

Private Hangar RFP Outreach Meeting July 21, 2010



Goals & Objectives

- Private aircraft storage hangar(s)
- Professionally designed and superior quality capital improvements
- Maximize revenue to the Airport/City
- Experienced owner and/or operator

Description of Premises

- 15.15 acres
- “As is” condition
- Located at the southwest corner of the Airport

Airport Overview



Hangar Development Site



General Terms

- Possession date is early 2011
- Capital investment amount is a biddable item
 - Conforms with the Airport's Long Term Leasing Policy, a City adopted Resolution
 - The Airport's intent is for a longer term lease
- Ground rent is a biddable item, but must be at least \$1.71 per square foot per year
- Term is based on capital investment amount and increases proportionally

Long Term Leasing Policy

Dollars Invested	Term
\$1,054,920 - \$3,164,760	8 to 10 years
\$3,164,760 - \$8,164,760	10 to 15 years
\$8,164,760 - \$13,164,760	15 to 20 years
\$13,164,760 - \$18,164,760	20 to 25 years
\$18,164,760 - \$23,164,760	25 to 30 years
Greater than \$23,164,760	Negotiable

Approved Uses

- Aircraft storage
 - Corporate hangars
 - Hangars for non-itinerant lease

Fueling

- Self fueling only
 - Only aircraft owned by the tenant
 - No fueling of itinerants, subtenants (*Airport is currently studying and evaluating this condition*) or outside of the lease boundary
- Compliance with all City, State, Federal and FAA rules and regulations
- Fuel flowage fee – currently \$0.10 per gallon

Existing Tenants

- Existing hangar/tie-down tenants and prospective tenants on the Airport's waiting list are not required to be given first right of refusal for leases on the property

Experience

- Facility must be managed by a person who has a minimum of 5 years of continuous experience within the last 10 years operating a corporate hangar, FBO or SASO.

Wage Requirements

- Prevailing wage
 - Construction on City owned land is subject to the City's Prevailing Wage Policy
 - All on-site construction workers are required to be paid applicable prevailing wage and benefits
- Living wage
 - Must be paid to on-Airport employees working for a tenant, subtenant or permit holder of the Airport
 - \$12.94 per hour if health benefits provided
 - \$14.19 per hour if health benefits not provided

Design

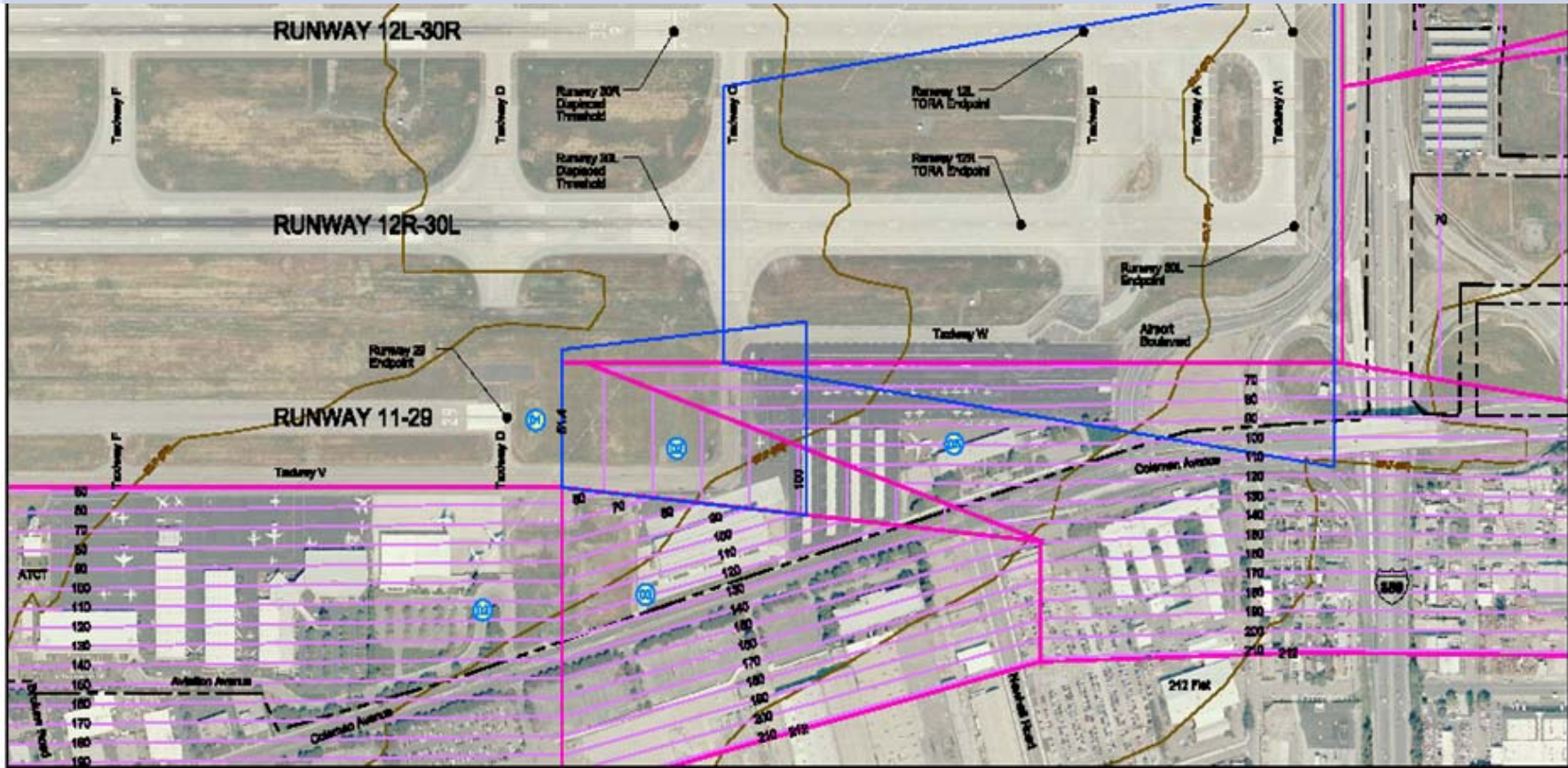
- Must be a professionally developed site
- Meet or exceed Airport Design Criteria
- Environmental design and construction is encouraged
- Existing structures must be removed
- Visually enhance the southwest entrance to the Airport
- Extend improvements to Taxiway C & W service roads

Special Considerations

- San Jose State University
 - Demo expected to be complete by end of 2010
 - Environmental study is underway and mitigation may be required
- Taxiway W project
- Sanitary sewer
- FAA height restrictions

Airspace Restrictions: Part 77

Disclaimer: Height restrictions are estimated based on Airport's interpretation of FAA regulations and are provided as information only. Proposers should not rely upon these estimated height restrictions, as only the FAA can provide final approval on height of improvements.



- LEGEND**
- Airport Property Line (Source: ALP base)
 - - - - - Terrain contours traced from USGS quad maps
 - MVDG8 equivalent
 - Approach runway protection zone (ARPZ)
 - FAR Part 77 surfaces
 - 180 FAR Part 77 contour elevation (Peri AML, MVDG8)
- FAR PART 77 SURFACES**
- ① Primary
 - ② Approach
 - ③ Transitional

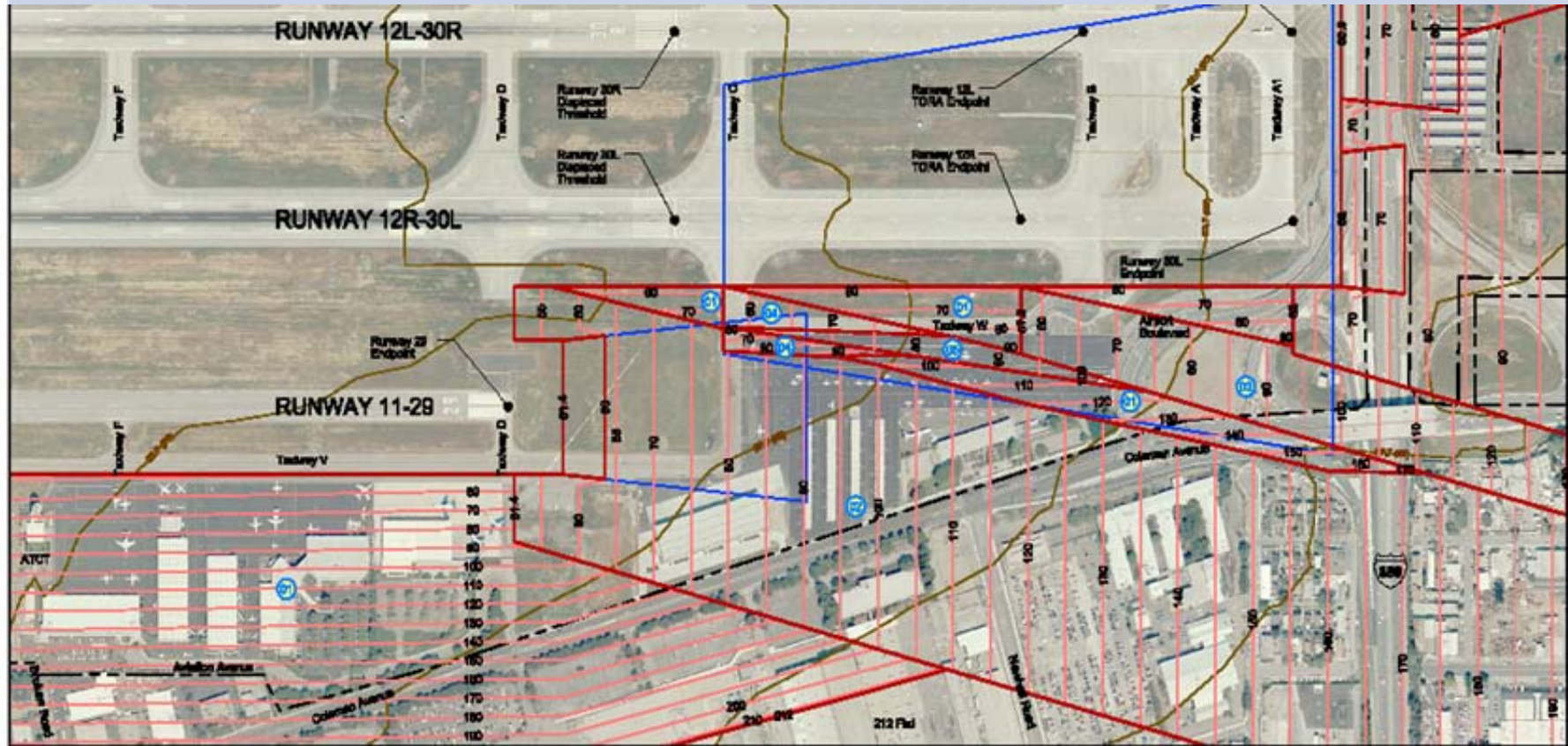
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October 30, 2009



Figure A-1
FAR PART 77 SURFACES
EXISTING CONDITIONS
Obstruction Clearance Study
San Jose International Airport
October 2009

Airspace Restrictions: TERPs

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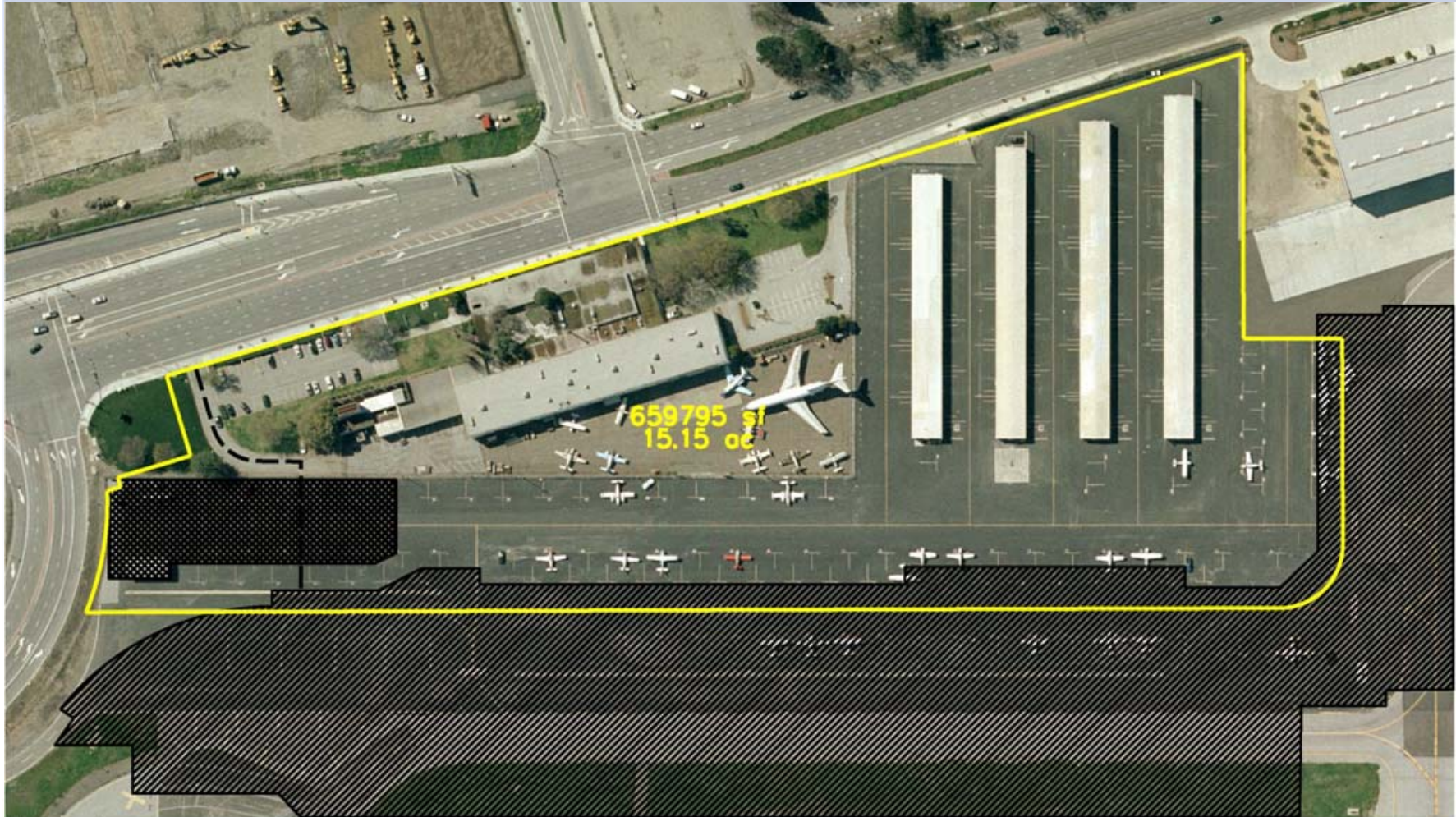


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|---|--|
| LEGEND | TERP SURFACES |
| --- Airport Property Line (Source: ALP base) | ① VFR Airspace Protection (Part 77.23 surfaces, as applied to visual approach runways) |
| ①-② Terrain contours based from USGS quad maps | ② TERP IFR Obstacle Departure Procedure (ODP) - Runway 11, Pavement Endpoint |
| ③ NAVD83 | ③ TERP IFR ODP - Runway 12R, TORA Endpoint |
| ④ NAVD83 equivalent | ④ TERP ILS Final Approach OCS - Runway 30L |
| — Approach runway protection zone (RPZ) | ⑤ TERP RNAV-GPS RNP 0.30 Final Approach OCS - Runway 30L |
| — Lowest composite TERP surface clearance surface (OCS) | |
| — 150' Lowest composite TERP surface contour elevation (based on MSL, NAVD83) | |

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November 3, 2009



Taxiway W Construction



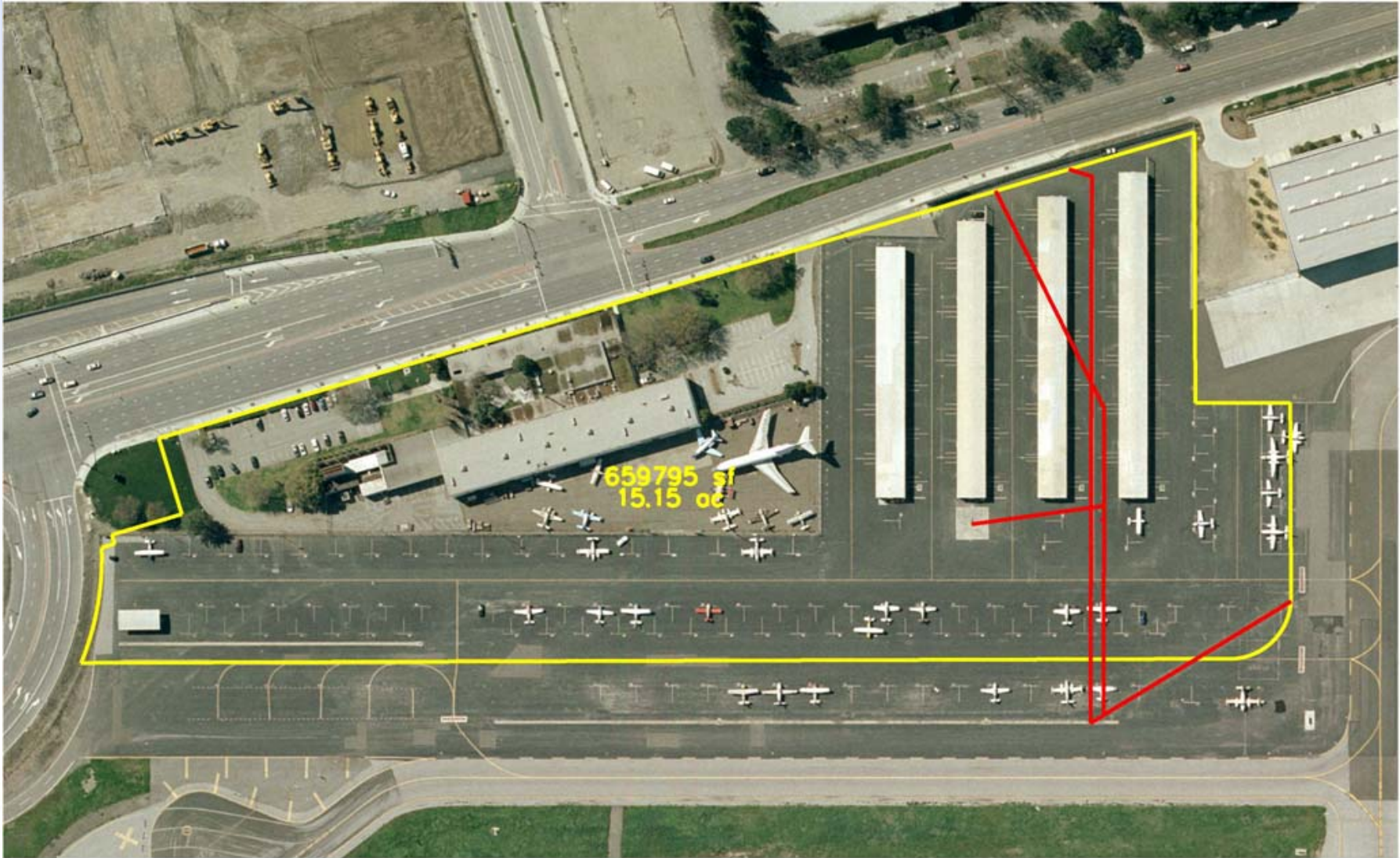
TWY W PHASE 2



CONTRACTOR STAGING AREA

--- CONTRACTOR HAUL ROUTE

Sanitary Sewer



— SANITARY SEWER

Evaluation Criteria

- Design and quality of capital improvements
- Financial capacity and revenue to the City
- Operating plan and experience

Anticipated Schedule

- Outreach Meeting - July 21
- Submit questions - July 21 through July 30
- Response to questions posted - August 13
- Release RFP - September 14
- Mandatory pre-proposal conference - September 30
- Submit questions - September 30 through October 7
- Response to questions posted - October 21
- Proposals due - November 4
- Evaluation of proposals - November 5 through November 24
- Proposers notified of selection - November 29
- City Council approval of award - January 2011



Future Opportunities

- An RFP for a full service FBO site will be released in the near future
- 42 acres
 - 20 acres for new FBO development
 - 22 acres for additional general aviation development

Future Development Location



Questions & Answers

- Please fill out a request card to speak.
- Additional questions may be submitted to sjcrfp@sjc.org
- All presentations, questions & answers and the RFP will be posted to sjc.org.