



COUNCIL AGENDA: 05-18-10  
ITEM: 6.1

# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Lee Price, MMC  
City Clerk

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

**DATE:** 05-12-10

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## RECOMMENDATION

As recommended by the Transportation and Environment Committee on May 3, 2010 and outlined in the attached memo previously submitted to the Transportation and Environment Committee, accept the report and approve a Major Amendment to the Airport Master Plan for the Norman Y. Mineta San José International Airport to:

- (a) Shift the plan horizon from 2017 to 2027;
- (b) Updated projected demand and facility requirements; and
- (c) Modify specific components of the facility development program.



# Memorandum

**TO:** TRANSPORTATION AND ENVIRONMENT COMMITTEE

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

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

**DATE:** April 16, 2010

Approved

Date

4/20/10

## RECOMMENDATION

Accept this report and recommend City Council approval of a Major Amendment to the Airport Master Plan for the Norman Y. Mineta San Jose International Airport to (a) shift the plan horizon from 2017 to 2027, (b) update projected demand and facility requirements, and (c) modify specific components of the facility development program.

## BACKGROUND

The Airport Master Plan, originally adopted by the City Council in June 1997 and amended over time, is a long range development guide currently intended to adequately accommodate projected commercial aviation demand by the year 2017. The Master Plan includes forecasts of aviation activity, facility requirements, and a phased development program of approximately 70 specific improvement projects, many of which have already been completed or are underway.

As with other long-range plans, the Airport Master Plan is periodically modified as implementation proceeds and conditions or activity trends change. Most notably, the prolonged downturn in the local and national economy, in addition to the events of 9/11/01, has impacted travel demand and the financial stability of the aviation industry, resulting in decreases in activity levels. From 2000 to 2009, annual air passenger volume at the Airport has declined 36% (from 13.1 million to 8.3 million) and annual aircraft operations (total landings and takeoffs) have declined 49% (from 287,000 to 146,000). As the Airport Master Plan currently anticipates activity levels to increase to 17.6 million annual passengers and 330,000 total aircraft operations by 2017, staff with aviation consultant assistance has recently completed a reassessment of demand and the development program in order to identify appropriate revisions. The resulting recommended revisions require City approval as an amendment to the Airport Master Plan.

The San Jose Municipal Code (Chapter 25.02, Part 3) sets forth criteria and procedures for formally amending the adopted Airport Master Plan. To date, 12 "minor" amendments and two "major" amendments have been approved. Major amendments are those revisions which would alter development goals/objectives or potentially increase activity levels, facility design capacity,

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or noise impacts beyond the levels currently set forth in the Master Plan. The revisions to the Airport Master Plan being recommended at this time are being processed as a major amendment given changes in goals/objectives regarding plan horizon year and ultimate layout of facilities. Proposed major amendments are also referred to the Airport Commission and Planning Commission for review and advisory recommendation to the City Council.

## ANALYSIS

The analytical approach taken in the recent reassessment of the Airport Master Plan consisted of three steps: (1) identify a new horizon year for when the current long-range passenger demand projection of 17.6 million annual passengers is most likely to be reached, (2) update all the other elements of aviation demand for that new horizon year along with associated facility requirements to adequately accommodate the updated demand, and (3) accordingly modify development program objectives and specific facility improvement projects. The key analytical findings are summarized below:

- As the overall economy returns to a growth cycle in the near future, aviation demand will begin to increase again as well. However, the demand level of 17.6 million annual passengers previously projected for the year 2017 will not likely occur until the year 2027. Extending the Airport Master Plan horizon out another ten years to 2027 would provide a more appropriate long-range development timeframe while retaining all the terminal and air carrier-related facility improvements and environmental mitigation measures included in the current Master Plan. The number of aircraft operations serving this projected passenger level in 2027 will be slightly less than previously projected for 2017 due to updated fleet and load assumptions.
- For air cargo activity (tonnage and airline aircraft operations), which has declined more than 60% since 2000, growth in demand out to 2027 will occur much more moderately than previously projected for 2017. Consequently, airline facilities serving cargo demand can be reduced from the 53 acres projected in the current Airport Master Plan to 28 acres.
- For general aviation activity (70% decline in aircraft operations since 2000), demand in 2027 will also be much less than previously projected for 2017. However, demand has significantly shifted much more toward use of larger, corporate aircraft which require more hangar, ramp, and support service facilities. To adequately accommodate demand in 2027, the 56 acres currently designated for general aviation development in the Airport Master Plan would need to be increased to 102 acres.

Given the above air cargo and general aviation findings, staff proposes to change the future designated use of the northwest side of the Airport (currently the interim public long-term and employee parking lots) from cargo airline to general aviation facilities. This would allow the projected 2027 general aviation demand to be accommodated on the total 100 acres available on the west side. Aircraft access between runways and the northwest side would be enhanced with two additional cross taxiway connections. Air cargo facilities would remain, and expand, on the

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northeast and southeast sides of the Airport. Although cargo expansion may ultimately be physically constrained to less than 28 acres, projected 2027 demand can still be accommodated as has been demonstrated in the past. For example, in the year 2000, despite less than 10 acres of facility space, the volume of cargo handled was equivalent to 85% of projected 2027 demand.

Attached are two tables summarizing the updated demand projections and the five specific revisions to the facility improvement program, as well as a schematic layout exhibit displaying the development program revisions. The detailed aviation consultant technical reports updating the demand forecasts and facility requirements are available on the Airport's website ([www.sjc.org](http://www.sjc.org) → Program Overview → Proposed Master Plan Amendment for 2027).

In coordination with the Planning, Building and Code Enforcement (PBCE) Department, the environmental consulting firm of David J. Powers & Associates has analyzed this proposed amendment to the Airport Master Plan and concluded that the revisions would not result in any larger or new impacts beyond those already identified in the Airport Master Plan EIR/SEIR. Some projected impacts will be less than currently projected, most notably aircraft noise, due to the lower number of projected aircraft operations and changes in types of aircraft. PBCE has issued an "addendum" to the Master Plan EIR which is also posted on the Airport website.

### **PUBLIC OUTREACH**

Four public outreach meetings on the Non-Terminal Area Improvement Program, including this proposed amendment, were conducted during February and March. The meetings were held with District 3 residents, District 6 residents, the Citizens Against Airport Pollution (CAAP) group, and Airport general aviation tenants. Outreach has also been conducted with the City of Santa Clara.

The County Airport Land Use Commission (ALUC), under State regulations, reviewed the proposed amendment on 3/24/10 and determined it to be consistent with the ALUC Plan. The Airport Commission reviewed the proposed amendment at its meeting on 4/12/10 and recommended Council approval. The Planning Commission is scheduled to review the proposed amendment at its meeting on 4/21/10.

The proposed amendment will also be agendaized for the Council's Community & Economic Development Commission on 5/24/10 and for full City Council consideration and action in June.

### **COORDINATION**

The preparation of this proposed Major Amendment to the Airport Master Plan has been coordinated with the Planning, Building and Code Enforcement Department, City Manager's Office, and City Attorney's Office.

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**CEQA**

Resolution No. 67380 and 71451, PP10-024.

/s/

William F. Sherry, A.A.E.

Director of Aviation

Please direct questions to William Sherry, Director of Aviation, at 501-7669

Attachments

WFS/CG

Table 1  
**Summary of Airport Master Plan Demand Projections**

	2009 (actual)	2017 Forecast (current)	2027 Forecast (proposed)	Notes
<b>Air Carrier</b>				proposed facility improvement projects unchanged
Total Passengers	8,321,750	17,600,000	17,600,000	
Airline Operations	102,774	186,400	183,700	
<b>Air Cargo</b>				less facility expansion required in 2027 due to lower demand
Total Tonnage	59,471	315,300	189,700	
All-Cargo Operations	2,364	13,100	6,800	
<b>General Aviation</b>				expanded facilities required in 2027 due to more large turbojet aircraft
Based Aircraft	149	360	209	
Operations	40,342	129,700	73,200	
<b>Military Operations</b>	358	800	100	
<b>Total Operations</b>	145,838	330,000	263,800	

Table 2  
**Proposed Project Revisions to Airport Master Plan**

<b>Airfield Projects</b>
<ul style="list-style-type: none"> <li>• Amend Project A-27 (<i>Construct cross Taxiway H between Rwy. 11-29 and Twy. V for B-II aircraft</i>) to: Construct cross Taxiway H between Rwy. 12R-30L and Twy. V (for D-IV aircraft).</li> <li>• Add Project A-37: Extend cross Taxiway K between Rwy. 12R-30L and Twy. V (for D-IV aircraft).</li> </ul>
<b>Air Cargo Projects</b>
<ul style="list-style-type: none"> <li>• Amend Project C-2 (<i>Construct new Cargo Airline facilities on northwest side of Airport, including up to 1.9 million sq.ft. of ramp, building, and vehicle parking/movement space</i>) to: Construct new Cargo Airline facilities at or adjacent to east side cargo airline areas, including up to 1.2 million sq.ft. of ramp, building, and vehicle parking/movement space.</li> <li>• Amend Project C-3 (<i>Relocate/expand Belly-Freight facilities to new sites on east side of Airport, including up to 219,000 sq.ft. of building and vehicle parking/movement space</i>) to: Relocate/expand Belly-Freight facilities to new site(s) on east side of Airport, including up to 93,000 sq.ft. of building and vehicle parking/movement space.</li> </ul>
<b>General Aviation Projects</b>
<ul style="list-style-type: none"> <li>• Add Project G-8: Expand General Aviation facilities onto northwest side of Airport (44 acres, upon implementation of Projects T-7 and T-8).</li> </ul>

