

# Future is Bright for GA

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📎 1 attachments (180 KB)

BOS Presentation Conclusions.pdf;

Eric:

I showed the attached suggested addition to Anissa but I don't know if she added it to her presentation that will be forwarded to the BOS. Do you know if she did? Is there a way to get exactly what was forwarded to them? Maybe if you have her e-mail address I can ask her.

It would be nice if there could be an online docket for the BOS where all comments can be viewed by stakeholders and neighbors and where submissions can be made as a part of the outreach for the Business Plan, similar to what the FAA uses for NPRM's. I wonder if the FAA could set up such a facility for airport managers to use for local airport-related policy making for AIP airports.

News stories like this, <https://www.prnewswire.com/news-releases/terrafugia-inc-to-create-130-new-us-jobs-300626396.html>, and the Uber videos could also be submitted so we can impress upon the BOS that there will be a lot of additional demand for airports in the future due to emerging technologies. The Terrafugia Transition will still require an airport. In addition, Uber's Air service will require some serious discussion about where those vehicles will be allowed to land so closing or restricting airport growth makes 0 sense at this point in history. Instead we should be thinking hard about how we can make airports more compatible with their surroundings. For example, a longer Runway 31R that leverages some of the Eastridge Mall property in a future master plan update would make Reid-Hillview safer and less noisy for residents to the north of the airport because aircraft would be much higher by the time they reach those residences. Perhaps a proposal to lengthen 31R could be made along with a cap on noise levels to assure neighbors that the noise levels would be guaranteed to be at or less current levels going forward. The safety benefits of a longer runway are indisputable.

Thanks for all you do.

Dave

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# Conclusion

- While GA operations levels and pilot starts have been declining globally, RHV has been largely immune to those trends. Instead operations are increasing at an amazing rate
- RHV is the busiest GA airport in the Bay Area and the 12th busiest airport in the state of California
- RHV enables the rapid and safe growth of commercial passenger services at San Jose International
- RHV has a bright future as the training airport for SJSU's Professional Flight program and other aspiring professional pilots for the next 20 years
- Santa Clara County is obligated to operate the airport in perpetuity
- The County and Airport Users, working together, have the ability to ensure the airport is fully self sufficient, a good neighbor for East San Jose, and a continued benefit for Silicon Valley as a whole
- Technological improvements in aircraft and procedures are likely going to make aircraft safer and quieter in the future.



Attachment: RHV Operations Trends, Economic Health and Manufacturing: 08/13 RHV Operations Trends, Business Health and Manufacturing