Airfield Development Projects

- **Runways 10L and 10R End Taxiways**
  The existing taxiways intersect the runways at acute angles. The new design reconfigures these taxiways to be right-angled crossings and runway entrances, thereby improving pilot lines of sight along the runway and complying with FAA design standards.

- **Taxiways A and B near Boarding Areas F and G**
  Taxiways A and B would be realigned around B/A F by 15 and 22 feet, respectively, to meet FAA separation design standards. An additional taxilane would be provided around the end of B/A G to facilitate aircraft movements around B/A G and B/A H.

- **Runway-to-Taxiway Separation**
  Taxiway C would be shifted from 500 to 550 feet along the east end of Runway 10L-28R. This shift would permit the largest aircraft operating at SFO to remain clear of all airspace protection surfaces for Runway 28R.

- **Helipad**
  A new helipad would be located north of Taxiway C.

- **Runway 28L End Taxiways**
  Taxiways near the end of Runway 28L would be realigned to provide for additional bypass capability if an aircraft cannot depart and to permit an aircraft that is on the runway but cannot depart to expedite its exit from the runway.

- **Taxiway A/B Intersection Hot Spot**
  A series of taxiways would be improved near the intersections of Runways 15L-19R and 10R-28L, to meet FAA design standards for runway exit/crossing points and to resolve pilot confusion.