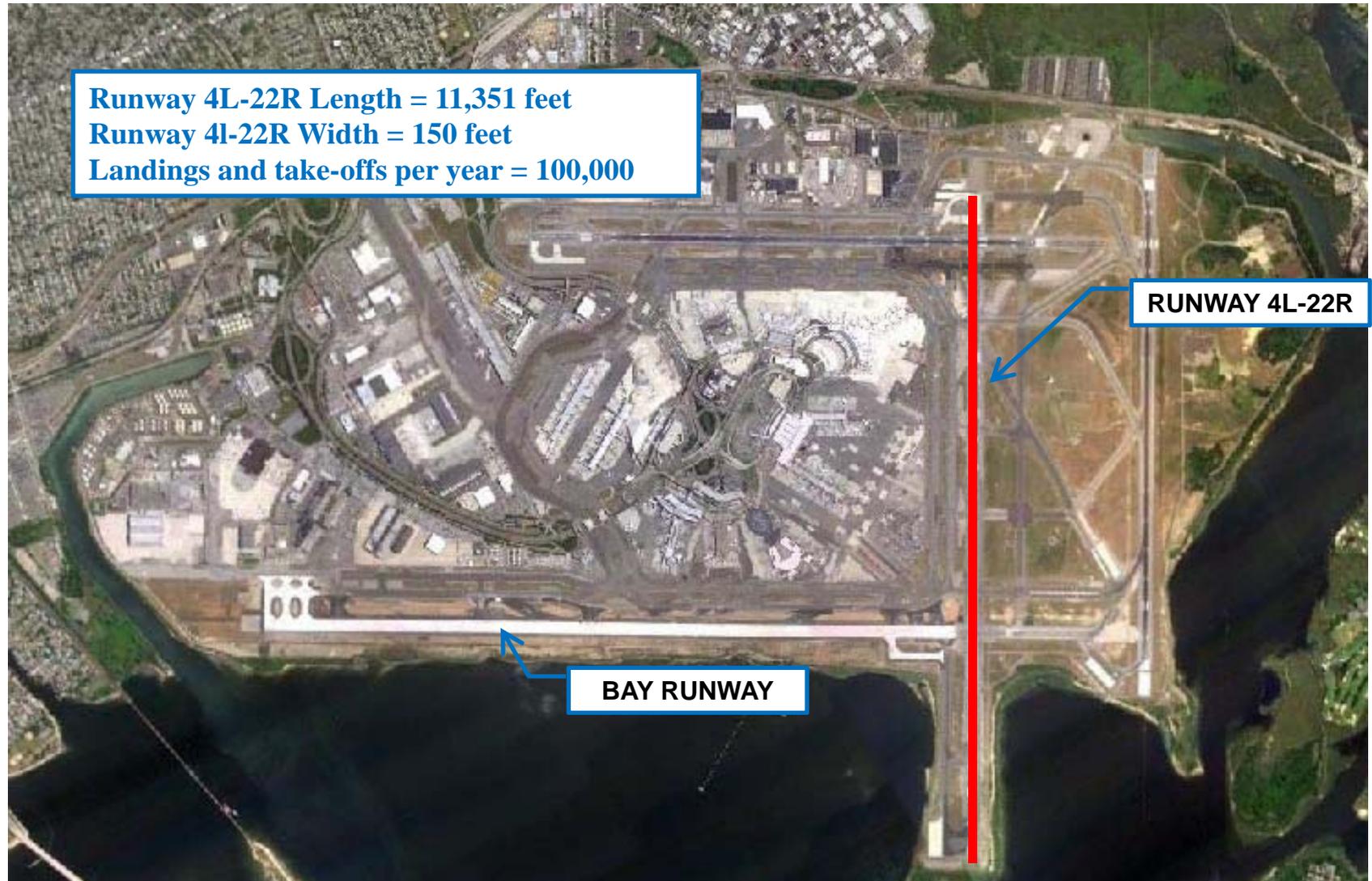


John F. Kennedy International Airport Rehabilitation of Runway 4L-22R – Status of Planning

Committee on Capital Programs/ Agency Planning

March 29, 2011

Location of Work – 4L-22R

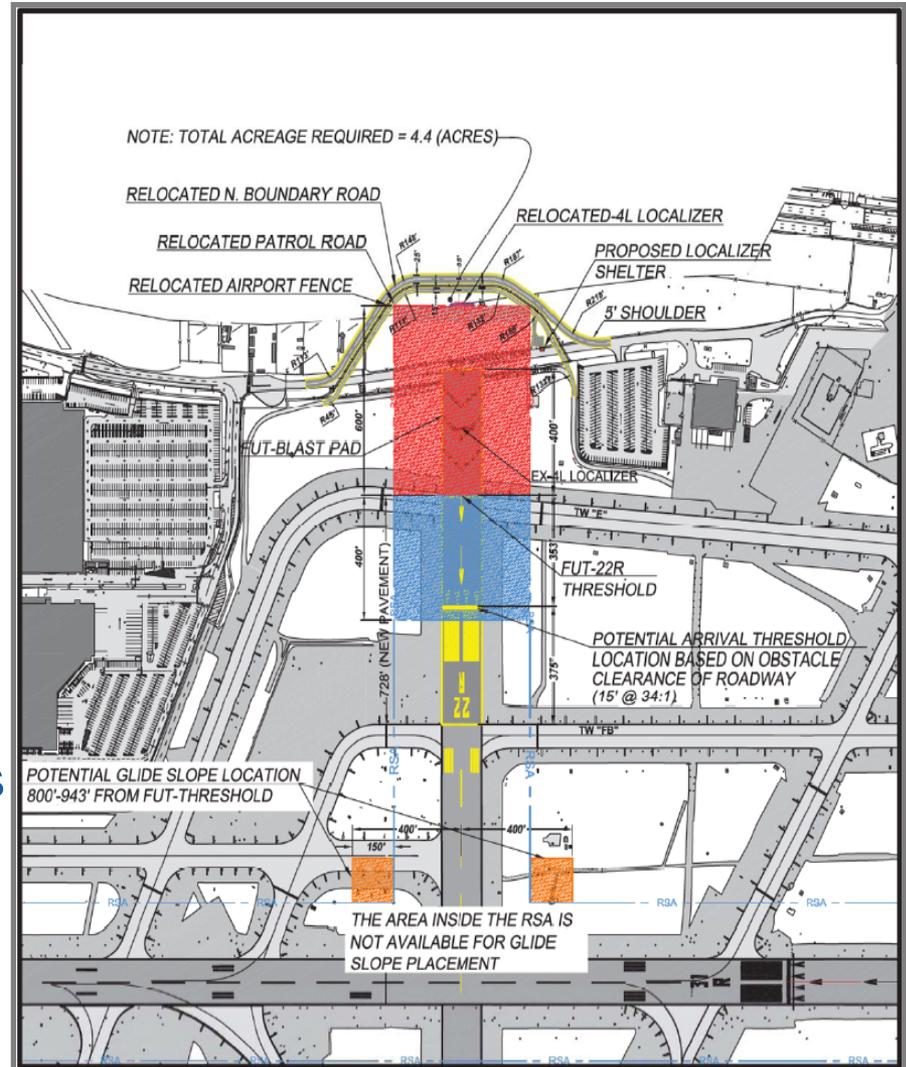


Objectives - Mandatory

Compliance of Runway Safety Area – Congressional Mandate

- 1,000' overshoot required
 - Existing 4L overshoot 885'
 - Existing 22R overshoot 141'
- 600' undershoot required
 - Existing 4L undershoot 141'
 - Existing 22R undershoot meets standards at over 600'

Widen runway to 200' to comply with Group VI aircraft standards



Objectives – State of Good Repair

- 2011 Runway Surface = Fair
- Condition will degrade with continued usage and exposure to weather
- Need to rehabilitate anticipated being coincident with RSA construction



Objectives – System Enhancement

Delay Reduction Initiatives

- High Speed Taxiways
- Access Improvements
- Preliminary Analysis
 - Runway 22 R – Capacity increase of 2 operations per hour
 - Runway 4L – Capacity increase of 1 operation per hour



Scope of Work

- Provide congressionally mandated Runway Safety Areas
 - Widen Runway to 200 feet required for Group VI Aircraft
 - Improve Taxiway Fillets required for Group VI Aircraft
 - Relocate North Boundary Road
- Rehabilitate Runway 4L-22R
- Construct High Speed Taxiways
 - Construct Access Taxiways



John F. Kennedy
International Airport

Economic Impact

- 1.5% reduction in total aircraft operating costs and passenger delays annually
- 2% increase in departure weight
- 800 jobs during construction peak
- 2,000 total economic impact jobs



Schedule

- Planning Authorization June 2011
- Preliminary Design July 2011 – March 2012
- Project Authorization March 2012
- Final Design April 2012 – June 2013
- Contract Award June 2013
- Project Completion December 2015

