

Memorandum to Mr. Harvey Rose

August 29, 2002

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Variation 1 (30 Slots): The arrival rate at SFO would be limited to 30 arrivals per hour between 7:00 AM to 10:00 PM.

- **Variation 2 (38 Slots with Aggressive Technology):** The arrival rate at SFO would be limited to 38 arrivals per hour between 7:00 AM to 10:00 PM. This variation assumes that technologies to improve the unfavorable weather capacity of SFO will be developed, certified, and implemented on a much more optimistic and aggressive schedule than currently forecast by the FAA and assumed for other Project alternatives.

Variation 3 (38 Slots with Aggressive Technology & No General Aviation or Cargo): The arrival rate at SFO would be limited to 38 arrivals per hour between 7:00 AM to 10:00 PM. Variation 3 assumes the same aggressive technology as Variation 2 would be in place and would expand the unfavorable weather capacity at SFO. This variation also assumes that no general aviation or cargo flights would be allotted slots to use SFO.

No Runway Construction Alternative 2: In accordance with Public Resources Code Division 13 Section 21151.10, this draft alternative would strictly limit the number of scheduled flights at both SFO and OAK through slot controls and would form a joint management authority (JMA) between SFO and OAK and connect the airports with high-speed transit options. Three draft variations would be proposed:

Variation 1 High-Speed Rail Connection: The variation would include construction of a high-speed rail connection between SFO and OAK and the arrival rate at SFO would be limited to 30 arrivals per hour and arrivals at OAK would be limited to 21 slots.

Variation 2 High-Speed Ferry Connection: The variation would include construction of a high-speed ferry connection between SFO and OAK and the arrival rate at SFO would be limited to 30 arrivals per hour and arrivals at OAK would be limited to 21 slots.

Variation 3 Existing Mass-Transit Connection: The variation would include analysis of existing mass transit connections between SFO and OAK and the arrival rate at SFO would be limited to 30 arrivals per hour and arrivals at OAK would be limited to 21 slots.

Three Runway Construction Alternatives: The three draft Runway Construction Alternatives attempt to address the Project's objectives by physically modifying the layout of the existing runways.

Runway Construction Alternative 1 (also known as A3): This draft alternative would involve the construction of (1) a new runway and associated taxiway and (2) runway safety areas (RSAs) on all existing runways.

Runway Construction Alternative 2 (also known as BX6): This draft alternative would involve the construction of (1) two new runways and associated taxiways and (2) runway safety areas (RSAs) on all existing runways.

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Runway Construction Alternative 3 (also known as BXR): The proposed changes for this draft alternative are similar to those for Runway Construction Alternative 2 (BX6) one of the new runways would be longer and wider.

If you need any additional information, please feel free to contact the Airfield Development Bureau.

cc: Sarah Graham
Leo Fermin
Cathy Widener
Kevin Kone
Stuart Sunshine
Tom Kardos
Deb Ward
Melba Yee
Ralph Stewart