



Airport Commission Meeting

February 9, 2026

Agenda

- I. **Call to Order & Orders of the Day**
- II. Public Record
- III. Consent Calendar
- IV. Reports and Information Only
- V. Public Comment
- VI. Noise Report/Community Noise Concerns
- VII. Business
- VIII. Meeting Schedule and Agenda Items
- IX. Adjournment

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III. Consent Calendar

- Approval of the Minutes for the Regular Meeting on November 10, 2025

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IV. Reports and Information Only

A. Chair Report

B. Director

C. Council Liaison

D. Staff

E. Commissioner Reports

IV. Reports and Information Only

A. Chair Report

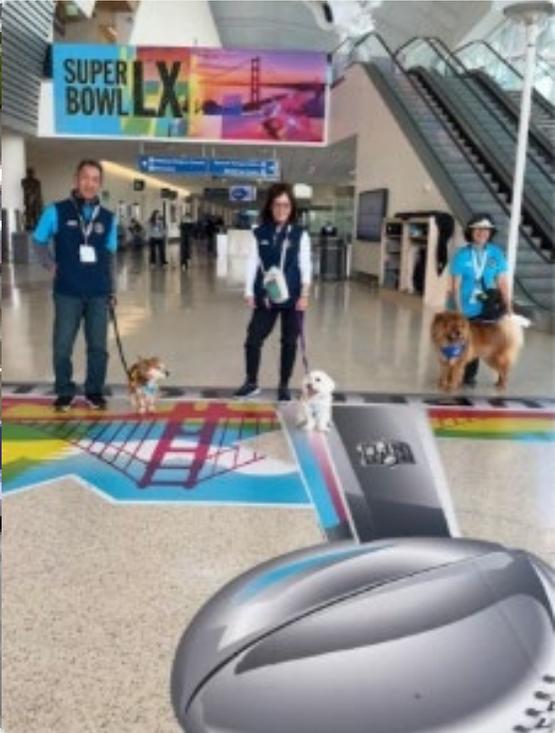
B. Director

C. Council Liaison

D. Staff

E. Commissioner Reports

Superbowl



San José 2026



Invisible Skies (In walkway between Term A & B)



IV. Reports and Information Only

A. Chair Report

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Public Comments (Not on Agenda)

Members of the Public are invited to speak on any item that does not appear on today's Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate.

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Airport Noise Program

Airport Commission Meeting

November 10, 2025

VI. Noise Report

San Jose Mineta International Airport Quarterly Noise Summary Q4 2025

	Oct	Nov	Dec	Year Over Year		Difference	Quarter Over Quarter	
				Q4 2025	Q4 2024		Q3 2025	Difference
Total Operations	13,527	12,502	12,154	38,183	40,511	-6%	38,308	0%
Total Operations between 2330-0630	360	312	359	1,031	944	9%	1,109	-7%
Air Carrier Operations between 2330-0630	180	157	205	542	556	-3%	646	-16%
General Aviation Operations between 2330-0630	180	155	154	489	388	26%	463	6%
Total Intrusions	51	42	63	156	124	26%	178	-12%
Total Non Compliant Intrusions	6	19	27	52	37	41%	34	53%
Air Carrier Complaints	1,738	1,788	3,543	7,069	8,821	-20%	2,430	191%
General Aviation Complaints	715	467	743	1,925	1,652	17%	566	240%
Total Complaints	2,453	2,255	4,286	8,994	10,464	-14%	2,996	200%
Total Engine Run-ups **	0	0	0	0	0	0%	0	0%
South Flow Operations	1,445	1,947	2,889	6,281	6,030	4%	2,133	194%

** High Power (>90%) Engine Run-ups during the Curfew Hours Only

Definitions

Operation: a takeoff or landing of an aircraft at the airport.

Intrusion: is any operation by an unauthorized aircraft between the hours of 2330 and 0630.

Non Compliant Intrusion: is an Intrusion that did not meet the exemption criteria set forth in the municipal code

Air Carrier: a commercial carrier utilizing aircraft as a means of transport of passenger or freight.

General Aviation: all flights other than scheduled Air Carrier service

VI. Noise Report

City	Complaints Q4 2025	Year over Year		vs. Previous Quarter	
		Complaints Q4 2024	Difference	Complaints Q3 2025	Difference
San Jose	44	236	-81%	134	-67%
Palo Alto	14	0	100%	3	366%
Milpitas	1	4	-75%	0	100%
Morgan Hill	0	1	-100%	6	-100%
Cupertino	0	0	0%	2	-100%
Mountain View	1,219	1,038	17%	490	149%
Sunnyvale	7,252	9,118	-20%	2,286	217%
Los Gatos	15	13	26%	43	-65%
Los Altos	0	0	0%	2	-100%
Santa Clara	5	6	-17%	23	-78%
Campbell	0	0	0%	0	0%
Saratoga	0	0	0%	0	0%
Other	5	48	-90%	7	-29%
Total Complaints	8,555	10,464	-18%	2,996	186%

VI. Noise Report

City	Resident	Complaints Q4 2025	Complaints Q3 2025	Diff	Avg
Sunnyvale	Household 1	2,449	900	172%	227%
	Household 2	1,903	608	213%	
	Household 3	1,448	329	340%	
	Household 4	1,152	243	374%	
	Household (5-13)	300	206	46%	
	Total	7,252	2,286	217%	
City	Resident	Complaints Q4 2025	Complaints Q3 2025		
Mountain View	Household 1	1,213	480	153%	
	Household 2-3	6	10	-66%	
	Total	1,219	490		

Agenda

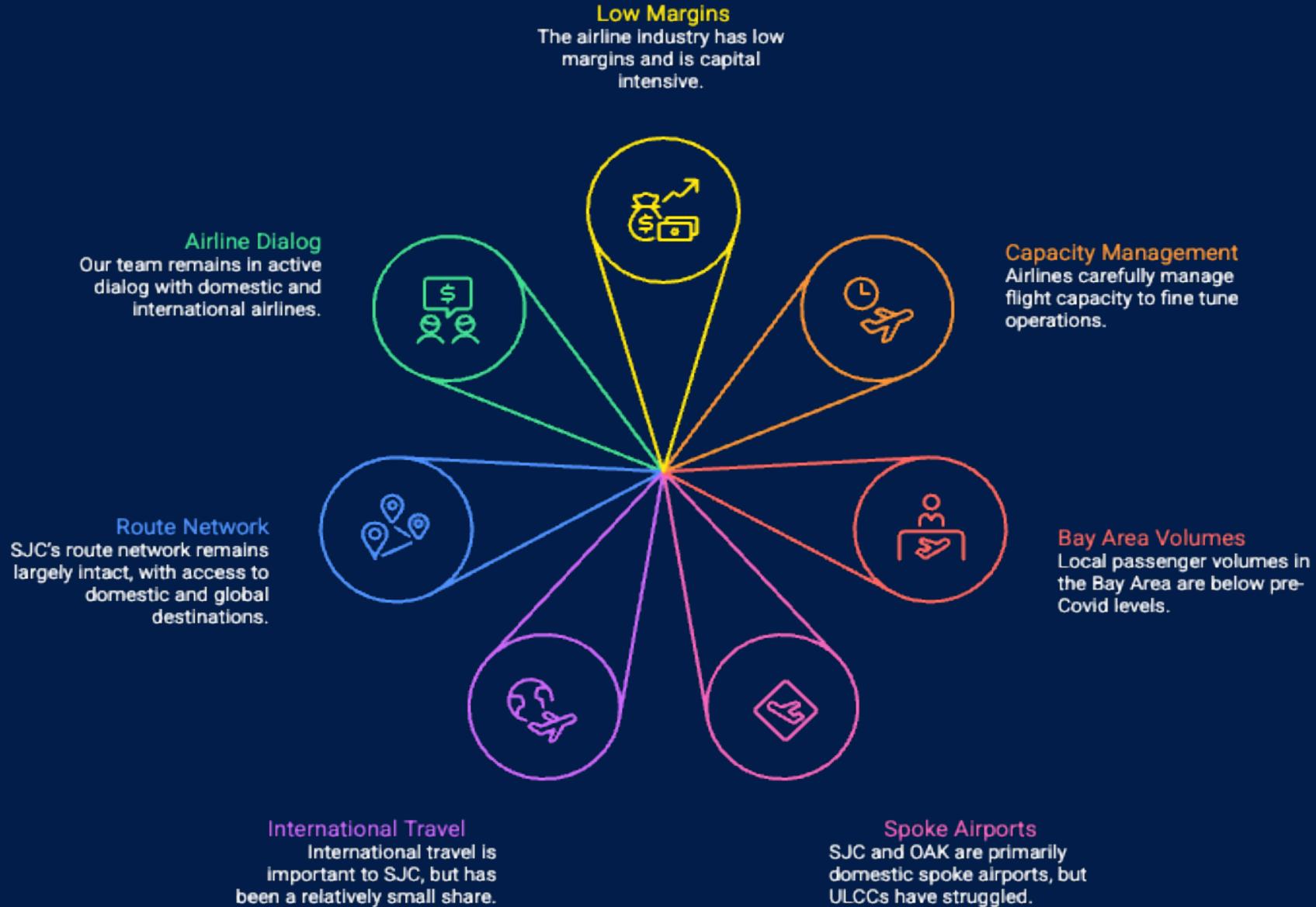
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VII. Business

- A. Air Services Development Update
- B. Major Airport Master Plan Amendment
- C. Legislative Update

Airline and Air Service Development Update

SJC Airport Challenges

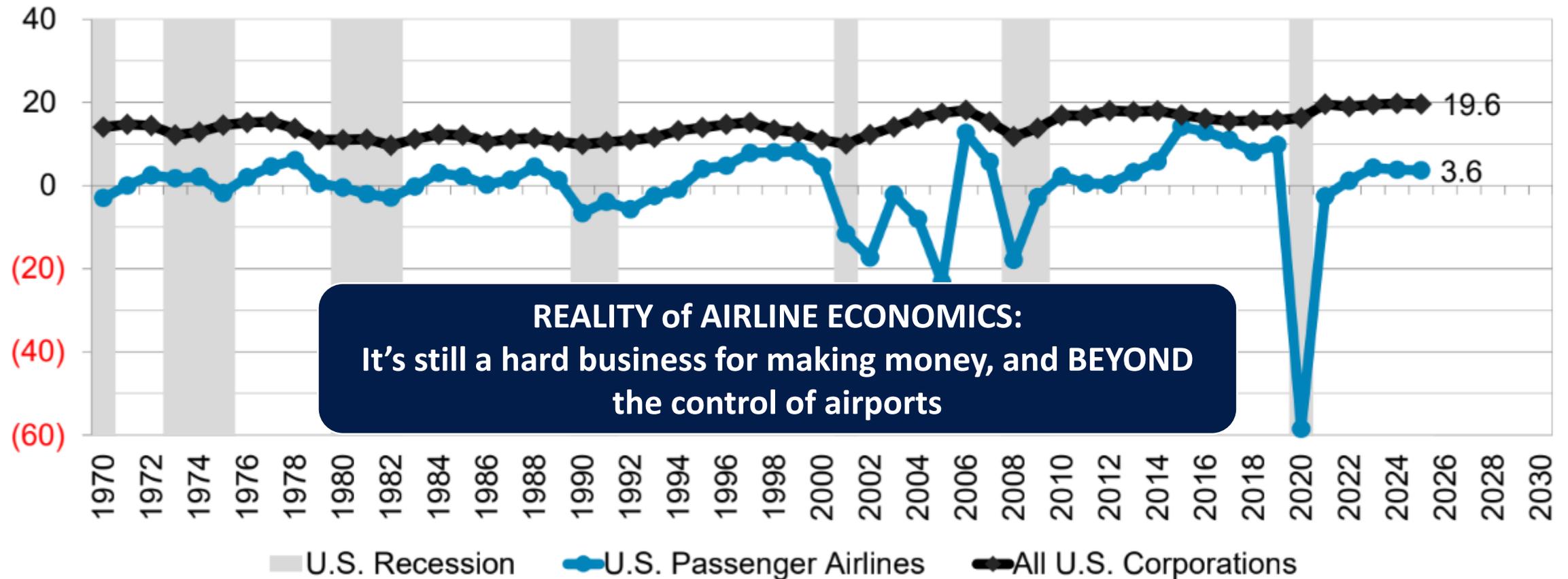


U.S. Airline Profitability Trends

Consistently Below Corporate Averages



Even in Best Years, Airline Profitability Lags the U.S. Corporate Average
Pre-Tax Profit Margin (%) Gap Was Narrowest in 2015

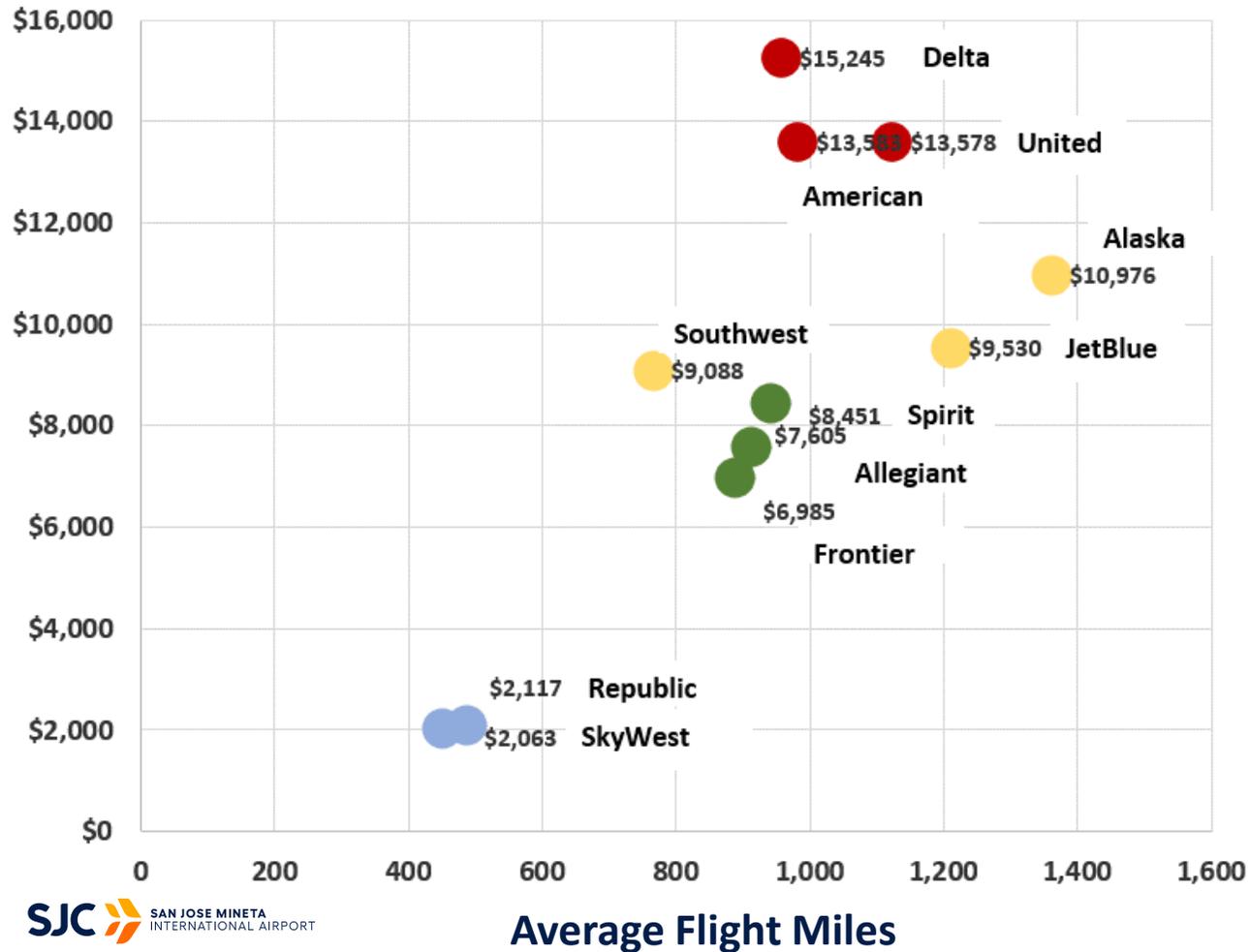


Airline Costs/Investments



Capital Intensity Displayed in Block Hour Costs (Fuel, Crew, Maintenance, Aircraft, etc.)

YE2Q25 Domestic Block Hour Costs vs. Stage Length
USDOT Form 41



Estimated Trip Cost Examples

US Airline Category	Approximate Block Hour Cost	Block Time for 1,000 Mile Flight	One Way Trip Cost Estimate	Estimated Round Trip Costs
US Big 3	\$14,000	3.00	\$42,000	\$84,000
Low Cost	\$10,000	3.00	\$30,000	\$60,000
Ultra Low Cost	\$7,500	3.00	\$22,500	\$45,000

One long-haul EU or Asia round trip?

\$250,000 - \$300,000

Airline Performance Details

Side-by-Side Comparisons Highlight Category Differences



US Airline Domestic System Performance Measurements (DOT YE3Q25)

	Domestic Networks ONLY	American	Alaska	JetBlue	Delta	Frontier	Allegiant	Spirit	Sun Cty	United	Southwest
	Account Name	AA	AS	B6	DL	F9	G4	NK	SY	UA	WN
Aircraft Utilization	Load Factor	84%	84%	83%	84%	79%	82%	80%	78%	84%	78%
	Cost Per Block Hour	\$13,559	\$11,260	\$9,096	\$15,410	\$7,202	\$7,496	\$8,498	\$6,867	\$13,495	\$9,123
	Block Hours per Aircraft Day	9.72	10.86	9.44	9.68	9.27	6.85	7.87	6.82	9.58	10.17
	Yield (excl. Transport Related)	18.00	14.50	14.40	19.30	7.80	10.20	5.80	7.20	18.20	17.10
Unit Cost cents/mi	RASM	22.74	17.68	14.19	26.28	9.55	12.19	9.57	13.46	21.78	15.58
	RASM (excl. Transport Related)	17.49	13.64	13.07	19.23	9.27	12.07	9.57	12.03	16.16	15.48
	CASM	21.42	16.83	15.07	24.09	9.88	11.40	12.01	13.54	20.11	15.40
	CASM (excl. Transport Related)	16.92	13.75	15.07	18.91				13.54	17.23	15.31
Flight Distance	Average Stage Length	991	1,352	1,216	957	902	907	936	1,043	1,120	769
	Average Seats	173	170	158	173	209	175	192	134	179	162
	Total Pax (000)	133,520	33,129	28,680	140,554	31,709	18,293	32,231	4,494	111,526	163,837
One Way Net only	Average Fare	\$188	\$213	\$185	\$197	\$73	\$94	\$56	\$85	\$220	\$140
	Pax Per Departure	138	131	125	136	161	142	151	92	138	119
	Completion Factor	98%	99%	99%	100%	100%	100%	99%	100%	99%	99%
Active Dom Fleet	Average Aircraft in Service	738	218	212	754	151	125	190	55	689	782
	Revenue Aircraft Miles per Day	3,559	4,285	3,605	3,584	3,227	2,568	2,894	2,583	3,592	3,714

Priorities: How Airlines Plan and Manage Their Networks

Intense Evaluation of Route Forecasts, Aircraft Options, Competition, Fare Levels



✈ Initial questions

Things we consider before getting started:

existing service aircraft range connectivity customer type
alternatives to flying crew capability strategic goals seasonal
legality average fare airport infrastructure growth capability market
utility Leadership intuition market size aircraft intensity

CREDIT
CARDS/LOYALTY:
Ability to control
all spending,
“premium
customer” demand

How Airlines Plan and Manage Their Networks

Intense Evaluation of Route Forecasts, Aircraft Options, Competition, Fare Levels

- As a result of assessing all relevant factors, airlines ultimately have to publish air fares for EVERY city pair on their network (including joint fares and alliance markets).
- These fare levels remain fluid, and can often change daily or hourly if conditions warrant such adjustments.

Fare Category	Atlanta	Tampa	DCA	Huntsville
First Class	\$1,390	\$1,410	\$1,470	\$1,160
Business Class	\$805	\$700	\$689	\$565
Premium Economy	\$538	\$487	\$476	\$387
Discounted Economy	\$458	\$357	\$406	\$367



MAJOR INDUSTRY TRENDS:

Focus on PREMIUM travel experience and credit card loyalty

Constant focus on bookings and booked revenue by market, day, and flight

How Airlines Plan and Manage Their Networks

Partnerships Play a Key Role in Airline Strategy and Market Concentration

Complex



Joint Venture (JV)

Highest level of partnership – acting as ONE airline (from two nations).
 Coordination of scheduling, pricing, revenue sharing.
 Massive strategic decision (and often investment/ownership stakes).
 Government approvals – due to potential loss of competition.

Global Alliances (STAR, oneworld, SkyTeam)

Many carriers involved, sometimes less focus than with JVs.
 Airlines pay dues, agree to deliver reciprocal benefits to member airlines.
 Ticketing and frequent flier program reciprocity.
 Consistent “elite member” benefits across the alliance.

Code Shares (co-branding)

Offers larger combined flight network to attract more customers.
 Airlines place codes on each other, most revenue goes to operating carrier.

Interline Agreements (basic level of cooperation)

Easier booking, check-in, bag check across itinerary.

Basic

Recent M&A:

Allegiant-Sun
Country

Volaris-Viva

Alaska-
Hawaiian

Republic-Mesa

Frontier-Sprit?

Formula For Successful and Sustainable Air Service

Each Specific Route Must Produce a Balanced Business Result



Examples of SJC Routes No Longer in Service

Example	Right Market/Demand	Right Airline (Fit)	Right Aircraft (Economics)
PVG (CA)	YES	NO	YES
FRA (LH)	YES	YES	NO
GDL (AM)	NO	YES	YES

REALITY of AIRLINE ECONOMICS:
It's still a hard business for making money, and requires fine-tuning of capacity to local (and beyond) demand.

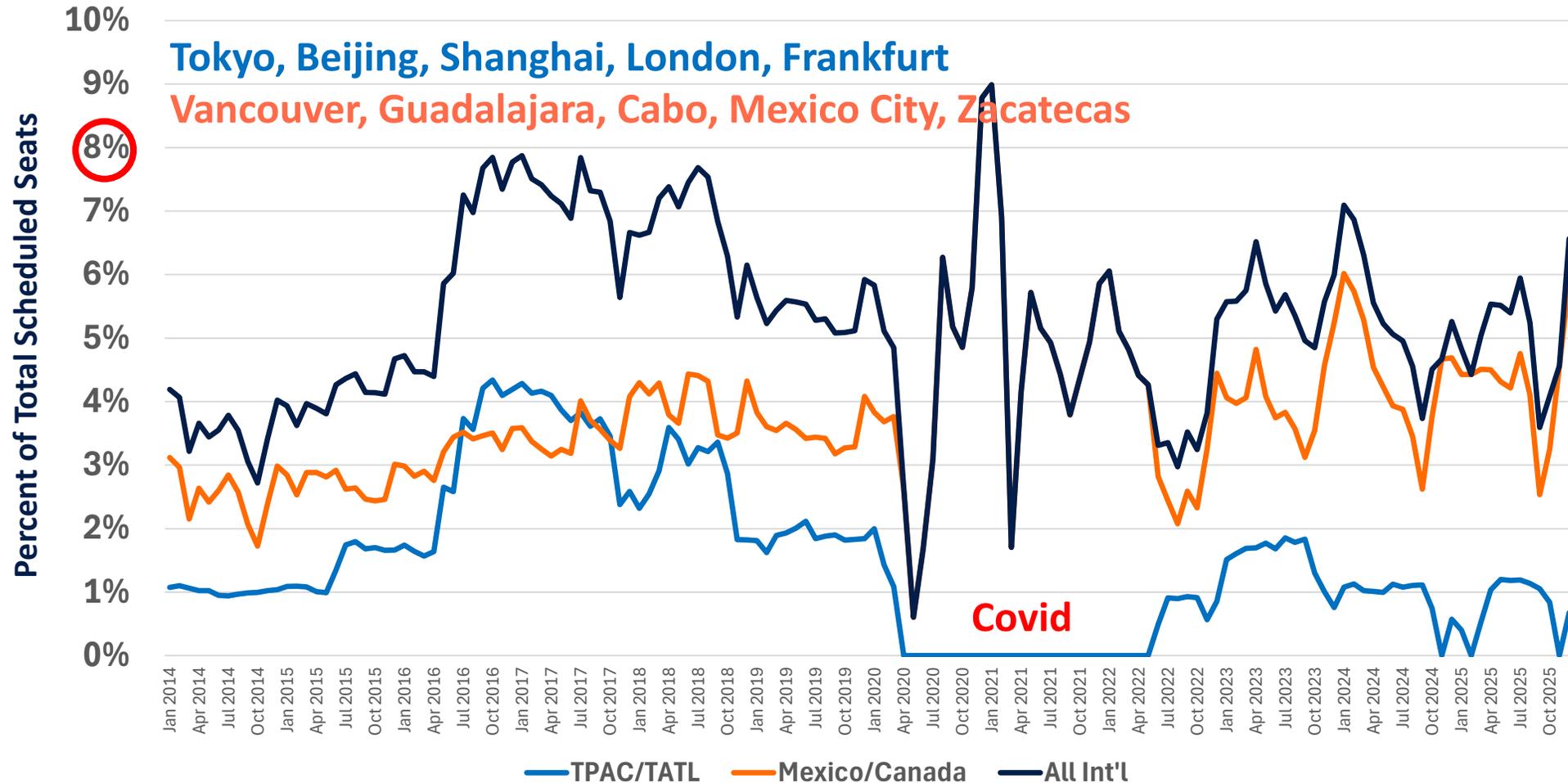
SJC's Current Position and Trends

SJC's Role: Domestic Spoke Airport

International Capacity Has Represented an Important, But Relatively Small Share



SJC Monthly International Seat Capacity 2014 - 2025

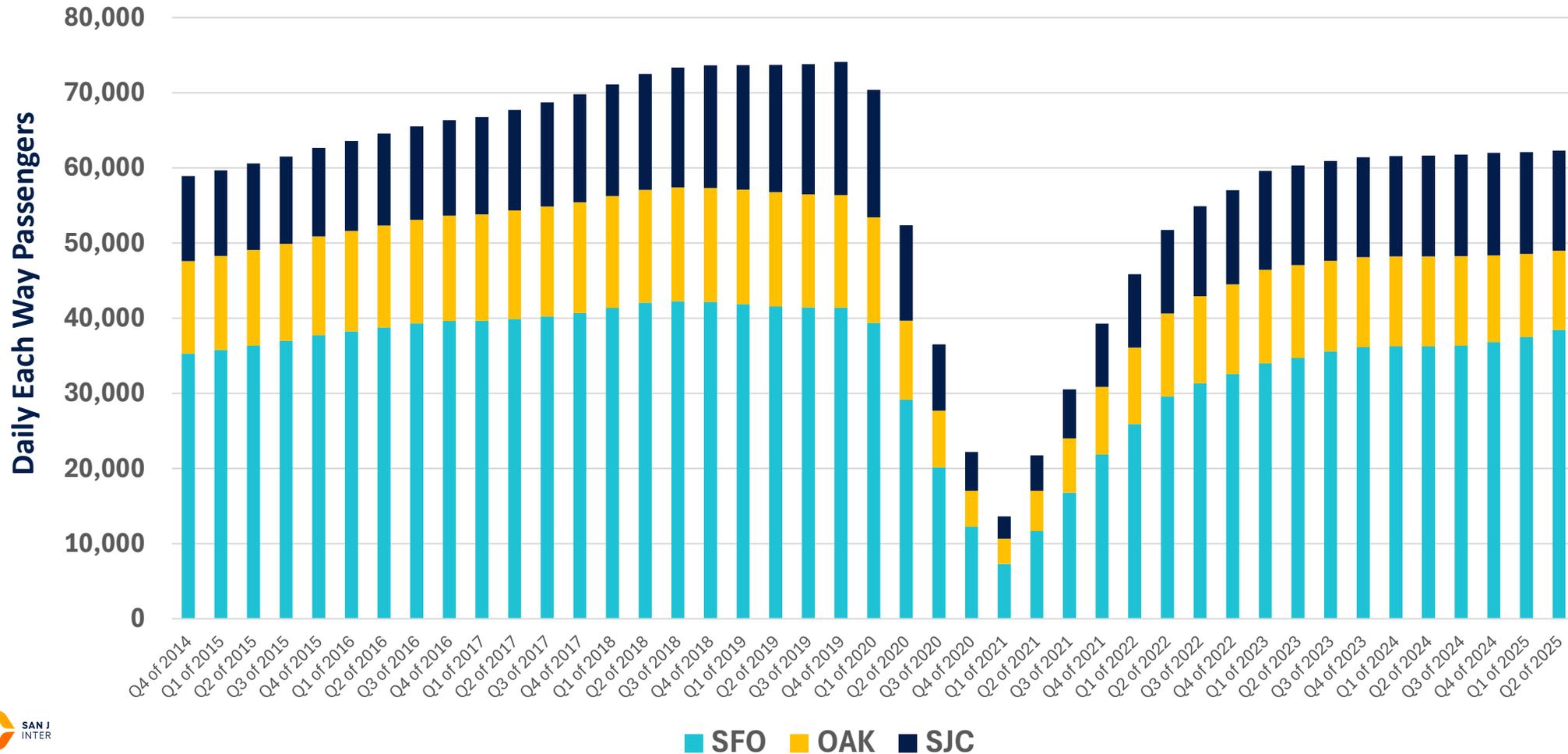


Bay Area Local Passenger Trends

Domestic Point-Point Bay Area Travel Has Not Recovered



Bay Area Domestic Origin-Destination Passenger Trends 4-Quarter Averages 2014 - 2025

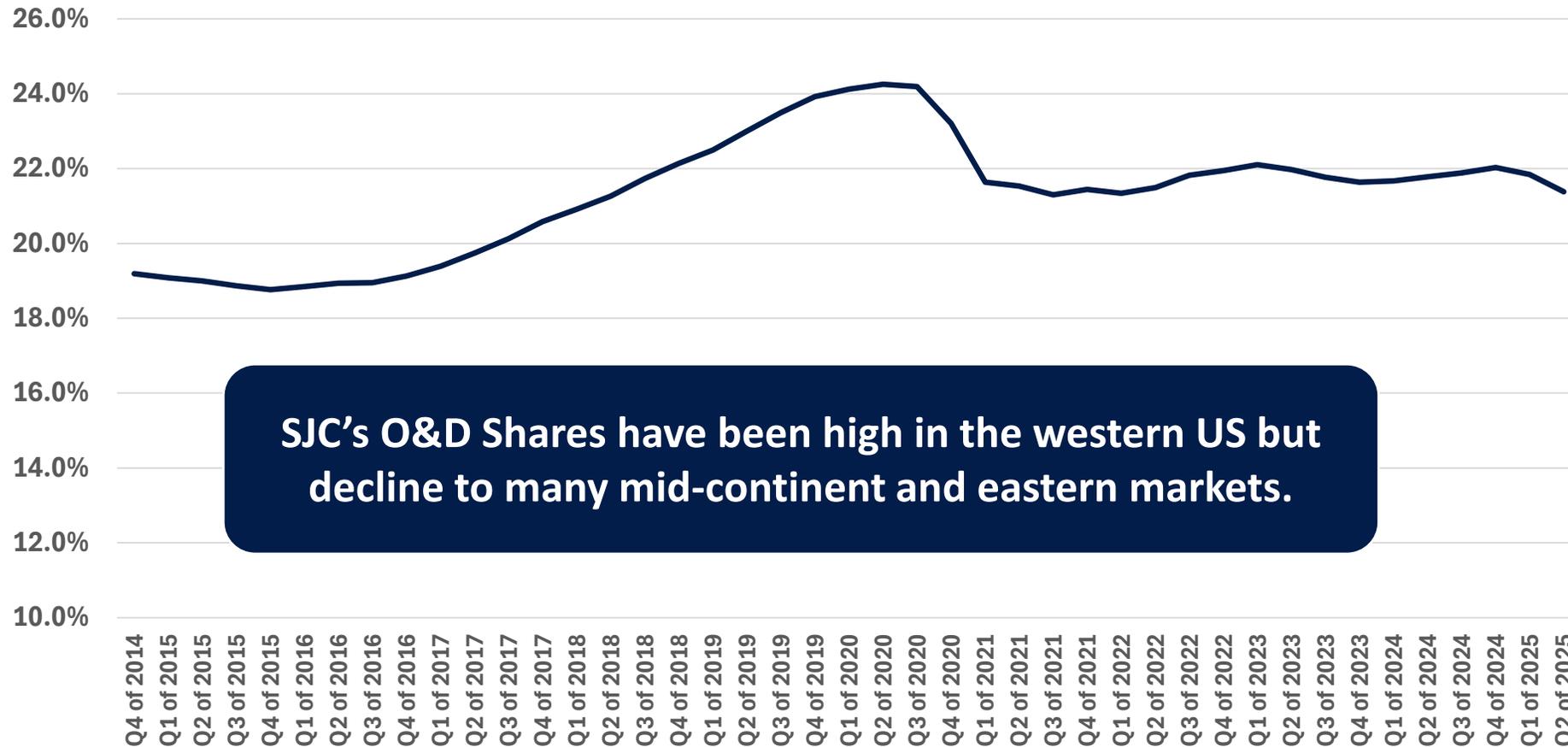


SJC Shares of Bay Area Domestic O&D Passengers

Share is Back to 2018 Levels Following the Pandemic



SJC Shares of Bay Area Domestic Origin-Destination Passengers 4-Quarter Averages 2014 - 2025



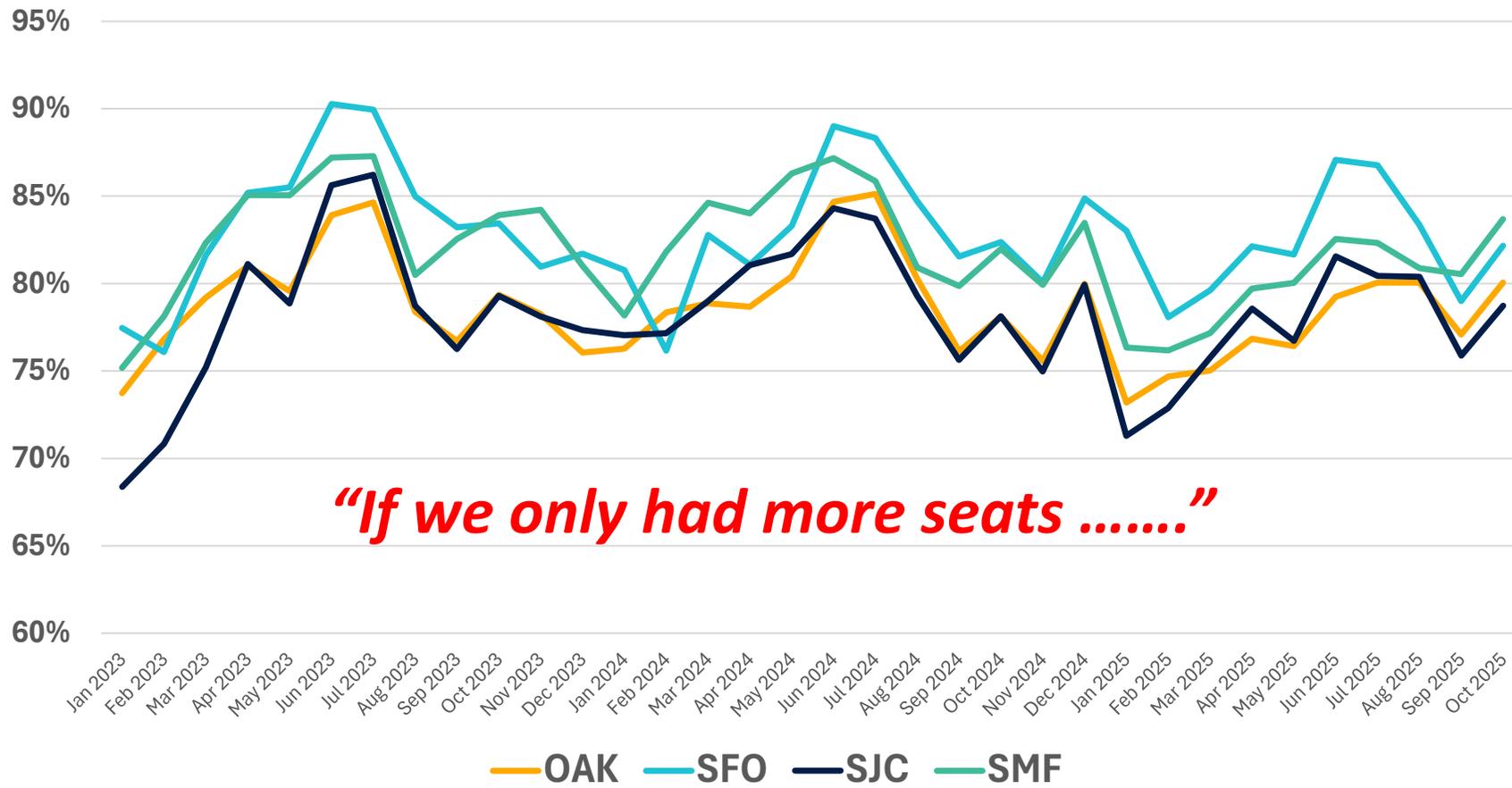
SJC's O&D Shares have been high in the western US but decline to many mid-continent and eastern markets.

Monthly Load Factor Trends for SJC, OAK, SFO, SMF



Relative to Others, SJC Doesn't Appear to Have Too Little Capacity to Meet the Demand

Monthly Airport Load Factor Trends



SFO vs. SJC to New York Example

Airlines Compete to Get Traction Versus SFO's Critical Mass of Flights



SJC and SFO Nonstops to New York SJC's Peak Service Mid-2018

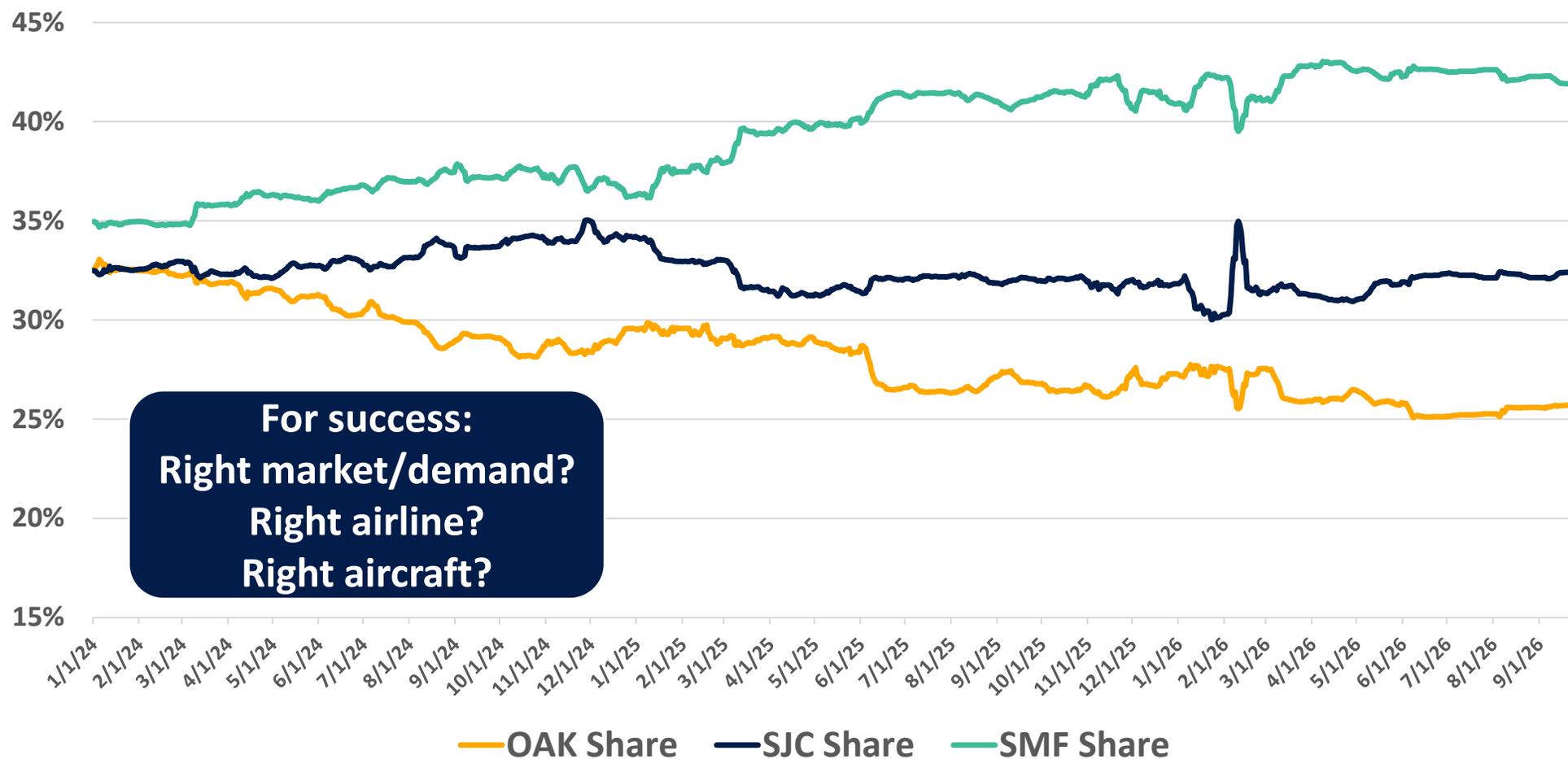
Daily Departures	SJC JFK	SJC EWR	SJC Total	SFO JFK	SFO EWR	SFO Total	SFO Difference
Alaska	1	1	2	4	4	8	
American			0	5		5	
Delta	1		1	8		8	
JetBlue	1		1	6		6	
United		1	1		14	14	
Departures	3	2	5	23	18	41	8.2x
Seats			831			6,961	8.4x

Shares of Scheduled Airline Seat Capacity for SJC, OAK, SMF

Each Airport Continues to See Capacity Allocated in Somewhat Different Ways



7-Day Departing Seats Shares of SJC, OAK, SMF



**For success:
Right market/demand?
Right airline?
Right aircraft?**

SJC Year-Year Capacity Changes by Airline (Jan-Sep)

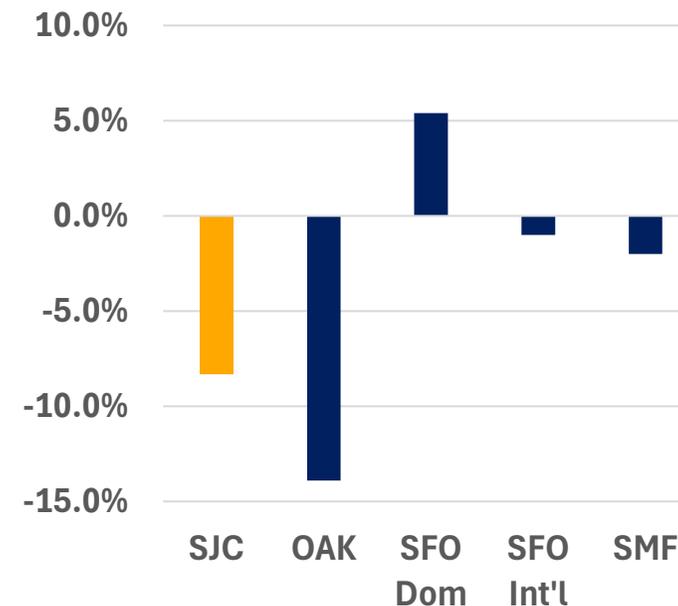
Spirit's Exit and Southwest's "Calibration" Are Primary Factors



SJC Year-Year Departing Capacity

Mkt AI	Jan - Sep 2026		Jan - Sep 2025		Difference		Percent Difference		
	Flights	Seats	Flights	Seats	Flights	Seats	Flights	Seats	ASMs
American	1,797	257,085	1,664	238,351	133	18,734	8%	8%	6%
Alaska	5,293	644,181	5,820	660,680	(527)	(16,499)	(9%)	(2%)	10%
Delta	5,342	570,380	5,155	515,545	187	54,835	4%	11%	8%
Frontier	100	22,880	402	81,884	(302)	(59,004)	(75%)	(72%)	(83%)
Hawaiian	187	35,343	538	101,682	(351)	(66,339)	(65%)	(65%)	(65%)
Spirit	0	0	1,143	207,385	(1,143)	(207,385)	(100%)	(100%)	(100%)
United	1,126	173,683	1,294	179,162	(168)	(5,479)	(13%)	(3%)	(4%)
Southwest	19,649	3,075,953	20,566	3,226,858	(917)	(150,905)	(4%)	(5%)	(5%)
Volaris	764	154,719	785	153,976	(21)	743	(3%)	0%	1%
ZIPAIR	98	28,420	164	47,560	(66)	(19,140)	(40%)	(40%)	(40%)
	34,356	4,962,644	37,531	5,413,083	(3,175)	(450,439)	(8%)	(8%)	(9%)

Region Year-Year

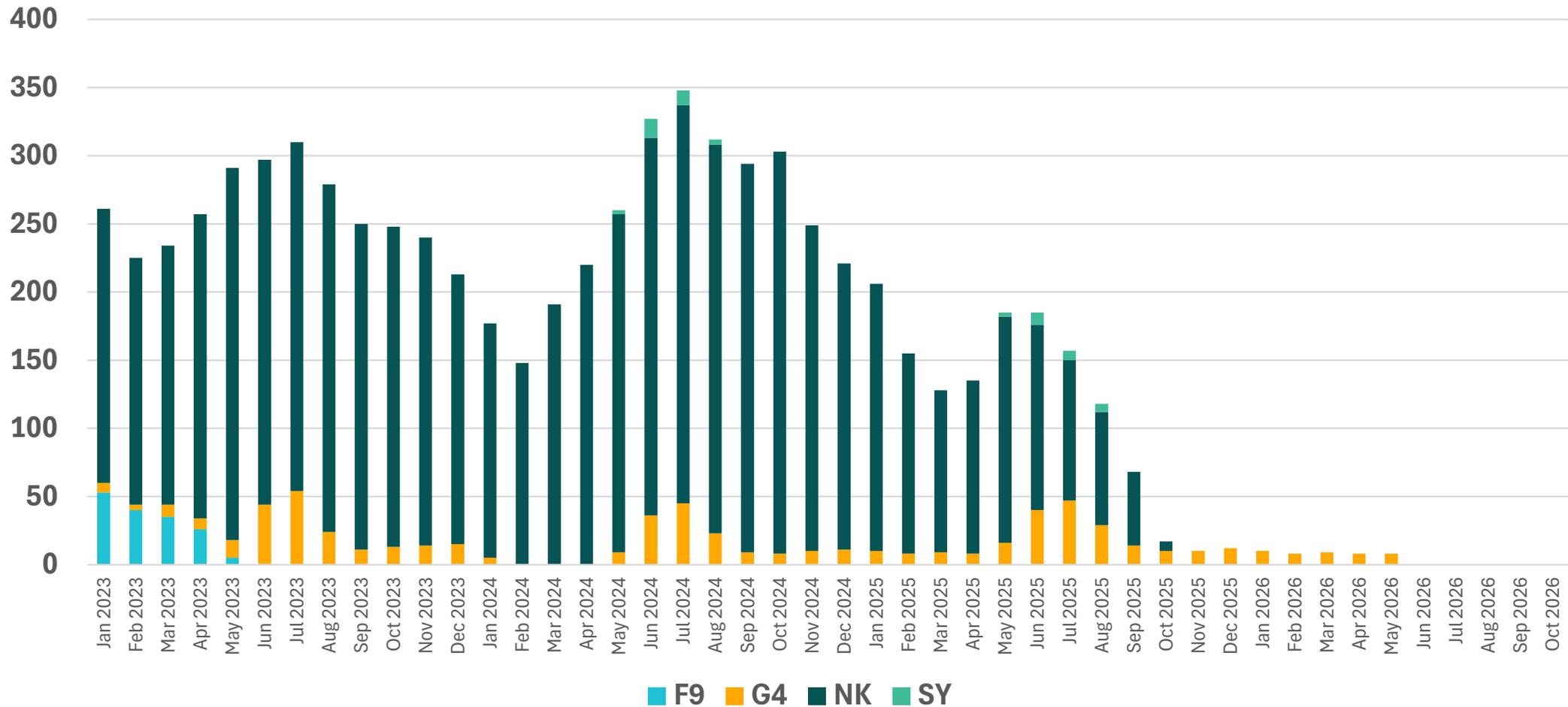


OAK's ULCC Monthly Departure Trends

Like SJC, the Domestic ULCCs Have Struggled to Achieve Lasting Success

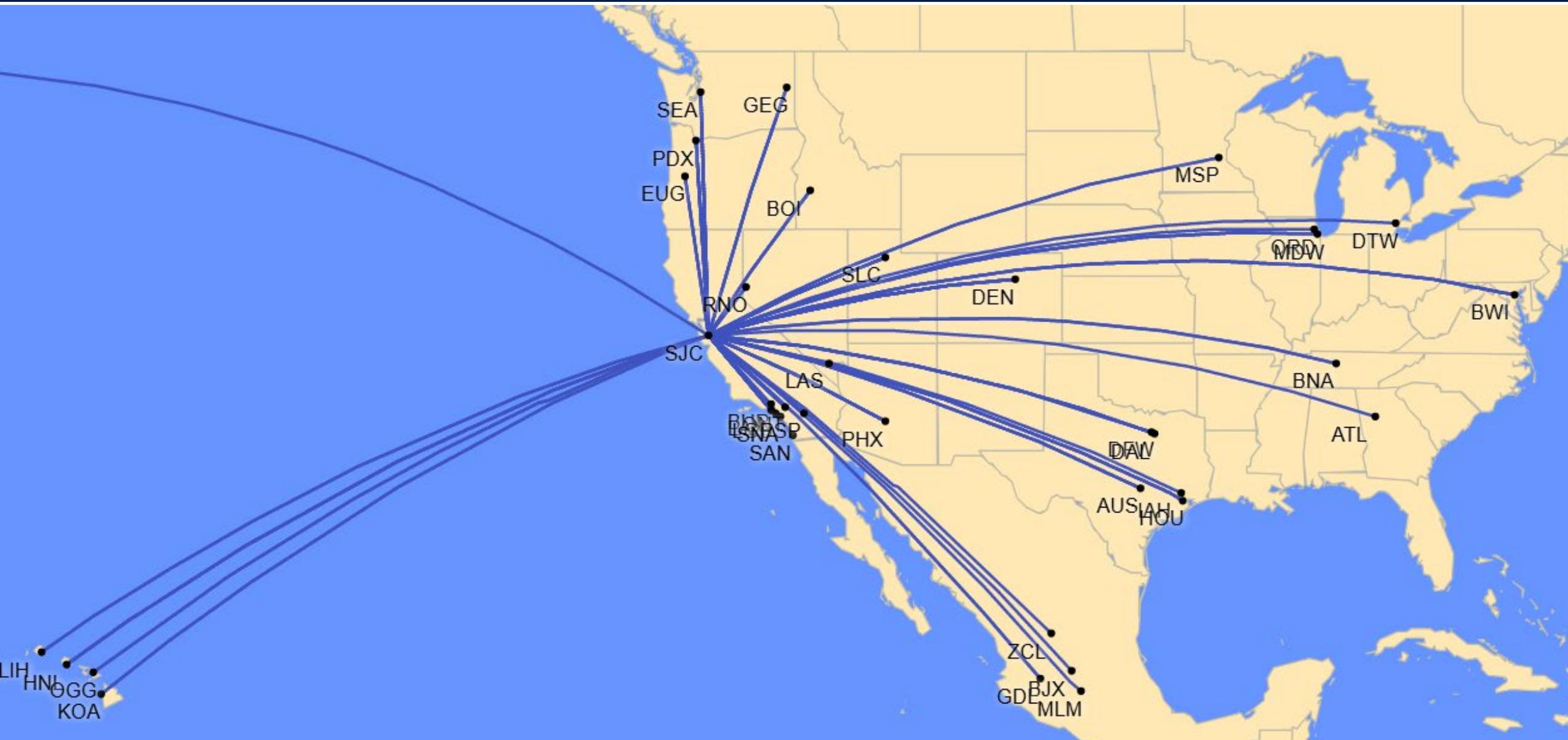


OAK Domestic ULCC Monthly Departures (As of 1-20-26)



SJC Nonstop Route Map (Summer 2026)

Core Domestic Route Network Has Remained Largely Intact



Daily Departure Details by Airline and Route

Also Highlights Frequency Differences and Day-of-Week Variations



SJC Daily Departures by Airline and Route (June 2026)

Mkt Al	Dest	Miles	Ops	TOTAL Weekly		Jun 15	Jun 16	Jun 17	Jun 18	Jun 19	Jun 20	Jun 21		
				Seats	Seats/ Dep	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
AA	DFW	1,438	27	4,644	172	3	3	6	6	3	3	3		
AA	PHX	621	21	2,996	143	3	3	3	3	3	3	3		
AS	BOI	523	7	532	76	1	1	1	1	1	1	1		
AS	HNL	2,417	7	1,211	173	1	1	1	1	1	1	1		
AS	KOA	2,384	4	756	189	0	1	0	1	1	0	1		
AS	LIH	2,466	3	567	189	1	0	1	0	0	1	0		
AS	OGG	2,356	7	1,323	189	1	1	1	1	1	1	1		
AS	PDX	569	35	3,339	95	5	5	5	5	5	5	5		
AS	SAN	417	42	3,871	92	6	6	6	6	6	6	6		
AS	SEA	697	49	8,393	171	7	7	7	7	7	7	7		
DL	ATL	2,116	20	3,600	180	3	3	3	3	3	2	3		
DL	DTW	2,063	6	1,080	180	1	1	1	1	1	0	1		
DL	LAX	308	48	4,824	101	7	7	7	7	7	6	7		
DL	MSP	1,576	13	1,543	119	2	2	2	2	2	1	2		
DL	SEA	697	34	2,506	74	5	5	5	5	5	4	5		
DL	SLC	585	34	3,235	95	5	5	5	5	5	4	5		
UA	DEN	948	21	3,486	166	3	3	3	3	3	3	3		
UA	IAH	1,608	7	882	126	1	1	1	1	1	1	1		
UA	ORD	1,829	7	1,050	150	1	1	1	1	1	1	1		
Y4	BJX	1,665	2	460	230	0	0	1	0	0	0	1		
Y4	GDL	1,611	11	2,417	220	2	1	2	1	2	1	2		
Y4	MLM	1,743	4	716	179	1	0	1	0	1	1	0		
Y4	ZCL	1,517	2	372	186	1	0	0	0	1	0	0		
ZG	NRT	5,154	6	1,740	290	1	1	1	1	0	1	1		
				TOTAL	417	55,543	133	61	58	64	61	60	53	60

Mkt Al	Dest	Miles	Ops	TOTAL Weekly		Jun 15	Jun 16	Jun 17	Jun 18	Jun 19	Jun 20	Jun 21		
				Seats	Seats/ Dep	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
WN	AUS	1,476	20	3,234	162	3	3	3	3	3	2	3		
WN	BNA	1,946	7	1,187	170	1	1	1	1	1	1	1		
WN	BOI	523	7	997	142	1	1	1	1	1	1	1		
WN	BUR	296	40	5,480	137	6	6	6	6	6	4	6		
WN	BWI	2,438	7	1,225	175	1	1	1	1	1	1	1		
WN	DAL	1,450	7	1,149	164	1	1	1	1	1	1	1		
WN	DEN	948	34	5,684	167	5	5	5	5	5	4	5		
WN	EUG	471	7	1,111	159	1	1	1	1	1	1	1		
WN	GEG	742	5	875	175	1	0	0	1	1	1	1		
WN	HNL	2,417	14	2,450	175	2	2	2	2	2	2	2		
WN	HOU	1,621	7	1,149	164	1	1	1	1	1	1	1		
WN	LAS	386	63	9,999	159	10	8	8	10	10	7	10		
WN	LAX	308	41	6,529	159	7	5	5	7	7	4	6		
WN	LGB	324	26	4,056	156	4	4	4	4	4	3	3		
WN	MDW	1,838	14	2,450	175	2	2	2	2	2	2	2		
WN	OGG	2,356	5	875	175	1	0	0	1	1	1	1		
WN	ONT	333	27	4,307	160	4	4	4	4	4	3	4		
WN	PDX	569	18	2,732	152	3	2	2	3	3	2	3		
WN	PHX	621	33	5,281	160	5	5	5	5	5	3	5		
WN	RNO	188	4	586	147	1	0	0	1	1	0	1		
WN	SAN	417	76	11,514	152	12	10	10	12	12	8	12		
WN	SEA	697	21	3,371	161	3	3	3	3	3	3	3		
WN	SLC	585	4	586	147	1	0	0	1	1	0	1		
WN	SNA	342	52	7,846	151	9	7	7	9	9	4	7		
				TOTAL	539	84,673	157	85	72	72	85	85	59	81
				TOTAL	956	140,216	147	146	130	136	146	145	112	141

Percent of Local Passengers on SJC's Hub Routes

Reflects Heavy Connecting Flows to Beyond Markets

Less than half of onboard passengers are locals

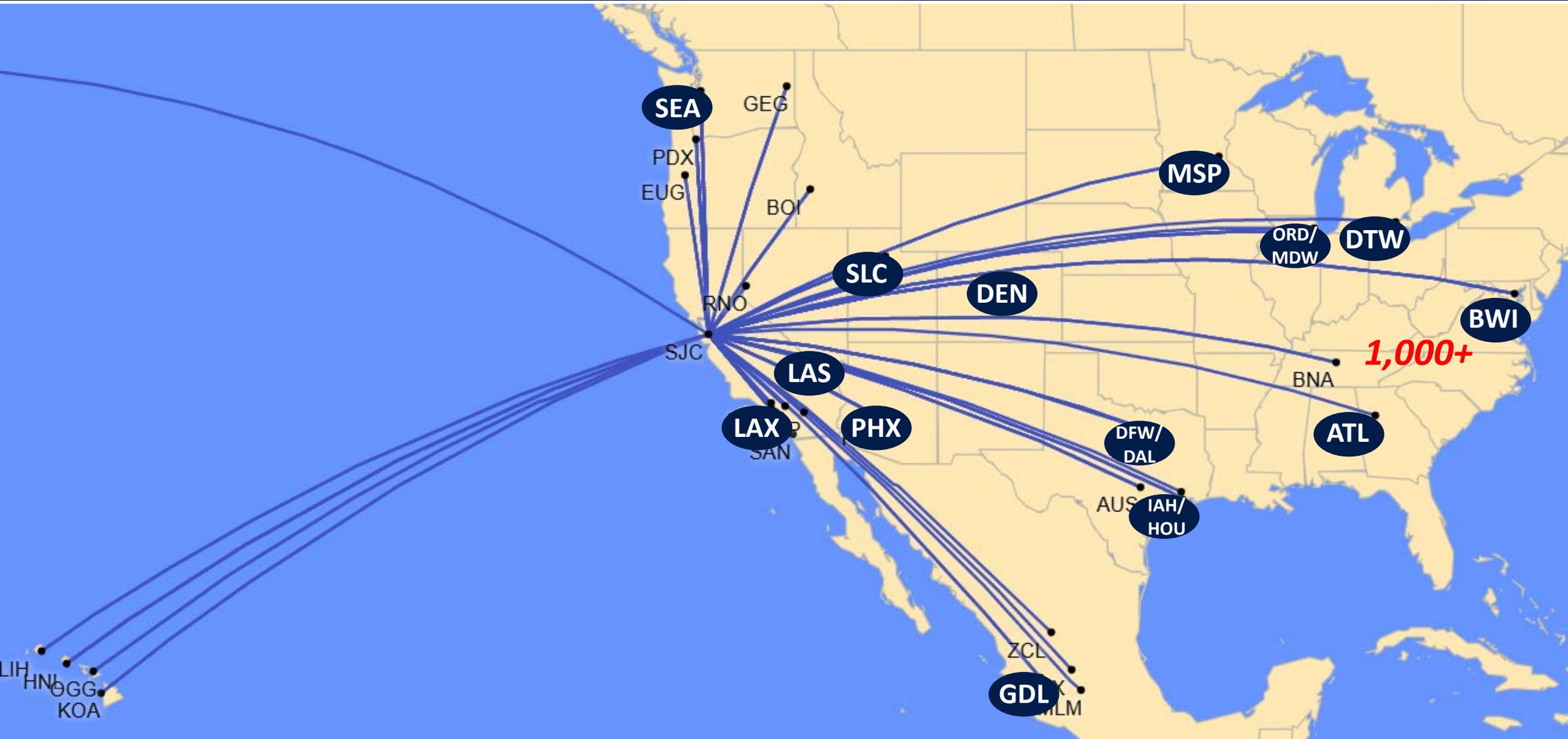
HUB	Alaska	American	Delta	United	Southwest
SEA	87%		84%		82%
LAX	89%		70%		91%
PHX		34%			73%
SLC			51%		77%
DEN				46%	52%
DAL					70%
DFW		44%			
HOU					65%
IAH				56%	
HNL	94%				63%
MDW					48%
ORD				45%	
MSP			35%		
DTW			52%		
BWI					72%
ATL			34%		

Airline hubs are designed to provide connections to a large number of additional destinations.

For example, over 1,000 passengers take connections to eastern US cities every day.

SJC Nonstops to Airline Hubs

These Hubs Provide Geographic Balance Plus International Destinations



CHALLENGES

- Costs and **CPE will continue to be important** to all carriers
- **LCC segment** has come under additional competitive pressure
- **Aircraft and engine challenges** could carry forward, impacting growth
- SJC already has **slow-growth airlines**
- Long-haul international service will continue to be **highly competitive**
- Bay Area **income gap/disparity** undercuts 2x national HHI levels
- **SFO became much more aggressive** in pursuit of secondary service

OPPORTUNITIES

- SJC serves a **population of 3+ million** people, many with high disposable income
- We legitimately have upwards of **30% of Bay Area** population
- Silicon Valley core - **#1 tech epicenter**
- Population, relocation continue to “recalibrate”
- SFO will face **congestion** again
- OAK already fell far behind SJC in total airline ticket revenues, etc.
- We have a **history of “bigger things”** including 16 MAP, long-haul flights

SJC's Annual Passenger Trends



Outside Factors Are Always Present, So Planning and Development is Focused Long Term



Thank You

VII. Business

- A. Air Services Development Update
- B. Major Airport Master Plan Amendment**
- C. Legislative Update



Major Airport Master Plan Amendment

John Wilson, Planner III

Ryan Sheelen, Planner IV

February 9th, 2026

Background

- Major vs. Minor Master Plan Amendments at SJC
- April 2020: Previous Major Master Plan Amendment
 - Forecast Horizon Year from 2027 to 2037
 - Major Airfield, Landside, and Terminal Capital Improvement Plan
- February 2026: Master Plan Amendment Purpose and Need:
 - Re-evaluate Master Plan post-COVID growth
 - Refine Airport Capital Improvement Program
 - Respond to new aviation industry entrants

Major Master Plan Amendment

1. Adopt new aviation demand forecasts

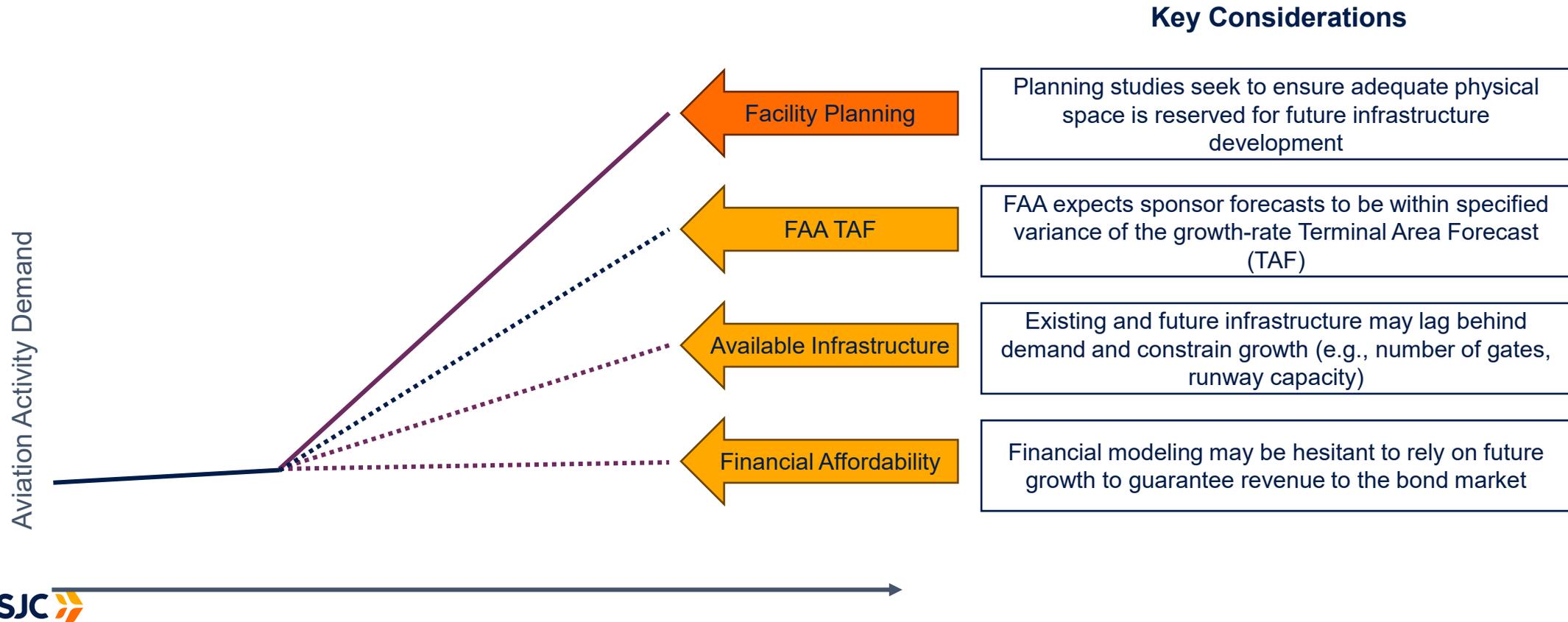
- i. Plan horizon year remains 2037
- ii. Updated noise contours

2. Modify specific components of the facility development program

- i. Minor updates to airfield configuration improvements
- ii. New Air Traffic Control Tower
- iii. Potential Vertiport Sites

1. Adopt New Aviation Demand Forecasts

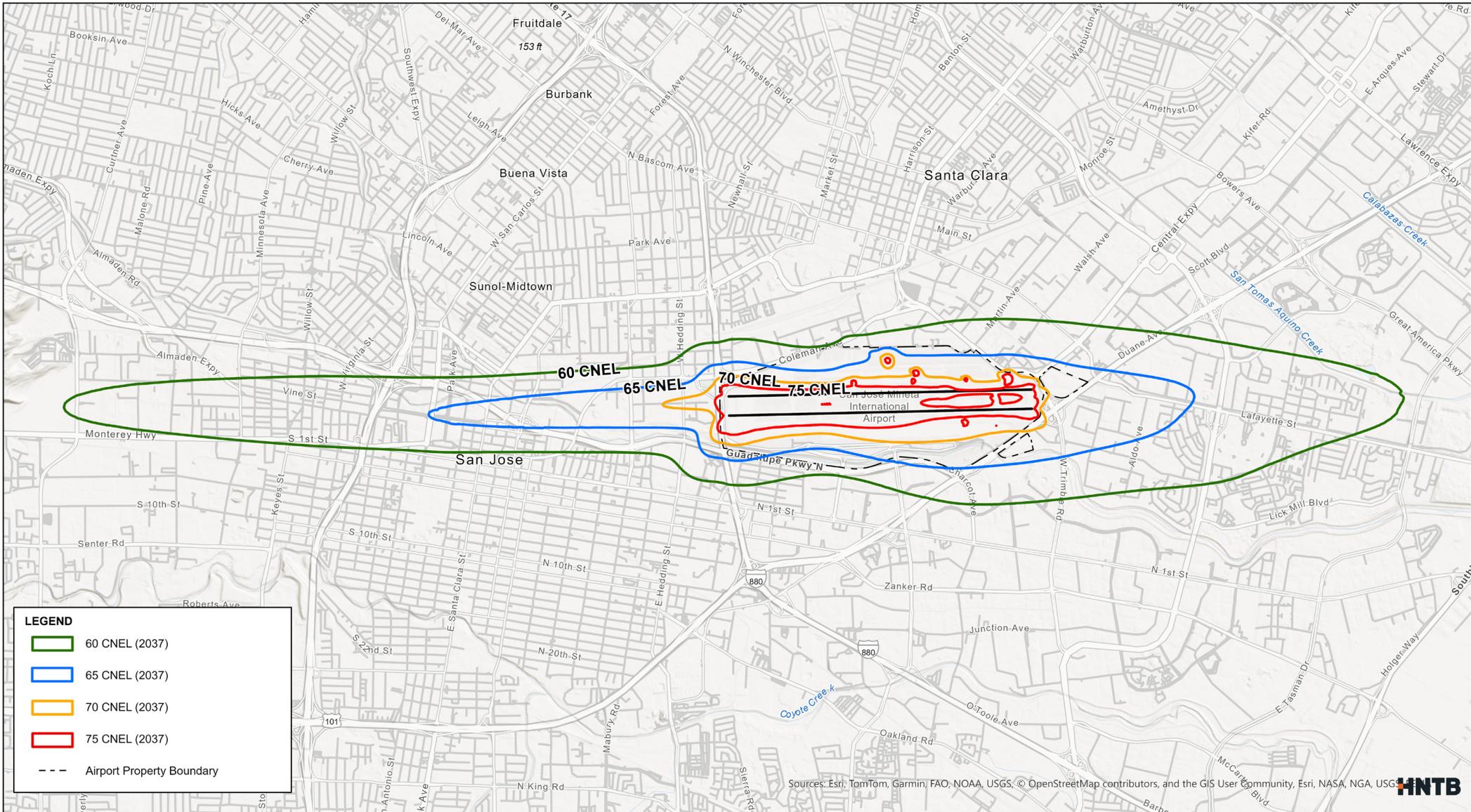
Potential Uses for Aviation Activity Forecasts



1. Adopt New Aviation Demand Forecasts

New Aviation Forecasts – Horizon Year 2037

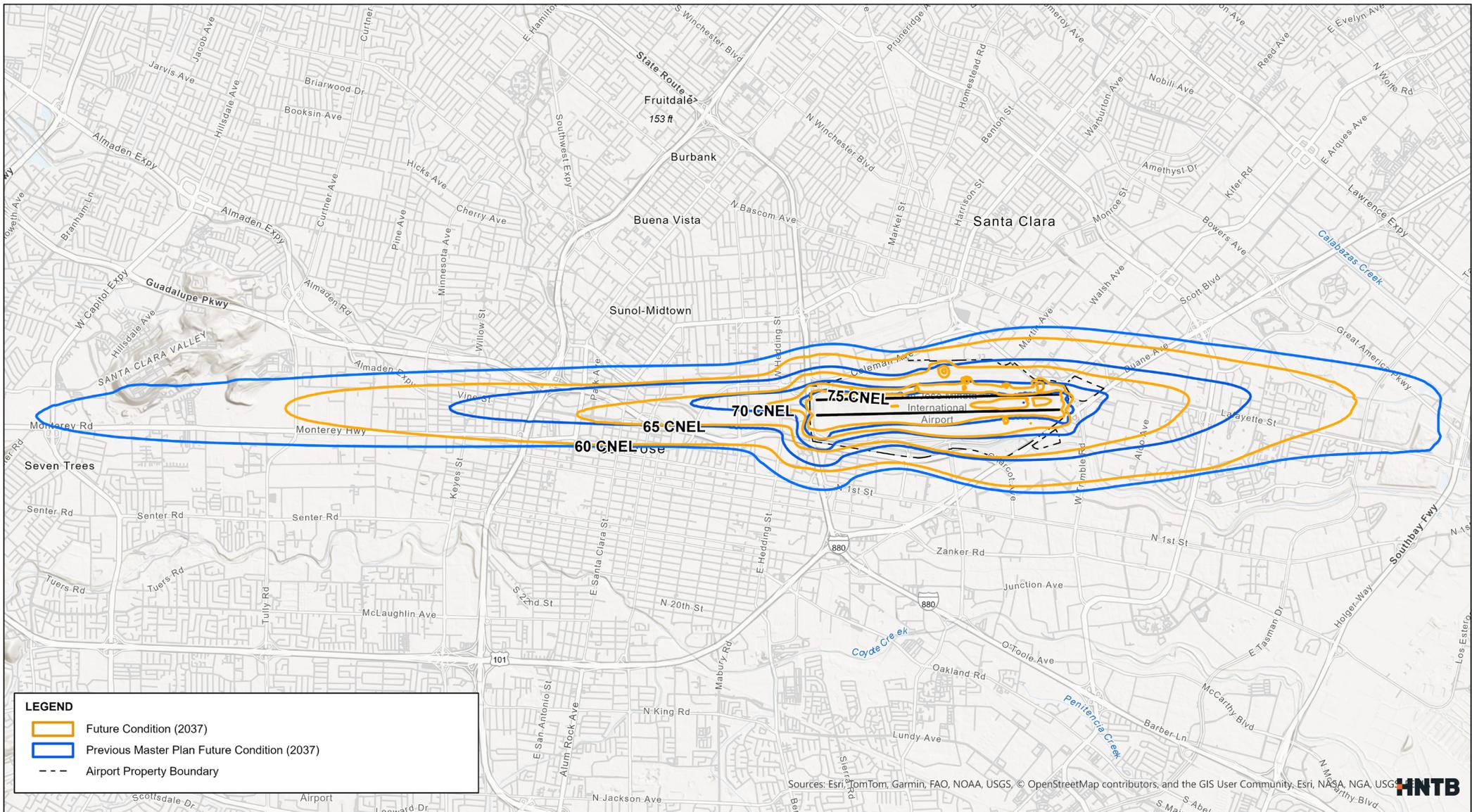
	2024 Actual	Current Master Plan 2037 Demand	Amended Master Plan 2037 Demand
Annual Air Passengers (millions)	11.4	22.5	16.75
Annual Air Cargo (tons)	30,837	100,200	40,698
General Aviation (based aircraft)	154	164	183
Annual Aircraft Operations			
Air Passenger	106,245	183,920	147,071
Air Cargo	1,202	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	163,735	237,710	222,150



**San José Mineta International Airport (SJC)
Amendment to SJC Master Plan**

**Figure 4
2037 Future Condition Noise Exposure**

Source: HNTB Analysis, 2026



**San José Mineta International Airport (SJC)
Amendment to SJC Master Plan**

0 0.25 0.5 1 Miles



**Figure 6
Noise Contours Comparison: Future Condition (2037)
vs. Previous Master Plan Future Condition (2037)**

Source: HNTB Analysis, 2026

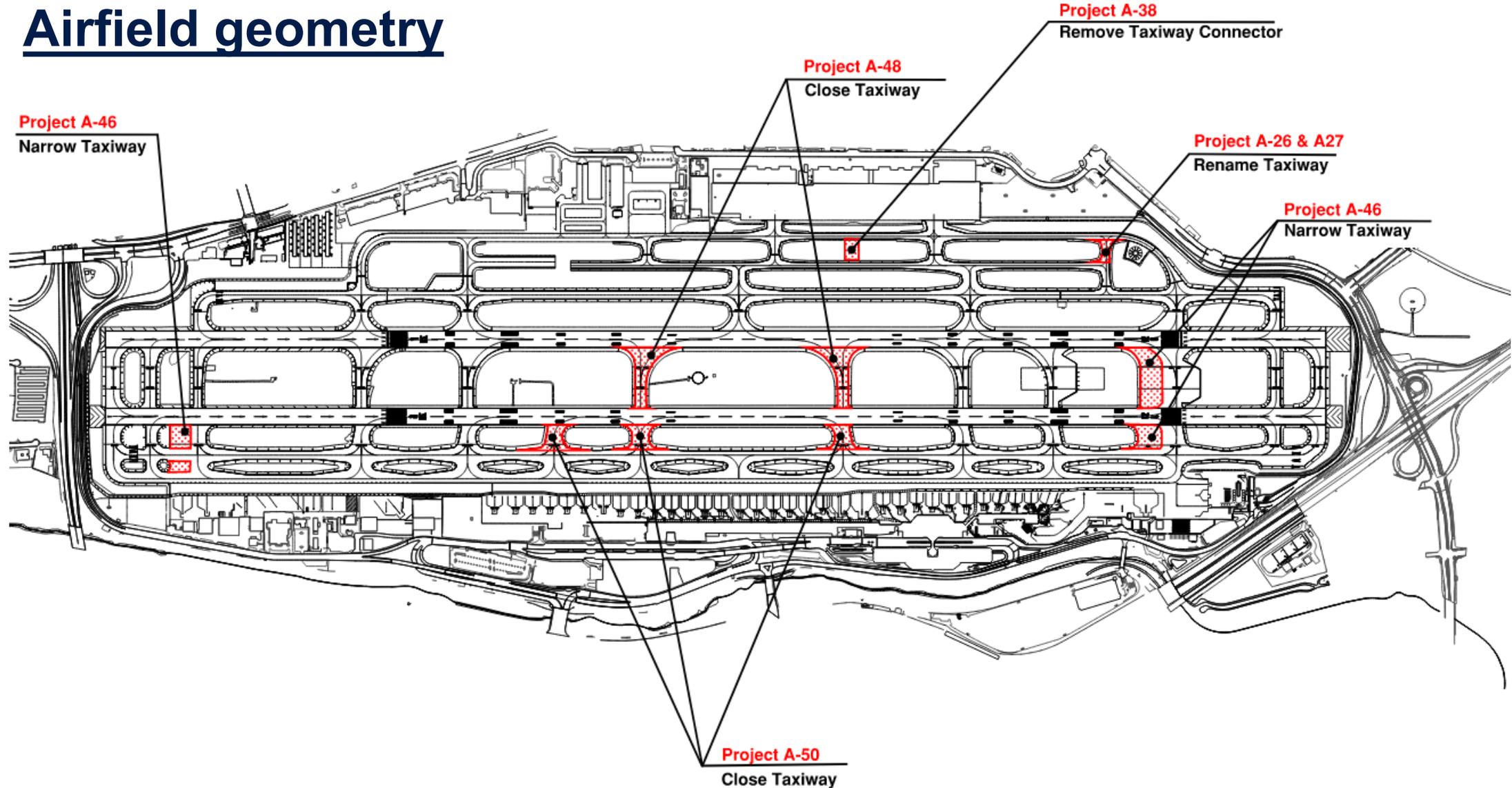
2. Modification of Capital Improvement Projects

Airfield geometry

1. Remove Taxiway V5 “stub” and rename taxiway V7 to V6
2. Remove pavement from existing taxiway narrowing projects:
 - Taxiway B between Z and Runway 12L-30R
 - Taxiway L between Y and Runway 12L-30R
3. Remove pavement from existing taxiway closure projects:
 - Taxiway F and H between Runway 12L-30R and Runway 12R-30L
4. New project to close and remove pavement from three taxiways:
 - Taxiways E, F, and H between Runway 12L-30R and Y

2. Modification of Capital Improvement Projects

Airfield geometry



2. Modification of Capital Improvement Projects

Air Traffic Control Tower

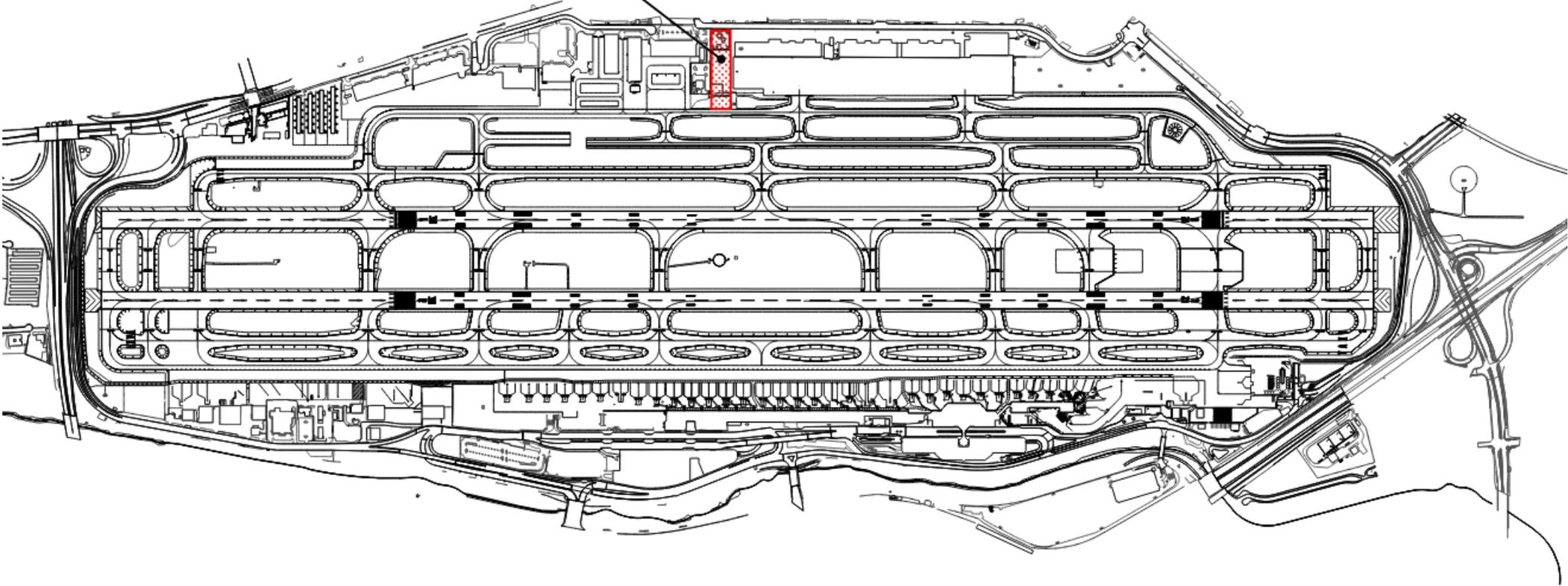
- FAA identified need for new tower replacement to meet FAA design standards
- Removal of existing Air Traffic Control Tower and Radar Facilities
- Construct new Air Traffic Control Tower and Radar Facilities on adjacent site
- Funded and constructed by FAA



2. Modification of Capital Improvement Projects

Air Traffic Control Tower

Project S-10
New Air Traffic Control Tower



2. Modification of Capital Improvement Projects

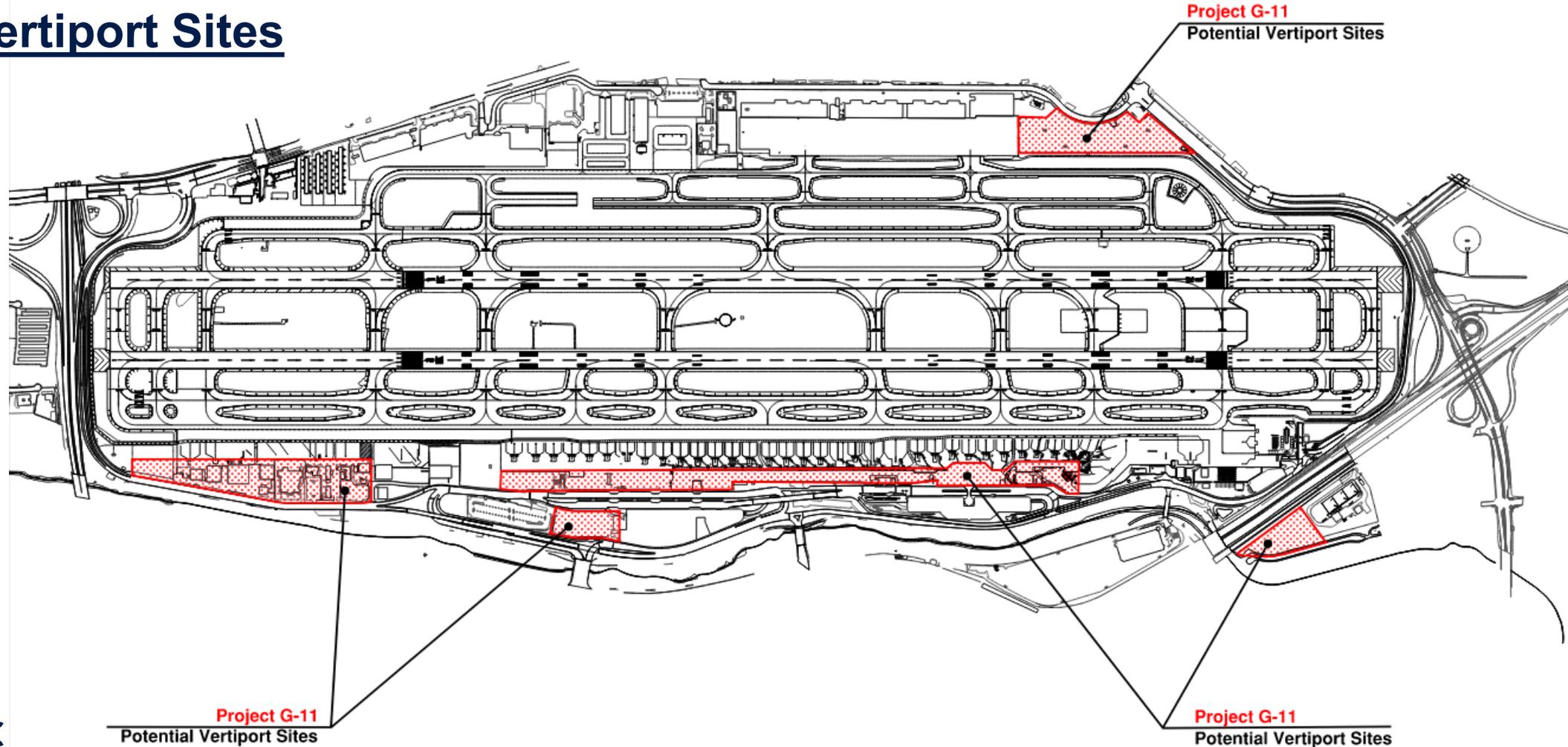
Advanced Air Mobility – Potential Vertiport Sites

- What is Advanced Air Mobility (AAM)?
- What is a Vertiport?
- What is an eVTOL?
- Exact data on AAM aircraft and facilities are unknown
- Master Plan will identify potential future development sites
- Specific developments will need to be environmentally cleared

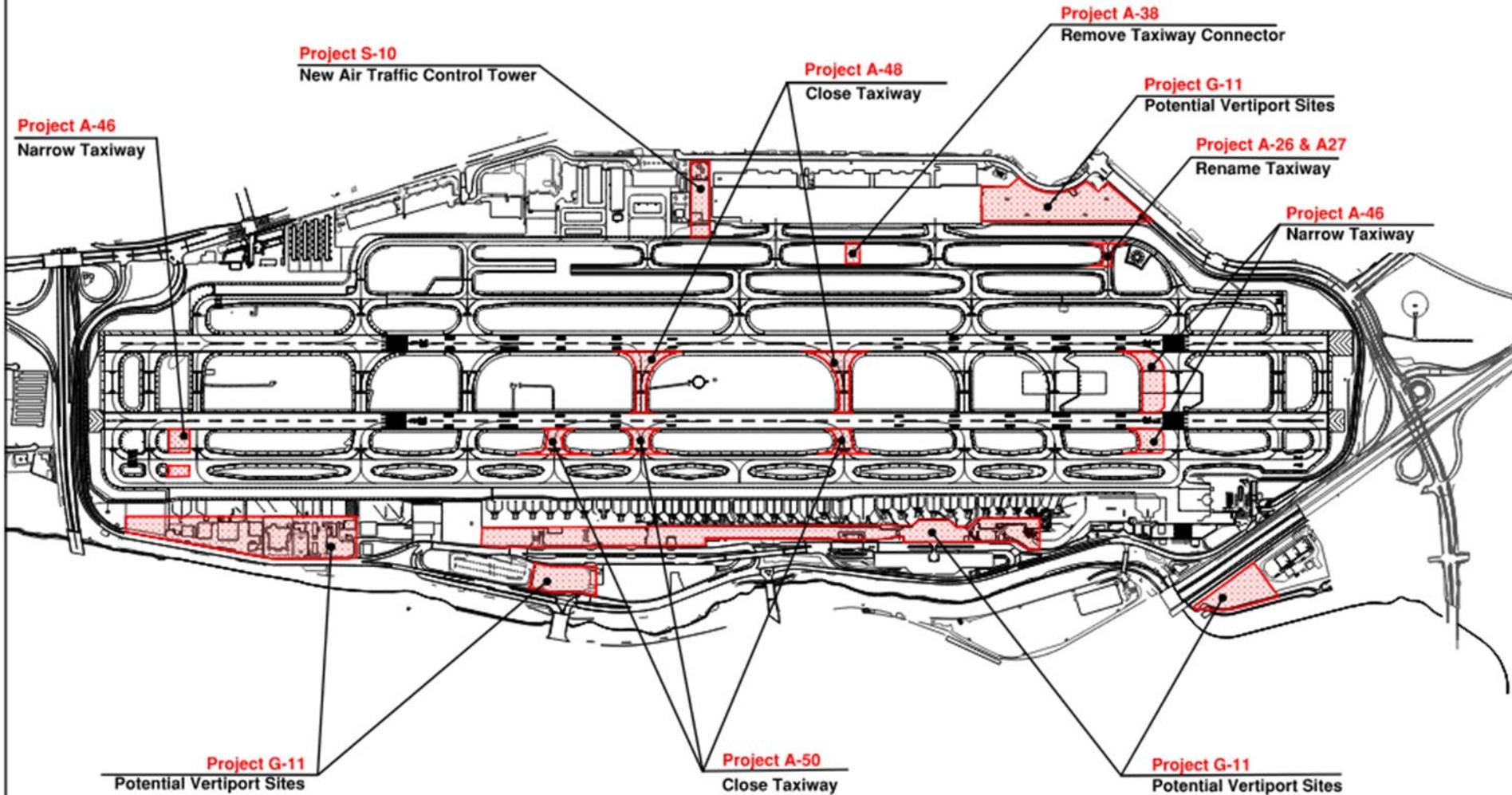


2. Modification of Capital Improvement Projects

Advanced Air Mobility – Potential Vertiport Sites



AIRPORT MASTER PLAN MAJOR AMENDMENT - MAY 2026



Project Timeline

- Airport Commission 2/9/2026
- Airport Land Use Commission 3/25/2026
- Planning Commission April 2026
- City Council May 2026



Thank you

VII. Business

- A. Air Services Development Update
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VII.F. Legislative Update



TO: AIRPORT COMMISSION

FROM: Matthew Kazmierczak
Division Manager

SUBJECT: Legislative Update

DATE: February 6, 2026

FEDERAL

The partial shutdown ended on February 3, 2026. The consolidated appropriations package approves funding through the end of the fiscal year that ends on October 1, 2026 for the Departments of Defense, State, Labor, Education, Housing, and Transportation, which includes the Federal Aviation Administration (FAA). The measure

Agenda

- I. Call to Order & Orders of the Day
- II. Public Record
- III. Consent Calendar
- IV. Reports and Information Only
- V. Public Comment
- VI. Noise Report/Community Noise Concerns
- VII. Business
- VIII. Meeting Schedule and Agenda Items**
- IX. Adjournment

Meeting Schedule and Agenda Items

- Next meeting:
 - May 11, 2026
- Tentative Topics from the Workplan for May
 - Rates and Charges
 - Annual Report / Workplan
 - Selection of Officers
 - Legislative Update
 - Quarterly Noise Report Noise
 - Community Noise Concerns

Agenda

- I. Call to Order & Orders of the Day
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