

October 14, 2025

To: All General Aviation tenants
Fixed Base Operators
Specialized Air Services Operators

Subject: Notice of Intent to Implement Landing Fees at the San Jose Mineta International Airport

This notice is to formally inform you of an upcoming update to the landing fees at the San José Mineta International Airport ("SJC") that may impact aircraft operators in General Aviation, at Fixed Base Operators, and at Specialized Air Services Operators.

Effective May 2026, SJC will implement a landing fee for all aircrafts over 12,500 pounds. The proposed rate is set at \$6.80 per 1,000 maximum gross landing weight, subject to adjustment annually on July 1st. This represents an update to SJC's current fee structure.

The proposed rate update is scheduled to be presented to the Airport Commission on November 10, 2025, and subsequently to the San José City Council for approval in January 2026.

Stakeholder Informational Meetings

The San José Airport will host two informational meetings. These sessions will provide an opportunity for SJC to outline the new rates and for all attendees to ask questions and share feedback regarding the proposed changes prior to our presentations before Airport Commission and City Council.

The meetings will be held both in person and via Zoom on the following dates:

- **Tuesday, October 21, 2025, at 11:00 a.m.**
- **Friday, October 24, 2025, at 3:00 p.m.**

A registration link for participation in these sessions has been included in the accompanying email.

We appreciate your cooperation and understanding as we move forward with this necessary update to our fee schedule.

Sincerely,



Mukesh (Mookie) Patel
Director of Aviation

Cc: Airport Properties, Airport Operations



SJC 
**SAN JOSE
MINETA
INTERNATIONAL
AIRPORT**

Commission Meeting

November 10 2025

Agenda

01. Strategic Purpose and Considerations

02. General Aviation Landing Fee Practices

03. Questions

04. Appendix

1.0

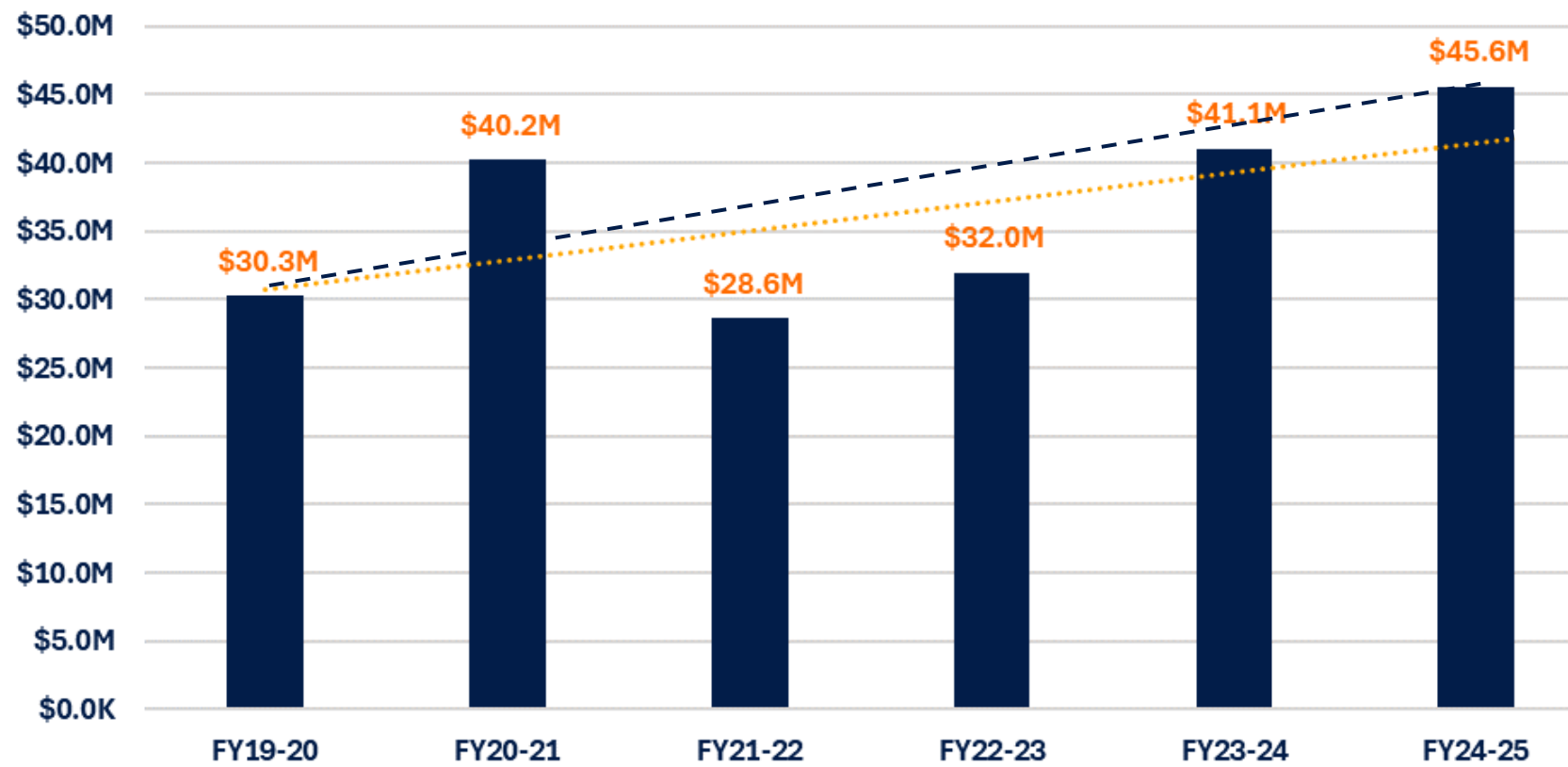
Strategic Purpose and Considerations

Purpose-Diversifying revenue streams from Airport users to share in growing expenses

- Ensure general aviation users contribute to the costs of operating, maintaining, and improving airport facilities and infrastructure.
- Promote long-term preservation of airport resources.
- Establish a sustainable cost-recovery mechanism

Airfield Expense Growth

Total Airfield Expenses



**51% Increase
in 6-years**

Upcoming Airfield Projects (5 years)

\$14.9 million - Holdbar Relocations

\$9.4 Million – ADG III Taxilane (Phase 1)

\$5.1 Million - Taxiway V

\$3.1 Million - Groundwater Wells Program

\$3.0 million - Airside High-Mast Lighting

\$2.0 Million - Perimeter Fence Line Upgrades

\$1.7 million - Pavement Maintenance

\$1.5 Million - Airfield Improvements

Total \$40.7 Million or \$8.7M avg./Year

Considerations for General Aviation Landing Fees

National GA Trends

- GA traffic has more than doubled in last 20-years
- GA pilot certificates have increased substantially since 2012:
 - Record-breaking 24,405 original private certificates issued in 2023
 - 47% increase in new private certificates 2012 to 2022

New Era in Aviation

- Advancements in technology are driving down fuel fee needs
 - Reshaping of aviation:
 - eVTOLs & drones
 - improved avionics
 - fuel-efficient engines
 - Electric and hybrids propulsion decrease fueling needs
- Airports nationally have begun charging for GA landings.

Financial Considerations

- Applying landing fees ensures that costs are shared across users.
- GA makes up roughly 1 in 6 FAA-handled flights but contribute **only 2% of FAA funding.**
- Airfield maintenance and capital improvements are primary concern
- Landing fees provide a fair cost-recovery beyond fuel flowage.

Top 25 U.S. Private Jet Airports*

Rank 2024 (2023)	Airport/City/State	2023	2024	% Change
1 (1)	KTEB – Teterboro, NJ	74,577	74,832	0.30%
2 (2)	KPBI – Palm Beach, FL	42,747	41,967	-1.80%
3 (3)	KDAL – Dallas, TX	39,655	40,332	1.70%
4 (6)	KHPN – White Plains, NY	32,895	32,994	0.30%
5 (5)	KVNY – Los Angeles, CA	33,240	32,229	-3.00%
6 (4)	KLAS – Las Vegas, NV	33,306	31,765	-4.60%
7 (7)	KIAD – Washington, DC	29,753	30,066	1.10%
8 (8)	KOPF – Miami, FL	28,410	29,068	2.30%
9 (11)	KPDK – Atlanta, GA	28,300	28,266	-0.10%
10 (12)	KHOU – Houston, TX	28,019	28,243	0.80%
11 (9)	KSDL – Scottsdale, AZ	28,355	28,039	-1.10%
12 (10)	KAPA – Denver, CO	28,318	27,884	-1.50%
13 (14)	KAPF – Naples, FL	24,009	24,901	3.70%

Rank 2024 (2023)	Airport/City/State	2023	2024	% Change
14 (13)	KSNA – Santa Ana, CA	24,365	23,573	-3.30%
15 (18)	KAUS – Austin, TX	21,382	22,438	4.90%
16 (15)	KBNA – Nashville, TN	23,409	22,102	-5.60%
17 (16)	KMDW – Chicago, IL	22,032	21,720	-1.40%
18 (17)	KSLC – Salt Lake City, UT	21,833	21,141	-3.20%
19 (19)	KBED – Boston, MA	21,037	20,261	-3.70%
20 (20)	KFLL – Fort Lauderdale, FL	18,860	19,345	2.60%
21 (24)	KSAT – San Antonio, TX	17,605	18,227	3.50%
22 (23)	KBFI – Seattle, WAS	17,895	18,075	1.00%
23 (NR)	KSJC – San Jose, CA	17,032	18,061	6.00%
24 (25)	KPWK – Chicago, IL	17,223	17,463	1.40%
25 (22)	KFXE – Fort Lauderdale, FL	18,110	17,265	-4.70%

- SJC was not ranked for 2023
- Majority are large market airports

SJC Was Fastest Growing Airport in 2024

*Most Recent Data

2.0

General Aviation Landing Fee Practices

Landing Fees-Bay Area



- **All** Aircraft Charged
- Non-Based Aircraft:
 - \$86.25 flat rate 0-12,500 MGLW
 - \$6.90 /1,000 lbs >12,500 MGLW
- Based Aircraft:
 - \$69.00 flat rate 0-12,500 MGLW
 - \$5.52 /1,000 lbs >12,500 MGLW
- Based billed



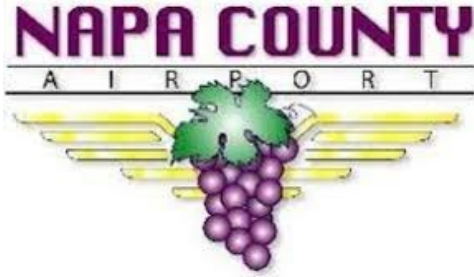
San Francisco
International
Airport

- **ALL** Aircraft charged
- \$7.48 /1,000 lbs all MGLW
- \$341 minimum fee, whichever is greater
- Based billed



- **No fee 0-12,500 MGLW**
- \$6.80 /1,000 lbs on aircraft >12,500 MGLW
- Direct Billed for registered aircraft

Nonsignatory Landing Fees - California Airports



- \$42.00 flat rate
+\$3.50 per 1,000 lbs
for all landed weight
greater than 12,500
lbs
- \$42.00 flat rate
+\$3.50 per 1,000 lbs
for all landed weight
of Part 135 operators
- Based Exempted



- \$4.40 per 1,000 for all aircraft greater than 10,000 lbs
- \$4.40 per 1,000 lbs for all landed weight of Part 135 operators
- Based Exempted



- \$4.17 per 1,000 lbs
 > 10,000 lbs
- Based Exempted

Nonsignatory Landing Fees -Nationally (Medium Hub)



- \$2.21 per 1,000 lbs for all aircraft greater than 12,500 lbs
- Based billed



- \$4.40 per 1,000 lbs all weights
- Based billed



- \$4.83 per 1,000 lbs all weights
- Based billed

Recent RFP's Issued at Manchester-Boston Airport (awarded) and DeKalb Peachtree Airport (GA) (due 11/14/25)

Applying Non-Signatory Landing Fees to General Aviation

Program Expected To Be initiated May 1, 2026



Non-Signatory Rate: \$6.80 per 1,000 MGLW



Applies only to aircrafts greater than 12,500 MGLW



Rates adjusted annually on July 1

AIRCRAFT BY MAX LANDING WEIGHT



CESSNA C172



PIPER PA28



CIRRUS SR22



SLING 2



DIAMOND DA40

≥ 1,000 LBS

**FLIGHT TRAINING
SINGLE PROP**

PRICE \$100K - \$1M

**OPERATING COST
\$100-\$250/HR**



PIPER SENECA 34



BEECHCRAFT BARON 58



DIAMOND DA62



ECLIPSE 500



CIRRUS VISION JET

≥ 5,000 LBS

**VERY LIGHT JETS SMALL
TWIN**

PRICE \$1M - \$3M

**OPERATING COST
\$250-\$1,500/HR**



PILATUS PC12



CESSNA CITATION M2



HONDA JET HA-420



EMBRAER PHENOM 100EV



BEECHCRAFT PREMIER

≥ 9,000 LBS

**MEDIUM JETS
LARGE PROPS**

PRICE \$2.5M - \$6M

**OPERATING COST
\$1,500 - \$3,500/HR**



KING AIR 250



PILATUS PC24



LEAR JET 35



CESSNA CITATION



EMBRAER PHENOM 300



CHALLENGER 300



GULFSTREAM G650



DASSAULT FALCON 50

≤12,500 LBS

LARGE JETS

PRICE \$8M - \$70M

**OPERATING COST
\$5,000/HR +**

Landing Fee Billing Program

- Commercial Airlines managed by Airport
- Government and Military, and training schools exempted
- All aircraft **>12,500 lbs** exempted



Analysis



Billing



Service
and
Collection



Payments



Reporting

3rd Party Vendor Responsible For All Functions

Current \$6.80 Non-Signatory Rate >12,500 lbs

Weight Category	\$ per 1,000 lbs	Revenue
2,000 or less		
2,000-3,000		
3,000-4,000		
4,000-5,000		
5,000-6,000		
6,000-7,000		
7,000-8,000		
8,000-9,000		
9,000-10,000		
10,000-11,000		
11,000-12,500		
12,500-15,000	\$6.80	\$72,059.60
15,000-20,000	\$6.80	\$311,406.00
20,000-30,000	\$6.80	\$357,156.40
30,000-40,000	\$6.80	\$1,283,160.00
40,000-60,000	\$6.80	\$108,922.40
60,000-90,000	\$6.80	\$1,596,816.80
90,000+	\$6.80	\$168,728.40
Grand Total		\$3,898,249.60

\$3.9M¹ Estimated Gross New Revenue

Estimated:

- Based on 2024 traffic (not 100% inclusive)
- Data Set provided by AirNav

¹10-15% estimated vendor fee

Impacts to General Aviation

Smallest Impacted Aircraft



Operational Costs of King Air 300

- Total Variable Cost: \$751,520
- Monthly Budget: \$94,918
- Annual Budget: \$1,100,000
- Fuel Cost per hour \$983@\$7.23/gal
- Total Expected Operating Cost/Hr: \$2,958
- **Landing Fee at SJC \$95.20**

Source: <https://www.globalair.com/aircraft-for-sale/specifications?specid=55>

Impacts to General Aviation



Operating Costs Bombardier CHALLENGER 350

- Total Variable Cost: \$1,760,798
- Monthly Budget: \$215,233
- Annual Budget: \$2,500,000
- Total Expected Operating Cost/Hr : \$6,708
- Fuel Cost per hour \$2,386 @\$7.23/gal
- **Landing Fee at SJC \$276.08**

Source: <https://www.globalair.com/aircraft-for-sale/specifications?specid=1379>

Implementation Plan

Policy & Rate Development

- ✓ Review existing landing fee structure for commercial for alignment
- ✓ Review of industry best practices and results
- Secure stakeholder input from airport staff, FBOs, and advisory boards to determine operational concerns

Communication & Stakeholder Outreach

- Notify based tenants, FBOs, and transient operators well in advance, outlining the rate structure, start date, and payment process
- Approval From City Council to amend **Rate Resolution** and issuance of RFP for 3rd party vendor

Implementation & Technology Integration

- RFP Process and selection
- Establish procedures for identifying based GA aircraft and updating exemption lists.
- Implementation

Monitoring, Adjustment & Reporting

- Address any discrepancies in based aircraft lists
- Adjust rates, exemptions as needed to optimize revenue and fairness
- Provide transparent reporting to airport leadership and stakeholders

Landing Fees Implementation Anticipated May 01, 2026



¹Requires City approval to Revision to Rate Resolution, and for issuance of RFP