



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports District Office

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August 27, 2019

Mr. Eric Peterson
Reid-Hillview of Santa Clara County
2500 Cunningham Ave.
San Jose, CA 95148

Dear Mr. Peterson:

On August 16, 2019, site visit was conducted at the Reid-Hillview of Santa Clara County Airport (RHV) with Mr. Abel Tapia. This visit was a follow-up to the June 2019 visit to determine what progress has been made. An airfield inspection was conducted and the following items were noted:

1. Airfield signs, in good condition and disposition, are critical components in maintaining airfield safety and operational efficiency. However, numerous airport signs do not meet standards. Faded sign panels were found throughout the airfield. Delamination is occurring in some of the faded panels. Recommend the airport sponsor develop a Sign Replacement Program to ensure future compliance in the most efficient and cost effective manner. This can be instrumental for the Airport Management in forecasting sign panel maintenance or replacement. By knowing the current condition of each sign panel in a master table, budgeting decisions are quicker and more accurate.
2. Grass was observed in the cracks of Taxiway Yankee. Recommend the airport sponsor chemically treat the grass in order to ensure the continued life of the pavement.
3. Decommissioned visual approach slope indicators (VASI) was observed in the safety areas of Runway 13R/31L and 13L/31R. Precision approach path indicators have been installed. Recommend the airport sponsor work with the San Francisco Airport District Office (SFO ADO) and Tech Ops to have the old VASIs removed.



4. Non-standard signs with a single arrow were observed at the approach and departure end of Runway 13L. The sign does not include a destination and should be removed. All

signs should be in accordance with Advisory Circular (AC) 150/5340-18, *Standards for Airport Sign Systems*.



5. Ground squirrel holes were observed along the safety area of Taxiway Yankee. Recommend the airport operator fill the holes to ensure each safety area is cleared and graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations.
6. Canada geese droppings were found at the approach end of Runway 13R. Canada geese represents a significant hazard to the flying public. Geese constitute a particular hazard because of their flocking nature, large body size and attraction to extensive open landscapes of short managed grassland at airports. Airports can minimize goose strikes by managing habitats within the airport property, applying deterrents to scare geese away and lethal control, but goose migration and movements at greater spatial scales present greater challenges. Habitat management outside of airports can locally reduce goose attractiveness of peripheral areas, but requires stakeholder involvement and coordination. Recommend the airport sponsor take immediate action to reduce the potential for airstrikes with Canada geese around Reid-Hillview.
7. Grass was found obscuring Taxiways Bravo and Charlie exit signs on Runway 13L/31R and Taxiway Golf direction sign along Taxiway Zulu. Grass was also obscuring two no entry signs along Runway 13R/31L, indicating that entry into a particular area is prohibited to aircraft. Signs should be visible in such a way they provide the pilot or vehicle driver the ability to easily identify routes toward a desired destination. Recommend the airport sponsor mow the grass to ensure all signs are visible.



8. A non-standard inbound destination sign indicating PARKING was found on the back side of a mandatory holding position sign at Taxiway Bravo. A surface painted inbound destination sign indicating RAMP was found on Taxiway Yankee. In accordance with AC 150/5340-18, *Standards for Airport Sign Systems*, sign inscriptions should be consistent; do not use two different inscriptions for the same area (e.g. RAMP and APRON). Recommend the airport sponsor remove the inbound destination PARKING sign panel and replace it with a direction sign indicating Taxiway Charlie since there is no prior indication of the taxiway leading out of the intersection. The sign should have black inscriptions on a yellow background and contain arrows.



Please advise Mr. Abel Tapia at abel.tapia@faa.gov or 1000 Marina Blvd, Suite 220 Brisbane, CA 94005-1863 by return of this letter when the above are corrected.

Sincerely,



Charlotte Jones
Lead, Airport Certification Safety Inspector
FAA Western Pacific Region