

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

*File Reid Hillview General*

SAN FRANCISCO AREA OFFICE  
831 MITTEN ROAD  
BURLINGAME, CALIFORNIA 94010



Aeronautical Study No. SFO-OE-68-192

Determination of No Hazard to Air Navigation

The Federal Aviation Administration has conducted an aeronautical study in accordance with Part 77, Federal Aviation Regulations, to determine what effect the following described construction would have upon the safe and efficient utilization of navigable airspace.

PROPONENT: City of San Jose  
801 North First Street  
San Jose, California 95110

TYPE CONSTRUCTION: Widening of existing Tully Road to six lanes with installation of street lights and traffic signals.

HEIGHT: Varying up to 168.95 feet AMSL  
Varying up to 35.00 feet AGL

LOCATION: Along Tully Road, San Jose, California, adjacent to the southern boundary of the Reid-Hillview Airport at a distance ranging from 150 to 338 feet directly off the approach end of runway 31.  
North Latitude: 37° 19' 45"  
West Longitude: 121° 48' 52"

The proposed construction or alteration as applied to the Reid-Hillview Airport would exceed the standards of Subpart C, Part 77, of the Federal Aviation Regulations, as indicated:

- Section 77.27(a)(1) by various heights to 14.5 feet
- Section 77.27(c)(2)(1) by various heights to 12.75 feet; and
- Section 77.27(d) by various heights to 10.32 feet.

The proposal was circularized for aeronautical comment on February 10, 1969. No objections were received.

The aeronautical study revealed that the proposed construction would consist of widening the existing Tully Roadway to 6 lanes (130 feet) including the installation of 45 electroliers and/or traffic signals. The height of these electrical devices and their supporting structures vary from 143.95 to 168.95 feet above mean sea level. The elevation of the end of runway nearest the construction is 133.2 feet AMSL.

*5/5/69 - EMT said he has reviewed w/ D. Laison -  
O.K. - no appeal desired.*

*24-29*

The tallest structure proposed within the approach surface to this runway (runway 30) would be 146.70 feet AMSL or 13.5 feet above that of the runway elevation.

The proximity of the existing Tully Road to runway 30 previously resulted in the establishment of a displaced threshold 400 feet northwest of the physical end of the runway. This prohibits the use of the first 400 feet of runway during approach operations and provides sufficient flight altitude over the roadway to protect the vehicular traffic operating thereon. As heretofore stated the proposed construction would exceed several sections of Part 77 of the Federal Aviation Regulations, however, this is based on computations relating to the physical end of the runway. When computed from a point appropriate to the displaced threshold, no standard of Part 77 would be exceeded. Consequently, the proposed construction represents no greater encroachment upon navigable airspace associated with runway 30 operations than that which currently exists requiring the displaced threshold.

The study further disclosed that there is an active proposal to construct an additional parallel runway at the Reid-Hillview Airport. The proposal incorporates a 400 foot displaced threshold for the reason specified in the preceding paragraph. The plan would not be jeopardized by the Tully Road improvement project. Additionally, due to the nature of the structures involved, they would be readily visible during night VFR operations and no obstruction lighting is considered necessary. Likewise, the lack of obstruction marking would not impair safety in air navigation during daylight operations since the conspicuity of the roadway, associated structures and vehicular traffic is sufficient to ensure the safety of operations while overflying the area. Moreover, while the proposed construction would underlie Federal Airway Victor 485 and the approach and departure course for both the existing and proposed runway at Reid-Hillview Airport, no aeronautical operation or procedure need be modified or restricted to accommodate the construction.


Therefore, pursuant to the authority delegated to me, it is found that the proposed construction or alteration would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace, and it is hereby determined that the structures at these heights and locations would not be a hazard to air navigation.

This Determination is subject to review by the Administrator if a petition is filed on or before May 14, 1969. If no petition is filed, the Determination becomes final on May 24, 1969. If a petition is filed, further notice will be given and the Determination will not become final pending disposition of the petition.

A petition for discretionary review should be filed in triplicate with the Chief, Obstruction Evaluation Branch, AT-240, Federal Aviation Administration, Washington, D. C. 20590, and must contain a full statement of the basis upon which it is made.

This Determination expires on November 24, 1970, unless otherwise extended, revised or terminated.

This Determination does not waive the requirements of any other governmental agency.



FRANK HAPPY  
Chief, Air Traffic Branch, SFO-500

Issued in Burlingame, California, on April 14, 1969.

BUILDING DESIGN  
DIVISION

APR 25 11 42 AM '69

COUNTY OF  
SANTA CLARA