



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Mukesh (Mookie) Patel

**SUBJECT: Amendment to the Airport
Master Plan**

DATE: April 23, 2026

Approved

Date:

4/30/26

COUNCIL DISTRICT: Citywide

RECOMMENDATION

- (a) Adopt a resolution approving the Addendum to the San José Mineta International Airport Master Plan Integrated Final Environmental Impact Report in accordance with the California Environmental Quality Act; and
- (b) Adopt a resolution approving the Major Amendment to the Airport Master Plan for the San José Mineta International Airport to update aviation demand forecasts and facility requirements, revise and refine the phased development program, and incorporate related technical and policy updates.

SUMMARY AND OUTCOME

Following City Council certification of the Addendum to the Final Environmental Impact Report as recommended by the Director of Planning, Building, and Code Enforcement in an accompanying staff report, approval of the proposed Airport Master Plan Amendment (Amendment) provides an updated long-term development plan for the Airport to adequately accommodate projected aviation demand. The Amendment will allow the City to proceed with design, and potential construction, of capital improvement projects consistent with the amended Master Plan (as required by the San José Municipal Code Section 25.02).

BACKGROUND

The current Airport Master Plan (Master Plan) was originally adopted by the City Council in 1997 and has been amended over time. The Master Plan serves as the City's long-range guide to allow Airport facility development through the year 2037, as

determined by operational needs and financial capacity. The Master Plan includes forecasts of aviation activity, facility requirements, and a phased development program of approximately 90 specific facility improvement projects, the majority of which have already been implemented over the last 30 years. Completed projects since 1997 have included major runway extensions, new terminal buildings and garages, new fuel storage and dispensing systems, new aviation support facilities, and expanded facilities serving corporate aviation.

The Master Plan has been amended 17 times since 1997, reflecting the Airport's¹ evolving capacity and operational needs. In 2020, the City Council adopted a Major Amendment to the Master Plan to extend the planning horizon and demand forecasts from 2027 to 2037. This amendment increased the total number of capital improvement projects to 90, incorporated airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study, and updated the layout and sizing of various landside facilities to adequately serve the projected 2037 demand.

In 2024, the Airport initiated the current proposal to amend the Master Plan in response to significant changes in the aviation industry. Shifts in Bay Area travel patterns, changes to airline network decisions, and delays in aircraft deliveries and fleet replacements have prompted the Airport to revisit the assumptions built into aviation activity forecasts adopted by City Council in 2020. Figure 1 highlights the Airport's post-pandemic passenger traffic peaking in 2023, as the market recovery takes longer than anticipated in the Bay Area.

The San José Municipal Code Section 25.02, Part 3, sets forth criteria and procedures for formally amending the adopted Master Plan. Major amendments are those revisions which alter development goals and objectives or allow for increased activity levels, design capacity, or noise impacts beyond the levels currently projected in the plan. Figure 2 demonstrates that air taxi and general aviation operations have continued to recover and grow beyond previously forecasted activity. Pursuant to the San José Municipal Code, the increases in air taxi and general aviation operations constitute a major amendment and an approval process that culminates with City Council hearing and action.

¹ Although the City of San José is the owner and operator of the Airport, the Federal Airline Deregulation Act of 1978 prohibits a state or local government's regulation of an air carrier's rates, routes, or services. The City cannot regulate the number of flights or the types of aircraft utilizing the Airport, if those flights and aircraft can be reasonably accommodated. In practical terms, this means that the level of activity at the Airport will be directly related to two primary factors: 1) the demand for air transportation services that is largely based on the regional economy and population, and 2) whether there are facilities at the Airport that can accommodate the demand. As an example, if an airline determines that there is a market for adding flights to a given destination from San José and the existing facilities (i.e., runways, taxiways, gates, etc.) can accommodate the desired aircraft, the City has no approval authority over the airline's decision to add the flights.

Figure 1
Comparison of Annual Air Passenger Activity Levels at SJC

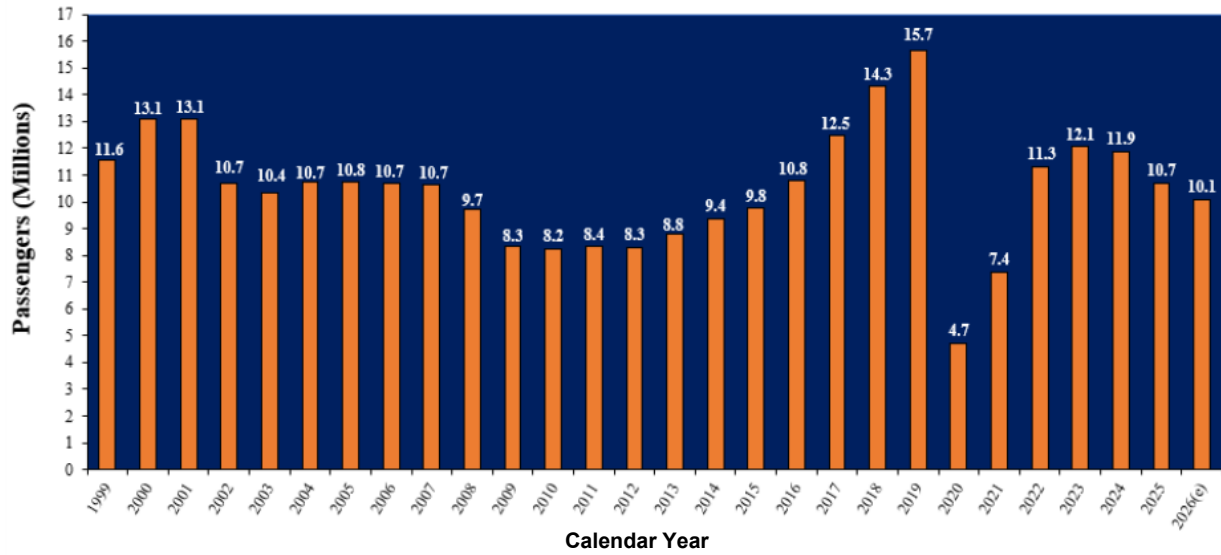
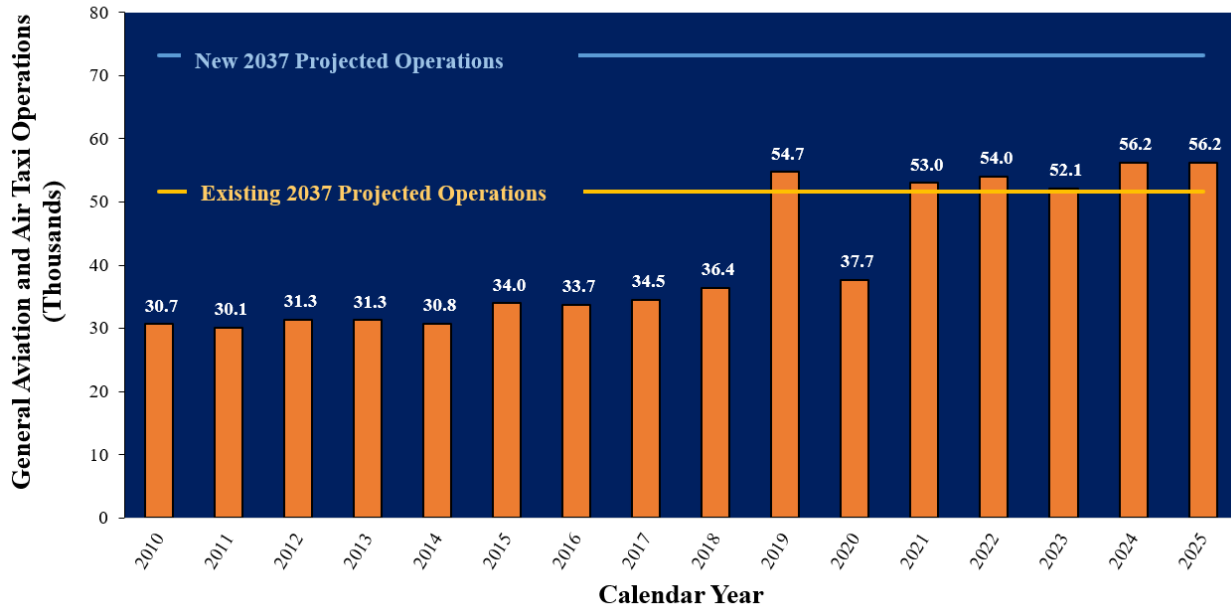


Figure 2

General Aviation and Air Taxi Operations at SJC



ANALYSIS

The proposed Amendment incorporates new aviation demand forecasts for the current planning horizon year of 2037 and modifies specific components of the long-term capital development program. The following information highlights the technical findings and facility recommendations. Attachment A to this memorandum contains a table summarizing the updated aviation demand projections. Attachment B to this memorandum lists all the Master Plan facility improvement projects (as amended). Attachment C to this memorandum contains a reference map of the locations of the proposed future improvement projects.

New Aviation Demand Forecasts

This new Master Plan will replace the existing Master Plan, which had a projected demand of 22.5 million annual passengers and a total of 237,710 aircraft operations (total landings and takeoffs) by the year 2037. National aviation planning firm HNTB prepared a new set of aviation demand forecasts, and projects new activity levels to the existing horizon year of 2037. The new aviation demand forecasts address each segment of aviation activity: air passengers, air cargo, air taxi (commuter), and general aviation. The methodology used to develop the forecasts takes numerous factors into consideration, including historical activity levels, the existing and projected demographic and economic characteristics of the area, airfares, existing and likely domestic and international destinations, and the Airport's role as one of the three major airports serving the San Francisco Bay Area. Notable changes include:

- a) The annual air passenger demand in the new Master Plan forecasts will total 16.75 million annual passengers in 2037, representing a 29% decrease in annual passengers compared to existing Master Plan projections of 22.5 million annual passengers for the year 2037;
- b) The total number of annual aircraft operations in the new Master Plan forecasts will total 222,150 in 2037, a 6.5% decrease compared to the existing Master Plan projections of 237,710 for the year 2037; and
- c) Overall airfield and landside area design capacity remains 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, air cargo, and aviation support uses. The west side of the Airport will continue to serve commuter, air taxi, and general activity, along with aviation support uses.

Modifications to the Airport Capital Development Program

The proposed Amendment introduces seven modifications and/or additions to Airfield Improvement Projects, one addition to Aviation Support Projects to reflect a planned

Federal Aviation Administration (FAA) air traffic control tower, and one addition to General Aviation Projects to identify potential vertiport development areas in a new and growing segment of aviation called Advanced Air Mobility. A number of various project modifications have already been incorporated in the current 2025-2026 Adopted Capital Budget and more are scheduled to be made in the upcoming 2026-2027 Proposed Mid-Biennial Capital Budget update to be presented to City Council in the spring.

Airfield Improvement Projects

The Amendment makes the following minor modifications to airfield improvement projects to conform with the current FAA airfield design standards and criteria.

- a) Reduces the number of connections from new Taxiway V to the General Aviation aircraft parking areas.
- b) Revises several taxiway narrowing and removal projects to be accomplished by pavement removal instead of changing pavement painting/markings.
- c) Adds a project to close cross Taxiway E, F, and H between Runway 12L/30R and Taxiway Y and remove the pavement.

Aviation Support Projects

The FAA owns and operates the air traffic control tower at the Airport. The existing air traffic control tower was constructed in 1994 and has several design inadequacies, FAA code deficiencies, and visual line-of-sight deficiencies. The project will demolish the existing air traffic control tower and construct a replacement adjacent to the existing air traffic control tower site on the west side of the Airport. While this Amendment lists the replacement air traffic control tower as a capital improvement project, note that it is funded and constructed by the FAA.

General Aviation Projects

An emerging sector of the aviation industry known as Advanced Air Mobility has been rapidly gaining momentum over the past decade. The goal of Advanced Air Mobility is to supplement the existing air travel network with the implementation of piloted, autonomous, and electrified aircraft into the national airspace system for passenger, cargo, and emergency services. The Airport is preparing for this new sector of the aviation industry in several ways, including the identification of future development areas to support this new classification of aircraft, and incorporating these development areas into the Master Plan as potential future capital improvement projects.

EVALUATION AND FOLLOW-UP

The Airport will continue to provide City Council with an annual Information Memorandum containing a Status Report on the Master Plan (as required by San José Municipal Code Section 25.04.1210) that addresses the status of the capital improvement program, reported 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 San José Municipal Code Chapter 25.02, the Master Plan can be amended again in the future when determined appropriate.

COORDINATION

This memorandum was coordinated with the City Attorney's Office and the City Manager's Budget Office.

PUBLIC OUTREACH

This memorandum will be posted on the City Council Agenda website for the May 12, 2026 City Council meeting.

BOARD, COMMISSION, COMMITTEE RECOMMENDATION AND INPUT

San José Municipal Code Section 25.02.200 requires review of proposed major amendments to the Master Plan by both the Airport and Planning Commissions. The Airport Commission heard this proposed Amendment at its meeting on February 9, 2026. The Planning Commission heard this at its meeting on April 22, 2026, voting 9-0-2 to recommend City Council adopt the Amendment. A supplemental memorandum with the Planning Commission's recommendation will be provided by the Planning, Building, and Code Enforcement Department and will be included in the City Council meeting agenda.

On March 25, 2026, the proposed Amendment was heard by the Santa Clara County Airport Land Use Commission. By a vote of 5-0, the Amendment was found to be consistent with the Airport Land Use Compatibility Plan for the San José Mineta International Airport.

CEQA

Addendum to the Norman Y. Mineta San José Mineta International Airport Master Plan Amendment Environmental Impact Report, File No. ER25-259.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in Section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/
Mukesh (Mookie) Patel
Director, Department of Aviation

For questions, please contact Matthew Kazmierczak, Division Manager, Airport Department, at mkazmierczak@sjc.org or (408) 392-3640.

ATTACHMENTS:

- Attachment A – Summary of New Airport Master Plan Demand Projections
- Attachment B – Proposed Amended Airport Master Plan Full Project List
- Attachment C – Reference Map of Modifications to the Airport Capital Development Program

ATTACHMENT A

Summary of New Airport Master Plan Demand Projections

Existing and Forecasted Activity Levels at the Airport			
	Existing (Year 2024)	Currently Adopted Forecast (Year 2037)	New Forecast Proposed for Adoption (Year 2037)
Annual Air Passengers	11.4 million	22.5 million	16.75 million
Annual Air Cargo (tons)	30,837	100,200	40,698
Based Aircraft	154	164	183
Aircraft Operations:			
Air Passenger	106,245	183,920	147,071
Air Cargo	1,202	1,960	1,729
Air Taxi "Commuter"	24,217	22,168	33,052
General Aviation	31,946	29,412	40,073
Military	125	250	125
Total Operations	163,735	237,710	222,150

ATTACHMENT B

Proposed Amended Airport Master Plan Project List (*denotes modified or new project)

#	Description	Status
Airfield Improvement Projects		
A-1.	Reconstruct/extend Runway 12L-30R to 11,000 feet.	Complete
A-2.	Extend parallel Taxiway Y from Taxiway L to new Taxiway N and from Taxiway B to new Taxiway A.	Complete
A-3.	Extend/widen parallel Taxiway Z from Taxiway K to Taxiway L.	Complete
A-4.	Construct new cross Taxiway A at south end, east of extended Taxiway Y to west of extended Runway 12L-30R.	Complete
A-5.	Construct new cross Taxiway N at north end, from extended Taxiway Y to west of extended Runway 12L-30R.	Complete
A-6.	Strengthen cross Taxiway C east and west of Runway 12L-30R.	Complete
A-7.	Extend cross Taxiway D west of Runway 12L-30R and strengthen east of 12L-30R.	Complete
A-8.	Strengthen cross Taxiway E east of Runway 12L-30R.	Complete
A-9.	Strengthen cross Taxiway F east and west of Runway 12L-30R.	Complete
A-10.	Strengthen cross Taxiway H east and west of Runway 12L-30R.	Complete
A-11.	Strengthen cross Taxiway J east and west of extended Runway 12L-30R.	Complete
A-12.	Strengthen cross Taxiway K east and west of extended Runway 12L-30R.	Complete
A-13.	Strengthen cross Taxiway L from extended Taxiway Z to west of extended Runway 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 Runway 12L-30R to Runway 12R-30L.	Complete

#	Description	Status
A-16.	Extend new cross Taxiway N west of extended Runway 12L-30R to extended Runway 12R-30L.	Complete
A-17.	Extend/widen parallel Taxiway W south from Taxiway C to Runway 12R-30L (for ADG-IV aircraft between Taxiway C & Taxiway B, and for ADG-III aircraft between Taxiway B and Runway 12R-30L).	Part Complete (Taxiway C Taxiway B)
A-18.	Strengthen cross Taxiway C west of Runway 12L-30R to west of Runway 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-19.	Extend cross Taxiway D west of Runway 12L-30R to west of Runway 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-20.	Strengthen cross Taxiway F west of Runway 12L-30R to Runway 12R-30L.	Complete
A-21.	Widen/strengthen cross Taxiway G west of Runway 12R-30L (for ADG-IV aircraft).	Complete
A-22.	Strengthen cross Taxiway H west of Runway 12L-30R to Runway 12R-30L.	Complete
A-23.	Strengthen cross Taxiway J west of extended Runway 12L-30R to west of Runway 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 Runway 12L-30R to Runway 12R-30L and widen at 12R-30L for higher-speed arrivals exit to east.	Complete
A-25.	Strengthen cross Taxiway L west of extended Runway 12L-30R to Runway 12R-30L.	Complete
A-26.*	Convert former Runway 11-29 to a new parallel Taxiway V (for ADG-III aircraft) and extend south to Taxiway C and north to a new cross Taxiway V6.	Part Complete (Phase 1 and 2)
A-27.*	Construct new cross Taxiway V6 (for ADG-III aircraft) from north end of new Taxiway V to Taxiway W.	Complete
A-28.	Extend parallel Taxiway Z from Taxiway B to Taxiway A, and realign north of Taxiway G to match alignment south of Taxiway G.	Complete
A-29.	Rehabilitate parallel Taxiway Y between Taxiway B and Taxiway L and strengthen at cross taxiways.	Complete
A-30.	Construct parallel Taxiway W between Taxiway C and Taxiway L (for ADG-IV aircraft).	Complete

#	Description	Status
A-31.	Strengthen cross Taxiway C from west of Runway 12R-30L to Taxiway W.	Complete
A-32.	Extend cross Taxiway D west of Runway 12R-30L to Runway 11-29 (for ADG-IV aircraft east of Taxiway W and for ADG-III aircraft west of Taxiway W).	Complete
A-33.	Widen/strengthen cross Taxiway G west of Runway 12R-30L to Taxiway V (for ADG-IV aircraft).	Complete
A-34.	Widen/strengthen cross Taxiway J west of Runway 12R-30L to Taxiway V (for ADG-IV aircraft).	Complete
A-35.	Rehabilitate terminal apron pavement east of Taxiway Z between Taxiway D and Taxiway G.	Complete
A-36.	Rehabilitate Taxiway C between Taxiway V and Taxiway W.	Complete
A-37.	Close existing Taxiway V and replace with a parallel apron-edge taxilane (for ADG-III aircraft).	Part Complete (Close Taxiway V)
A-38.*	Construct up to six new taxiway connectors (V1–V6) between the expanded west side apron (Project G-9) and new Taxiway V (for ADG-III aircraft).	Part Complete (Taxiways V3 → V6)
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-III 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 Runway 12L end, to current ADG-V standard.	Future
A-44.	Realign existing cross Taxiways B-F, H, J, & L between Taxiways Y and 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 Taxiways Y and Z through pavement	Future

#	Description	Status
	marking/painting or removal (upon completion of Project A-44).	
A-46.*	Narrow segment of existing cross Taxiway B between Taxiway Z and Runway 12L-30R through pavement removal.	Future
A-47.*	Narrow segment of existing cross Taxiway L between Taxiway Y and Runway 12R-30L through pavement removal.	Future
A-48.*	Close existing segments of cross Taxiways F and H between Runway 12R-30L and Runway 12L-30R through pavement removal.	Future
A-49.	Add pavement markings to existing parallel Taxiway W and Taxiway Y between adjacent runway displaced thresholds and taxiway end, to visually denote their use as taxiways.	Complete
A-50.*	Close existing segment of cross Taxiways E, F, and H between Runway 12L/30R and Taxiway Y through pavement removal.	Future
Terminal Projects		
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
T-2.	Remove Long-Term Parking “Yellow” and “Green” lots, temporarily consolidating long-term public and employee parking on west side (upon completion of Project T-1).	Complete
T-3.	Relocate Hourly Parking “Red” 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 and C, consisting of up to 400,000 sq.ft. and 9 air carrier gates, with passenger processing facilities.	Complete

#	Description	Status
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, second 2-lane bridge accessing site from Airport Blvd. and (upon completion) removal of public parking from interim west side lot.	Part Complete (interim surface parking, removal of west side lot, and garage Phase 1 complete)
T-9.	Expand/remodel Terminal A by approx. 50,000 sq.ft. (total of 400,000 sq.ft.) to provide additional passenger processing, concession, and support space.	Complete
T-10.	Install temporary Terminal C passenger processing facility (approx. 25,000 sq.ft.) east of existing south wing for during demolition of other Terminal C wings (displaced by Projects T-11 and T-15).	Complete
T-11.	Expand North Concourse/Terminal B by up to 200,000 ft ² 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 ft ²).	Part Complete (Interim Facility Gates 31-36)
T-14.	Construct new Rental Car Garage (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,	Complete

#	Description	Status
	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 parking lot modifications.	
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 ft ² in size including up to 330 guest rooms and 300 parking spaces.	Future
Air Cargo Projects		
C-1.	Construct interim expansion of east side cargo airline area ramp to the south (up to 162,000 ft ² 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 ft ² 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 ft ² of ramp, building and vehicle parking/movement space.	Future
C-4.	Remove existing Air Freight Building and vehicle parking/movement area (displaced by Projects T-13 and T-15).	Future
General Aviation Projects		
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 José State University facilities at southwest side upon lease expiration in 2010 and convert site to aviation support or general aviation facility use.	Complete
G-6.	Establish new FBO leaseholds on west side for reconfiguration of general aviation facilities.	Part Complete (AvBase, ACM FBOs)

#	Description	Status
G-7.	Construct general aviation facilities on vacant parcel between San José Jet Center FBO leasehold and Air Traffic Control Tower.	Complete
G-8.	Expand general aviation facilities onto northwest side of Airport (44 acres, upon phased implementation of Project T-7 and T-8).	Part Complete (Signature FBO)
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
G-11.*	Identify vertiport(s) and associated support facilities and at various existing facilities or new sites on the east or west sides of the Airport.	Future
Aviation Support Projects		
S-1.	Construct approx. 7-acre fuel storage facility (up to 8 tanks, 4.0 million gallons 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 with 2.0 million gallons)
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 existing or new sites on east or west sides of Airport.	Complete
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 side 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 the Airport.	Future
S-7.	Relocate/upgrade/expand Aircraft Rescue & Fire Fighting (ARFF) facility at new site on west side of Airport, potentially including a consolidated Airport Response Center facility.	Complete

#	Description	Status
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)
S-10.*	Demolish existing air traffic control tower (ATCT) and remote transmitter/receiver (RTR) and construct replacement ATCT and RTR adjacent to existing ATCT location on the west side of the Airport.	Future

ATTACHMENT C

Reference Map of Modifications to the Airport Capital Development Program

MAJOR AMENDMENT TO THE AIRPORT MASTER PLAN

