

FEDERAL AVIATION ADMINISTRATION



FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

for the
Norman Y. Mineta San José International Airport (SJC)
Airport Traffic Control Tower (ATCT) Replacement

INTRODUCTION

This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Norman Y. Mineta San José International Airport (SJC) Airport Traffic Control Tower (ATCT) Replacement. This FONSI/ROD is based on the information and analysis contained in the attached Final Environmental Assessment (EA), dated December 2025. This Final EA has been prepared in accordance with the guidelines and requirements set forth by the FAA for environmental review and disclosure provisions associated with the National Environmental Policy Act (NEPA) of 1969. FAA Order 1050.F states that the "establishment or relocation of facilities such as....airport traffic control towers" are actions that normally require an EA. The attached Final EA analyzes the environmental consequences of the proposed SJC ATCT replacement.

I. PROPOSED ACTION

The FAA's Proposed Action is to replace the existing ATCT and base building and relocate the remote transmitter/receiver (RTR). The proposed location of the new ATCT and associated infrastructure is on an approximately 3.7-acre previously disturbed site adjacent to the existing ATCT. The proposed site is currently paved and is surrounded by paved surfaces and airport roads, hangars, the existing ATCT, and other airport-related infrastructure. The site is located both inside and outside the Airport Operations Area on land that would be leased from the Airport.

The proposed ATCT would be 185 feet above ground level and would be a concrete and steel tower with glass cab windows on a concrete footing foundation. An adjacent, single-story approximately 13,000 square foot administrative base building and associated parking and other related structures (sidewalks, lighting, fencing) would be built within the parcel as part of the Proposed Action. Construction is anticipated to begin in June 2026 and take up to 30 months to complete followed by a 6-month commissioning process. The existing ATCT would then be demolished, and the area graded and made compatible with surrounding airport operations.

Activities associated with the Proposed Action include:

- Update and approval of the Airport Layout Plan change.
- Lease acquisition for the new SJC ATCT.
- Relocation of the RTR facility.
- Construction of the replacement SJC ATCT and associated infrastructure.
- Extension and/or relocation of utilities, such as electricity, water, and telephone/cable lines to the replacement ATCT.
- Commissioning of the replacement ATCT, cutover of air traffic services to the replacement ATCT, and decommissioning of the existing ATCT.
- Demolition and disposal of the existing SJC ATCT and associated infrastructure.
- Lease disposal for the existing SJC ATCT.

II. PURPOSE AND NEED OF THE PROPOSED ACTION

Chapter 2 of the Final EA discloses the purpose and need of the Proposed Action. An ATCT is an

airport observation facility that visually and electronically monitors aircraft take-offs and landings and ground traffic within an airport. The purpose of an ATCT is to ensure proper separation of aircraft and enhance the safety of aircraft operations at and in the vicinity of an airport. The existing ATCT, commissioned in 1994, has several design inadequacies and FAA code deficiencies including line-of-sight deficiencies. The purpose of the project is to replace the existing ATCT at SJC with a new one that meets current FAA design standards and improves the functional and operational capabilities of the services provided by the ATCT. The project is needed to improve functional efficiency at SJC by constructing a facility that meets current FAA standards and meets the current and future airport traffic control needs. The replacement of the existing ATCT would not be associated with increased aviation use or increased capacity at SJC.

III. ALTERNATIVES CONSIDERED

The following provides a summary of the alternative development process and alternatives considered that are described more fully in the EA.

Identification and Evaluation of Potential Alternatives – As described in Chapter 3 of the Final EA, the FAA identified alternatives according to FAA siting criteria and the purpose and need for the project. A siting study was conducted to determine viable and preferred sites for a new ATCT at SJC. Four potential alternative locations for a new ATCT were evaluated against specific screening criteria and two were identified as preferred sites. Following additional studies, one of these sites was recommended to be carried forward for detailed analysis. The alternatives considered in the Final EA were:

No Action Alternative – Under the No Action Alternative, replacement and demolition of the existing ATCT and associated facilities at SJC would not occur. The existing ATCT would not be replaced and would continue to be used to electronically and visually monitor aircraft operations at SJC. The existing ATCT would continue to not meet current FAA design standards for ATCTs, would not provide unobstructed views of all controlled airport surface areas, and extensive building maintenance requirements and deficiencies would persist. Although this alternative would not fulfill the purpose and need of the Proposed Action, the No Action Alternative serves as a baseline against which the impacts of the Proposed Action are compared and contrasted in the Final EA consistent with FAA Order 1050.1F.

Proposed Action. The Final EA evaluated this alternative for proposed replacement of the SJC ATCT and associated structures at the preferred site, as described above and in Section 3.2.1 of the Final EA, to meet the purpose and need of meeting current FAA standards as well as the current and future air traffic control needs of the airport. The Proposed Action would construct a new ATCT and associated structures on an approximately 3.7-acre previously disturbed site adjacent to the existing ATCT that encompasses the existing RTR site and an Airport employee parking lot. Because of this, the RTR would be relocated before the ATCT construction occurs. Upon construction and commissioning of the new replacement ATCT and cutover of air traffic control services, the FAA would decommission and demolish the existing ATCT and base building.

IV. ENVIRONMENTAL CONSIDERATIONS AND MITIGATION

The FAA identified and evaluated potential environmental impacts in the Final EA. The Proposed Action would not change flight patterns, altitudes, or aircraft traffic volumes. Temporary and minor impacts are anticipated for some resource areas due to construction and/or operation of the new ATCT and demolition of the existing ATCT. Short-term construction activities could have temporary, minor impacts to air quality; biological resources; climate; hazardous materials, solid waste, and pollution prevention; historical, architectural, archaeological and cultural resources; land use; natural resources and energy supply; noise; socioeconomics and children's environmental health and safety risks; visual effects; or water resources. Mitigation, minimization, and best practices are identified in the Final EA and may be applied to reduce any potential effects of the Proposed Action to or from each affected resource. No significant impacts were identified in the Final EA. Impacts to coastal resources, Department of Transportation Act, Section 4(f) resources, farmlands, wetlands, and Wild and Scenic Rivers were not included or analyzed in the Final EA as they are not present and would not be impacted by the Proposed Action.

No significant impacts are anticipated to the other resource categories listed in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. In addition, the Proposed Action is not anticipated to result in significant reasonably foreseeable impacts to any resource.

Public participation was initiated through review of the Draft EA, which was made available for review and comment from June 20 to July 25, 2025. Notification of the availability of the Draft EA was published on the San José Airport website: <https://www.flysanjose.com/environment>, on the FAA website: https://www.faa.gov/air_traffic/atf, and in the San José Mercury News on June 20, 2025. Additionally, a hard copy was made available for review at the Dr. Martin Luther King Jr. Library, 150 E San Fernando St, San José, California, 95112. One response to comment was received during the review period and changes were made to the EA as appropriate.

Based on the analysis within the Final EA, the FAA has determined there would be no significant impact to the human environment from implementation of the Proposed Action.

V. FINDINGS AND DECISION

After careful and thorough consideration of the facts contained herein and the attached Final EA, the undersigned finds that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement.

Based on the administrative review of this project, I certify, as prescribed by 49 United States Code (U.S.C.) 44502(b) that implementation of the Proposed Action is reasonably necessary for use in air commerce.

Having met all relevant requirements for environmental considerations and consultation, and under the authority delegated to me by the Administrator of the FAA, I approve the Proposed Action described in the Final EA and in this FONSI/ROD and authorize the Proposed Action to be undertaken at such time as other requirements have been met.

APPROVED: **KURT R
JOHNSON**

 Digitally signed by KURT R
JOHNSON
Date: 2025.12.09 09:36:57 -08'00'

DATE: **12/9/25**

Kurt Johnson
Supervisory General Engineer, Air Traffic Organization
Terminal, Surveillance, and Weather Engineering Group (AJW-2W110)
Federal Aviation Administration

RIGHT OF APPEAL

This FONSI/ROD constitutes a final order of the Administrator and is subject to the exclusive judicial review by the U.S. Circuit Courts of Appeals for the District of Columbia or the U. S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business in accordance with the provisions of 49 U.S.C. § 46110. Any person having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued.