

Norman Y. Mineta San Jose International Airport

IATA/ICAO CODE: SJC/KSJC
CITY: San Jose
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: William Sherry Craig Simon
Title: Director of Aviation Noise Abatement Manager
Airport: Norman Y. Mineta San Jose International Airport
Address: Norman Y. Mineta San Jose International Airport
1701 Airport Blvd, Suite B-1130
San Jose, CA. 95112
Phone: +1 408 501 7670 +1 408 392 3507
Fax: +1 408 501 1675 +1 408 392 3598
Email: CSimon@sjc.org
Airport Web Site: www.sjc.org

ELEVATION: 56 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	4599	-	-	100
12L/30R	11000	1320/2250	-	150
12R/30L	11000	900'/1875'	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Runway 30L Departures: All jet aircraft departing from runway 30L should be required to:

1. Use a noise abatement departure procedure consistent with the FAA approved operation specifications.
2. Climb and maintain runway heading 303 degrees until reaching 1.8 DME consistent with the Standard Instrument Departure (SID) procedures applicable to runway 30L.

Runway 30L Arrivals: All jet aircraft arrivals should intercept runway 30L at 303 degrees final approach course at or outside the 6.6 DME outer marker.

Runway 12R Departures: All jet aircraft departing runway 12R should be required to:

1. Use a noise abatement departure procedure consistent with FAA approved

operation specifications.

2. Climb and maintain runway heading 123 degrees.

Runway 12R Arrivals: Jet aircraft arrivals should intercept 12R 123 degrees final approach course at or above glide slope altitude and outside the 5.0 DME.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

4/2005 - The airport installed two thermal imaging cameras that are used to track the precise time an airplane takes off or lands and this information. This will help the airport in identifying those operations that violate the night time curfew (11:30 pm - 6:30 am) which bans operations of airplanes that produce more than the 89 EPNdB noise level limit (average of takeoff/sideline/approach per FAA Advisory Circular AC 36-1H). The fine imposed for violating the nighttime curfew is \$2500 for each occurrence.

Stage 2 aircraft may not operate between the hours of 11:00 p.m. and 7:00 a.m.

Stage 3 aircraft at or below 89.0 EPNdB per FAA Advisory Circular AC 36-1H average of takeoff/sideline/approach noise levels, or any other “grand fathered” Stage 3 Jet Aircraft can operate between the hours of 11:30 p.m. to 6:30 a.m.

PREFERENTIAL RUNWAYS

Runway 12R/30L is the preferred arrival runway for jet aircraft and Runway 12L/30R is the preferred departure runway for jet aircraft. All jet aircraft take-offs are to be initiated from the end of the runway unless directed otherwise by ATC.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Jet engine run-ups must be authorized and approved by Airport Operations.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

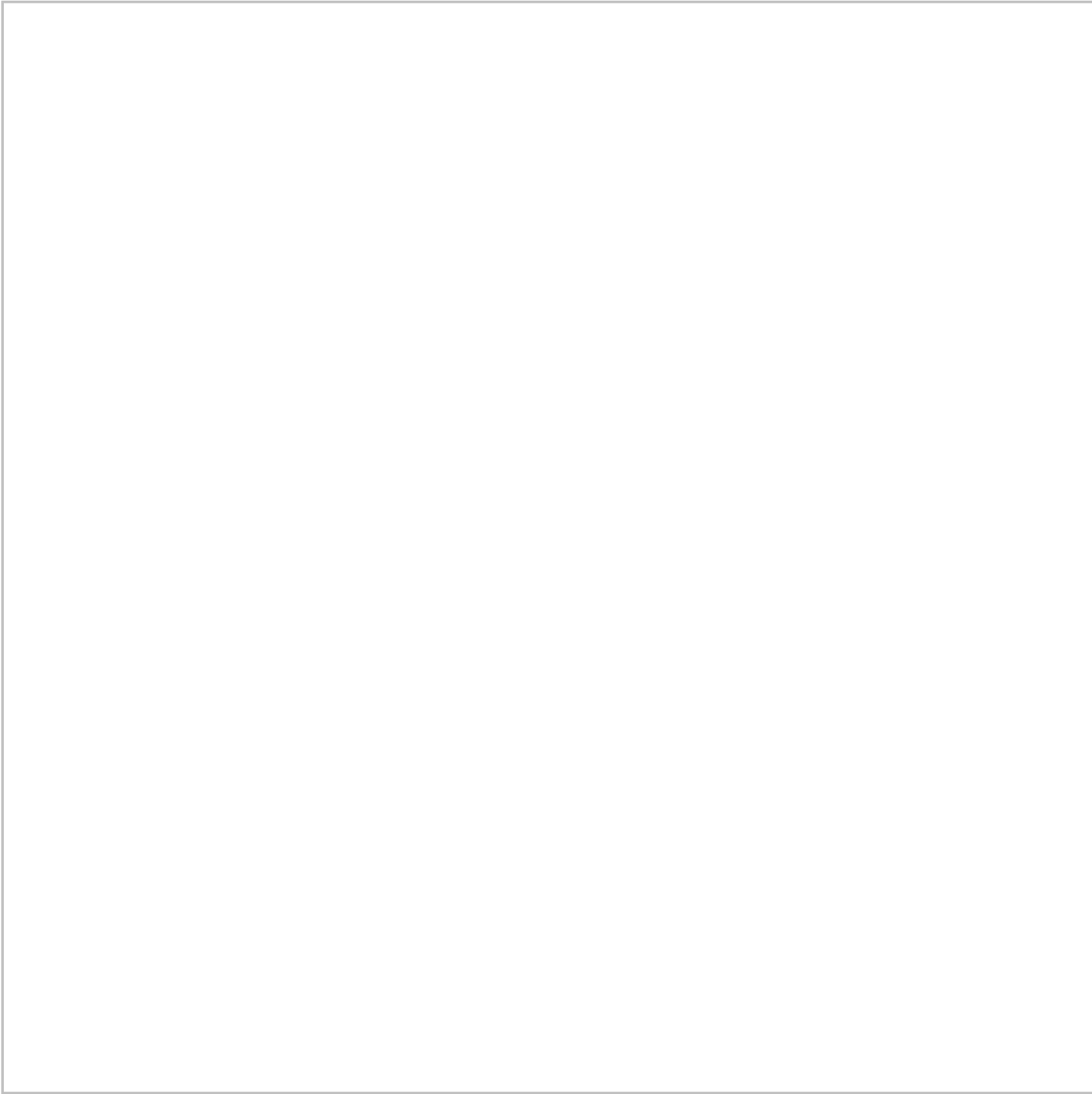
NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	

Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: AIP grant of \$2,000,000 for residential sound insulation in the 65-69 contour. 2005: AIP grant of \$1,400,000 for a noise monitoring system

NOISE MONITORING SYSTEM



First airport in California to receive State approval and certification of a fully operational Airport Noise Monitoring System.

SJC's Airport Noise Monitoring System: 15 stations - monitors both takeoff as well as approach. The computer based system operates continuously with noise exposure levels at each nms determined daily, in units of CNEL, in conformance with State Law. Reports are submitted to State DOT quarterly by the county. CNEL data is used also in land use planning.

The Airport has a 24-hour Noise Report Recorder:408-452-0707. An Aircraft Noise and Operations Management System (ANOMS) was installed in November 1992. The ANOMS system records and measures aircraft noise levels at strategic locations in noise sensitive areas under the aircraft arrival and departure paths in compliance with state regulations.

Areas Affected (As of April 1, 2004)

Noise Impact Area (statute miles-squared): 0

Estimated Number of dwellings impacted: 0

Estimated number of people residing within the Noise Impact Boundary: 0

FLIGHT TRACK MONITORING SYSTEM

Yes - see Noise Monitoring System

NOISE LEVEL LIMITS

Airport operates under a variance from state law that requires CNEL limit of 65dB

STAGE 2 RESTRICTIONS

Stage 2 <75,000 lbs may operate only between 0700-2300.

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - NONE