## PUBLIC COMMENT/RECORDS

## Airport answers are in blue

## **Questions:**

1. Do the fees apply to SJC based aircraft or just transients?

SJC Answer: Any aircraft under 12,500 maximum gross landing weight (MGLW) will not be charged landing fees, based or otherwise. All other aircrafts above 12,500 MGLW will be charged.

- Do the fees differentiate between Part 91 and Part 135 Commercial operators?
   SJC Answer: No. If they are over 12,500 MGLW, they will be charged.
- 3. How are the FBO's reimbursed for collecting the fees?

SJC Answer: The FBO's do not collect the fees and therefore are not reimbursed. A third party collects the fees.

4. What triggers the fees? Airfield use or entry onto the FBO ramps?

**SJC Answer: Airfield Entry.** 

5. Have you found a way to mitigate the airlines receiving 40% of the landing fees under the Airline Lease Agreement?

SJC Answer: The fees will be used for airfield improvements and operations only.

6. Have you amended the Airline Lease Agreement to keep monies generated on the GA side of the airport for GA development/cost reduction?

SJC Answer: No. The Airport does not segregate airfield costs between commercial and general aviation landing fees and conversely the airport uses revenue generated from commercial fees to fund improvements that benefit all airport users.

- 7. Has the airport developed a plan to report fractional operations to the assessors office for personal property tax collection purposes?
  - SJC Answer: It is not the Airport's responsibility to report assed personal property.
- 8. Is there going to be a formula where larger fuel purchases (significant fuel flowage fees) are credited in some way to reduce landing fees or is this simply another cost

of doing business at SJC?

SJC Answer: There are no plans to at this time to discount any landing fees based on fuel purchases.

9. SJC has higher fuel prices than other airports - Is there a plan to mitigate those if the fee is implemented?

SJC Answer: No. Please remember, both OAK and SFO charge both fuel fees and landing fees for ALL aircrafts, based or otherwise, with few exceptions while SJC will not be charging aircraft under 12,500# MGLW.

10. Finally, the planned implementation date is in May, 2026 - missing the massive traffic generated by the Super Bowl?

SJC Answer: Unfortunately, it is not possible for the airport to implement the program prior to the Superbowl.

From: Douglas Rice <>

Sent: Tuesday, November 4, 2025 3:16:24 AM

To: Patel, Mookie < MPatel@sic.org>

Cc:: Carol Ford <>; Niki Britton <>; Jol A. Silversmith <>; Alex <>; Phil Derner <>; Kazmierczak,

Matthew < MKazmierczak@sjc.org >

Subject: Questions regarding the GA Landing Fee Issue

[External Email. Do not open links or attachments from untrusted sources. Learn more<a href="https://aka.ms/LearnAboutSenderIdentification">https://aka.ms/LearnAboutSenderIdentification</a>]

Mookie,

Thanks for the opportunity to address these issues prior to the commission meeting. Here are some questions:

Do the fees apply to SJC based aircraft or just transients?

Do the fees differentiate between Part 91 and Part 135 - Commercial operators?

How are the FBO's reimbursed for collecting the fees?

What triggers the fees? Airfield use or entry onto the FBO ramps?

Have you found a way to mitigate the airlines receiving 40% of the landing fees under the Airline Lease Agreement?

Have you amended the Airline Lease Agreement to keep monies generated on the GA side of the airport for GA development/cost reduction?

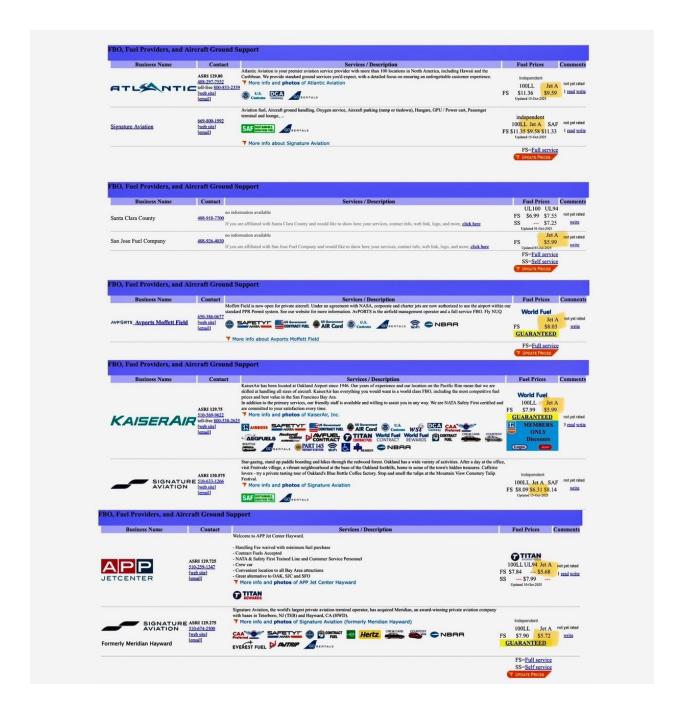
Has the airport developed a plan to report fractional operations to the assessors office for personal property tax collection purposes?

Is there going to be a formula where larger fuel purchases (significant fuel flowage fees) are credited in some way to reduce landing fees or is this simply another cost of doing business at SJC? SJC has higher fuel prices than other airports - Is there a plan to mitigate those if the fee is implemented?

Finally, the planned implementation date is in May, 2026 - missing the massive traffic generated by the Super Bowl?

As you can see from the following, published Jet A prices at SJC are MUCH higher than surrounding airports. Even contract fuel prices to large purchasers are higher at SJC. Note that SJPD sends their tanker to Reid Hillview to purchase Jet A fuel. So is this due to cost basis, lack of competition, or other factors.

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Thanks for the opportunity to ask these prior to the meeting.

Regards,

Doug Sent from my iPad