blvd./Terminal Dr. connection south of Terminal A, dedicated shuttle lane between Terminal A and new rental car parking garage opposite new Terminal B, reconfigured Terminal Dr./Airport Blvd. south intersection, and associated modifications.	Complete
T-16.*	Construct new multi-story business hotel south of/adjacent to new public short-term parking garage (Project T-4), up to 300,000 sq.ft. in size including up to 330 guest rooms and 300 parking spaces.	Future
Air Cargo Projects:		Status
C-1.	Construct interim expansion of east side cargo airline area ramp to the south (up to 162,000 sq.ft. of new ramp).	Complete
C-2.*	Construct new cargo airline facilities at or adjacent to existing east side cargo airline areas, including up to 500,000 sq.ft. of ramp, building, and vehicle parking/movement space.	Future
C-3.*	Relocate belly-freight facilities to new site(s) on east side of Airport, including up to 150,000 sq.ft. of ramp, building and vehicle parking/movement space.	Future
C-4.	Remove existing Air Freight Building and vehicle parking/movement area (displaced by Project T-13 and T-15).	Future
General Aviation Projects:		Status
G-1.	Remove south end tiedowns, shelters, and General Aviation Terminal facilities (displaced by Projects A-1, A-2, A-4).	Complete
G-2.	Remove southeast t-hangar facilities (displaced by Project A-28).	Complete
G-3.	Remove "94th Aero Squadron" restaurant facility on west side and convert site to general aviation use.	Complete
G-4.	Remove east side ACM facilities (FBO) upon lease expiration by 2009 (displaced by Project S-8).	Complete
G-5.	Remove San Jose State University facilities at southwest side upon lease expiration in 2010 and convert site to aviation support or general aviation facility use.	Part Complete (SJSU facility removal)
G-6.	Establish new FBO leaseholds on west side for reconfiguration of general aviation facilities.	Part Complete

G-7.	Construct general aviation facilities on vacant parcel between San Jose Jet Center FBO leasehold and Air Traffic Control Tower.	Complete
G-8.	Expand general aviation facilities onto northwest side of Airport (44 acres, upon implementation of Project T-7 and T-8).	Part Complete
G-9.*	Expand west side general aviation apron out to edge of new parallel taxiway (Project A-37).	Future
G-10.*	Reconfigure southwest apron tiedown storage facilities (to accommodate Projects A-40, A-41, and G-5).	Future
Aviation Support Projects:		Status
S-1.	Construct approx. 7-acre fuel storage facility (up to 8 tanks, 4.0 million gallon capacity) on vacant parcel north of Hwy. 101, two-acre fuel dispensing facility between Terminal A and north end of airfield, and pipeline connecting storage and dispensing.	Part Complete (3 tanks, 2.0 million gal.)
S-2.	Remove existing fuel storage and dispensing facilities on southeast side of Airport and clean up site (upon completion of Project S-1).	Complete
S-3.*	Relocate/expand airport maintenance facilities at new sites on east or west sides of Airport.	Future
S-4.	Expand flight kitchen facilities at existing or new sites on east side of Airport or relocate/expand off-airport.	Future
S-5.*	Relocate/expand airline maintenance/storage facilities at various or new sites on east or west sides of Airport.	Future
S-6.*	Remove, relocate, or upgrade existing aviation support facilities on southeast side of Airport (1239-1311 Airport Blvd.) at various existing or new sites on east or west sides of Airport.	Future
S-7.	Relocate/upgrade/expand Airport Rescue & Fire Fighting (ARFF) facility at new site on west side of Airport, potentially including a consolidated Airport Response Center facility.	Underway
S-8.	Convert existing east side ACM leasehold to aviation support uses (upon completion of Project G-4), such as airline provisioning/security clearance facility, roadway expansion, and aircraft remote parking.	Complete
S-9.	Reuse former FMC site on west side of Coleman Ave. for interim or long-term uses to be determined over time to facilitate on-Airport development or operation, such as project construction staging, rental car storage, public or employee parking, support facilities, and compatible non-aviation leaseholds.	Complete (interim construction staging only)

December 2018

AIRPORT MASTER PLAN FUTURE IMPROVEMENTS (2019–2037)



December 2018

Airfield Projects

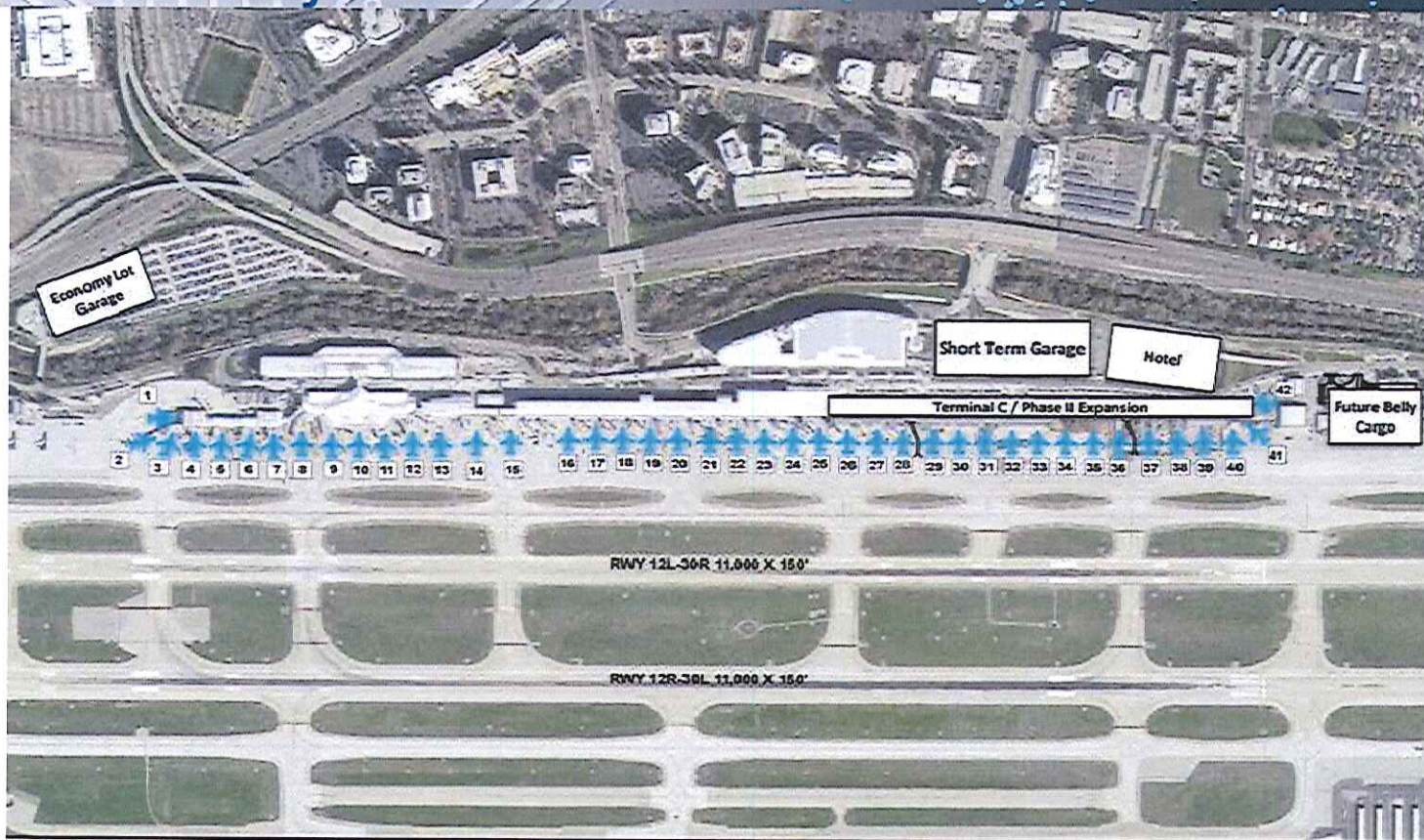
RIM Study



- Existing Airfield Layout with RIM Study Recommendations

January 2020

New/Amended Master Plan Projects



Terminal C - 14 Narrow Body and 2 Wide Body Gates

Map Created On: 1/10/2020



January 2020