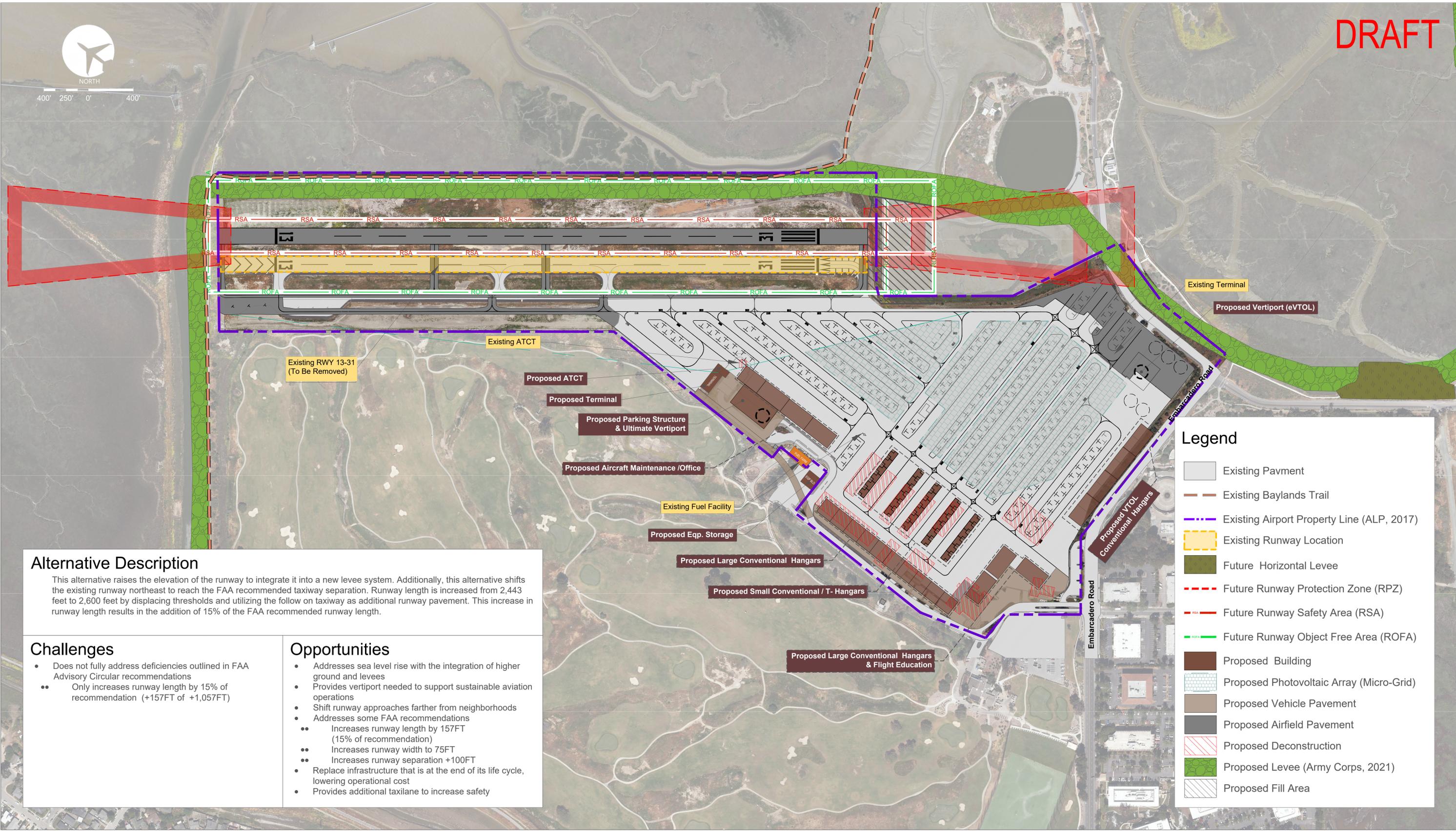


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### Alternative Description

This alternative raises the elevation of the runway to integrate it into a new levee system. Additionally, this alternative shifts the existing runway northeast to reach the FAA recommended taxiway separation. Runway length is increased from 2,443 feet to 2,600 feet by displacing thresholds and utilizing the follow on taxiway as additional runway pavement. This increase in runway length results in the addition of 15% of the FAA recommended runway length.

### Challenges

- Does not fully address deficiencies outlined in FAA Advisory Circular recommendations
- Only increases runway length by 15% of recommendation (+157FT of +1,057FT)

### Opportunities

- Addresses sea level rise with the integration of higher ground and levees
- Provides vertipoint needed to support sustainable aviation operations
- Shift runway approaches farther from neighborhoods
- Addresses some FAA recommendations
  - Increases runway length by 157FT (15% of recommendation)
  - Increases runway width to 75FT
  - Increases runway separation +100FT
- Replace infrastructure that is at the end of its life cycle, lowering operational cost
- Provides additional taxilane to increase safety

### Legend

- Existing Pavment
- Existing Baylands Trail
- Existing Airport Property Line (ALP, 2017)
- Existing Runway Location
- Future Horizontal Levee
- Future Runway Protection Zone (RPZ)
- Future Runway Safety Area (RSA)
- Future Runway Object Free Area (ROFA)
- Proposed Building
- Proposed Photovoltaic Array (Micro-Grid)
- Proposed Vehicle Pavement
- Proposed Airfield Pavement
- Proposed Deconstruction
- Proposed Levee (Army Corps, 2021)
- Proposed Fill Area

## Alternative 2 | 2,600 FT Runway with Displaced Thresholds and Northeastern Shift

Palo Alto Airport Long-Range Facilities & Sustainability Plan (LRFSP)

Source: C&S Engineers, Inc.



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