

## Member of the Mineta San Jose International Airport Commission

The following questions were submitted to the speaker for the airport at a public meeting in February. At that time, the speaker was unable to answer almost all of the questions but referred them to Airport Operations for a response. To date, none has been forthcoming. Many of them have existed for some time and the commission may be unaware of them and thus interested in the response from staff.

I hope you find the questions and their responses thought-provoking.

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Former County Airport Commissioner  
Regional Vice President - California Pilots Association  
51 year SJC Pilot  
Retired Airline Pilot

Here are some topics/questions you can address this evening:

When will the city respect the airport and stop approving buildings in downtown that intrude into the departure airspace of the airport? Would you care to quantify the impact that this has on the airport as far as long haul/international flying? (ie. JetBlue needs to depart 15,000 lbs. lighter taking off southeast than taking off northwest due to downtown buildings being obstacles)

When is the airport going to address the need for facilities for small to mid-sized general aviation aircraft - some of which are not compatible with or safe to operate at RHV or PAO? Is the airport prepared to recognize the difference of non-commercial operations vs commercial operations as far as basing costs are concerned? Since there are no longer flight schools on the airport to "protect", when is the airport going to modify/rescind the flying club ordinances?

How does the airport expect to handle the impacts of general aviation aircraft displaced from Reid Hillview if the airport is closed?

Would you quantify the loss in revenue to the airport by operations moving to Moffett Field - tax, fuel flowage, delays, etc. - recognizing that 8,000 departures occur every year at Moffett and each departure causes the loss of the equivalent of 1.5 departures slots off of San Jose International.

When is the airport going to address the lead paint issue on the airfield buildings?

When the airport does its next financial impact report, how will it quantify the "off budget" monies the airport generates through personal property and possessory interest taxes, gas taxes, and sales taxes that flow to the general fund and the local schools and not to the airport enterprise fund?

When will the airport address inconsistencies, irrelevancies, and conflicts with the FAR's found in Municipal Code Section 25 - Specifically Chapter 25.12 (Aircraft Operation and Flight Rules) and 25.14 (Flying Clubs)?

Our terminal building is a monstrosity - cold in the morning, hot in the afternoon - concessions closed - no moving sidewalks with long (over a mile) walks - temporary gates (Southwest - when is that project going to start) - etc. When/how will it be updated?

Airport runway capacity continues to be impacted by operations of smaller commuter aircraft and delays continue to rise due to air traffic impacts - how does the airport plan to mitigate these impacts as air travel recovers post-Covid?

How will the airport mitigate the high cost of corporate aircraft operations that are driving aircraft to be based outside the county, outside the state, and limit/eliminate fuel purchases that support local businesses and the local tax base? For reference, there are over 1400 aircraft registered in Santa Clara county and only 700-800 actually on the tax rolls. Also, fuel prices at SJC are out of line with surrounding airports (excluding SFO as they are a special case on fuel pricing) - how is that justified and how can the city exert pressure to reduce them and thus increase on and off budget revenue?