FOI #16108

Minority Business Enterprise Legal Defense and Education Fund, Inc.

Barrington Suites #400
4201 Connecticut Avenue, NW
Washington, DC 20008

June 23, 2015

Mr. Danny Ng
Freedom of Information Administrator
Office of the Secretary
Port Authority of New York and New Jersey
4 World Trade Center, 18th Floor
150 Greenwich Street
New York, NY 10007

dng@panynj.gov

RE: Freedom of Information Act Request for Grant and Passenger Facility Charge Applications and Master Agreement for Multiple Port Authority of New York and New Jersey Construction Projects

Dear Mr. Ng:

This is a request for documents under the Freedom of Information Act (5 U.S.C. §552) for the approved Grant Application and Passenger Facility Charge Application; if applicable and the executed Master Agreement, any amendments and supporting documents submitted by the Port Authority (PA) of New York and New Jersey to the U.S. Department of Transportation ("DOT"), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Maritime Administration (MARAD) and any other involved parties for the allocated funds relevant to following projects:

1. PA Bus Terminal Structural Modifications, Completed 12/30/10
2. EWR Terminal B, Roadway & Drainage Improvements, Completed 1/23/10
3. LGA Aircraft Rescue & Firefighting Facility, Completed 8/30/10
4. Elizabeth PA Marine Terminal – Express Rail Elizabeth Lead Tracks, Completed 7/27/10
5. Port Newark Berth 8 and Part Port Berth 10 – Wharf Reconstruction, Completed 12/10/10

Reference: Port Authority Committee on Construction 2010 Report, Pages 4-8 for project details: http://www.panynj.gov/corporate-information/pdf/bcp-022411-construction-major-projects.pdf

If you require additional information, please contact either me directly at the following: (202) 258-3815, ROBINSONANTHONYW@aol.com or Lynnette Barnhardt, Research Associate at (202) 291-0251, lbarnhardt.mbeldef@gmail.com. Your assistance with this matter is truly appreciated.

Sincerely,

Anthony W. Robinson

Anthony W. Robinson, Esq.
President

cc: Nancy Sipes, FTA – Nancy.Sipes@dot.gov
Patty Clark, PANYNJ – passengerfacilitycharge@panynj.gov
Linda Chatman, FAA – linda.chatman@faa.gov
Alexis Romano, FAA – alexis.romano@faa.gov

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
PUBLIC RECORD ACCESS FORM

PRA #16108

Action by (print / type name):

Danny Ng, Freedom of Information Administrator

Signature:

Date: 06/21/2016

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

☐ The requested records are being made available.

☐ Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:

☐ A diligent search has been conducted, and no records responsive to your request have been located.

☐ The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:

☑ Some requested records that have been located are being made available. The remainder are exempt from disclosure for the following specific reasons:

Privacy.

☐ The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.

☐ Other:

Material responsive to your request can be found on the Port Authority's website at http://corpinfo.panynj.gov/documents/16108-LPA/

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

Passenger Facility Charge Application

Newark Liberty International Airport
John F. Kennedy International Airport
LaGuardia Airport

Submitted by:

THE PORT AUTHORITY OF NY & NJ

February 2005

ATTACHMENT A

Airport Capital Improvement Plan

ATTACHMENT A

AIRPORT CAPITAL IMPROVEMENT PLAN

(ACIP)

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SECTION 1

ACIP for Newark Liberty International Airport

Federal Aviation Administration — **Airport Capital Improvement Plan**

1.Airport: **Newark Liberty International Airport** | 2.State: New Jersey | 3.NPIAS No.: 3-34-0027 | 4. LOCID: EWR

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2005									
UPGRADE R/W HOLDBAR LIGHTING - PH I		1,980		0	660	2,640		Sep-05	Dec-06
SCHOOL SOUNDPROOFING PHASE III		33,236		0	8,310	41,546		Jan-05	Dec-09
Prelim Eng & Environmental R/W 11-29 RSA		500		0	167	667		Sep-05	Jun-06
TERM B - B1CONNECTOR EXP. FOR SCREENING - PH II		2,528		0	843	3,371		Feb-06	Dec-08
REHAB T/W R, A, & B - PH III		3,015		0	1,006	4,021		Jan-04	Dec-05
REPLACE SWITCH HOUSE #1- PFC		0		18,000	0	18,000		Jan-05	Dec-07
CONSTRUCT SWITCH HOUSE #3- PFC		0		32,000	0	32,000		May-04	Dec-06
REHABILITATE RUNWAY 4R-22L- PFC		0		25,500	0	25,500		Jan-01	Dec-05
EWR-PERIMETER SEC SYS - PFC		0		25,000	0	25,000		Oct-05	Dec-07
TERM A MODERNIZATION AND EXP -PFC		0		19,000	0	19,000		Jul-05	Dec-09
AIRSIDE EXPANSION - PFC		0		31,000	0	31,000		May-04	Dec-06

Federal Aviation Administration **Airport Capital Improvement Plan**

1.Airport: **Newark Liberty International Airport** 2.State: New Jersey 3.NPIAS No.: 3-34-0027 4. LOCID: EWR

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2006									
AIRPORT SECURITY 800MHz Radio Band		1,350		0	450	1,800		Oct-05	Dec-06
SCHOOL SOUNDPROOFING PHASE III		17,320		0	4,330	21,650		Jan-06	Dec-10
TERM B Modifications - B2 & B3 IN LINE BAGGAGE SCREENING		4,410		0	1,470	5,880		Jan-06	Dec-08
T/W FILLET IMPROVEMENTS		8,450		0	2,817	11,267		Sep-06	Sep-09
EWR - TERMINAL SECURITY ENHANCEMENTS		1,446		0	483	1,929		Nov-05	Dec-07
TERM B MODERNIZATION - PFC		0		125,000	53,244	178,244		Jan-06	Dec-08
Improve R/W 11-29 RSA - PFC		0		12,000	0	12,000		Dec-06	Dec-07
EWR - NAVIGATION AIDS IMPROVMTS- PFC		0		20,000	0	20,000		Jul-06	Jul-08

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **Newark Liberty International Airport**			2.State: New Jersey			3.NPIAS No.: 3-34-0027		4. LOCID: EWR	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2007									
SCHOOL SOUNDPROOFING PHASE III		5,600		0	1,400	7,000		Jan-07	Dec-11
TERM B - B2 & B3 Connector Checkpoint Security Phase I		9,579		0	3,193	12,772		Jan-07	Dec-08
EWR - ELEC SUBSTATION SECURITY ENHANCEMT		4,599		0	1,533	6,132		Jan-07	Jan-10
SOUTHERN ACCESS ROADS Phase I		7,203		0	2,402	9,605		Jan-07	Dec-09
CTA ROADS TERM B Phase I		9,000		0	3,000	12,000		Jan-07	Dec-09
REHAB OF SWITCH HOUSE #2 - PFC		0		4,000	0	4,000		Jan-07	Dec-08
TERMINAL A VERTICAL CIRCUL - PFC		0		31,000	0	31,000		Jan-07	Dec-09
North Area Roadway Improvements - PFC		0		11,000	0	11,000		Jan-07	Dec-09

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **Newark Liberty International Airport**			2.State: New Jersey			3.NPIAS No.: 3-34-0027		4. LOCID: EWR	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2008									
SCHOOL SOUNDPROOFING PHASE III		4,850		0	1,213	6,063		Jan-08	Dec-12
SOUTHERN ACCESS ROADS Phase II		3,333		0	1,111	4,444		Nov-06	Dec-09
CTA ROADS TERM B Phase II		9,000		0	3,000	12,000		Sep-06	Dec-09
TERM B - B2 & B3 Connector Checkpoint Security Phase II		4,500		0	1,500	6,000		Jan-07	Dec-08

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **Newark Liberty International Airport**			2.State: New Jersey			3.NPIAS No.: 3-34-0027		4. LOCID: EWR	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2009									
SCHOOL SOUNDPROOFING PHASE III		5,600		0	1,400	7,000		Jan-09	Dec-13
SOUTHERN ACCESS ROADS Phase III		3,867		0	1,289	5,156		Nov-06	Dec-09
CTA ROADS TERM B Phase III		11,610		0	3,870	15,480		Sep-06	Dec-09

SECTION 2

ACIP for John F. Kennedy International Airport

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **John F. Kennedy International Airport**			2.State: New York			3.NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2005									
School Soundproofing - Phase III		21,800		0	5,450	27,250		Jan-05	Dec-09
Improve R/W 22L- 4R End Safety Area - Phase II		6,999		0	2,334	9,333		Mar-06	Dec-07
REHAB PUBLIC ROADS Van Wyk Expressway Phase I		6,120		0	2,040	8,160		Nov-05	Dec-06
AOA GUARD POST SECURITY ENHANCEMENTS Ph II		947		0	316	1,263		Oct-04	Dec-07
Runway Holdbar Upgrades Ph II		2,000		0	667	2,667		Jun-05	Dec-06
Prelim Eng & Environmental Improve RSA - R/W13L- 31R		500		0	167	667		Oct-05	Dec-06
Prelim Eng & Environmental Improve RSA - R/W4L- 22R End		500		0	167	667		Oct-05	Dec-07
Construct ARFF Ph III		1,842		0	614	2,456		Oct-04	Dec-07
REHAB T/W B & Electric Work Ph II		3,911		0	1,304	5,215		Oct-04	Dec-07
TAXIWAY A&B BRIDGE STRENGTHENING - PFC		0		40,000	0	40,000		Aug-04	Dec-06
OVERLAY R/W 13L-31R- PFC		0		36,000	0	36,000		Aug-04	Dec-05
OVERLAY R/W 13R-31L(Prelim Design)- PFC		0		5,000	0	5,000		Dec-04	Dec-06
REHAB T/W A & B PHASE 3-PFC		0		90,000	0	90,000		Nov-04	Dec-07
AIRPORT PERIMETER SECURITY-PFC		0		45,000	0	45,000		Oct-05	Dec-07
NEW DOMESTIC TERM INFRASTRUCTURE		0		5,000	0	5,000		Oct-04	Dec-06

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **John F. Kennedy International Airport**			2.State: New York			3.NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2006									
REHAB ILS PIERS AT RUNWAY 4R		3,600		0	1,200	4,800		Jan-06	Dec-07
Infrastructure Improvements New DomesticTerminal Ph I		6,666		0	2,223	8,889		Nov-06	Dec-09
REHAB T/W Q, E, H,U, F, J, P, C, PB		6,687		0	2,229	8,916		Mar-06	Dec-08
School Soundproofing - Phase III		1,262		0	316	1,578		Jan-06	Dec-10
Security 800MHz Radio Band		4,899		0	1,634	6,533		Jan-06	Dec-06
REHAB PUBLIC ROADS - 148th St, Hangar Rd & RVSR CTA		1,973		0	658	2,631		Mar-06	Dec-07

Federal Aviation Administration

Airport Capital Improvement Plan

1.Airport: **John F. Kennedy International Airport**

2.State: New York

3.NPIAS No.: 3-36-0066

4. LOCID: JFK

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2007									
Infrastructure Improvements New DomesticTerminal Ph II		6,666		0	2,223	8,889		Jan-07	Dec-08
REHAB T/W Y, CB, B		4,204		0	1,402	5,606		Jan-07	Dec-09
School Soundproofing - Phase III		5,600		0	1,400	7,000		Jan-07	Dec-08
INSTALL HV FEEDER CABLE TO FAA SITES		1,706		0	569	2,275		Feb-07	Dec-08
Pan Am Ave, S. Svcs Rd, Fed Circ Ramp, East Hangar Rd, S. Cargo Rd		1,263		0	421	1,684		Mar-07	Dec-08
Improve - R/W4L- 22R End Safety Area		12,999		0	4,334	17,333		Sep-07	Dec-09

Federal Aviation Administration **Airport Capital Improvement Plan**

1.Airport: **John F. Kennedy International Airport** 2.State: New York 3.NPIAS No.: 3-36-0066 4. LOCID: JFK

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2008									
REHAB R/W 13R-31L		60,000		0	20,000	80,000		Jan-07	Dec-08
Infrastructure Improvements New DomesticTerminal Ph III		6,666		0	2,223	8,889		Jan-08	Dec-10
REHAB T/W S, SB, SC, SD & CE		9,633		0	3,211	12,844		Jan-08	Dec-10
DREDGING OF BERGEN BASIN		1,599		0	534	2,133		Jan-08	Dec-10
School Soundproofing - Phase III		4,850		0	1,213	6,063		Jan-08	Dec-12
A-P Connector T/W N				4,000		4,000		Feb-08	Jul-09

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **John F. Kennedy International Airport**			2.State: New York			3.NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2009									
Improve - R/W13L- 31R End Safety Area		8,333		0	2,778	11,111		Sep-09	Dec-11
REHAB T/W's B & QG, Q, Z, E		4,851		0	1,618	6,469		Jan-09	Dec-10
Infrastructure Improvements New DomesticTerminal Ph IV		6,666		0	2,223	8,889		Jan-09	Jan-11
School Soundproofing - Phase III		4,850		0	1,213	6,063		Jan-09	Dec-13

SECTION 3

ACIP for LaGuardia Airport

Federal Aviation Administration

Airport Capital Improvement Plan

1.Airport: **La Guardia Airport**

2.State: New York

3.NPIAS No.: 3-36-0068

4. LOCID: LGA

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2005									
School Soundproofing Phase III		8,797		0	2,200	10,997		Jan-05	Nov-09
RUNWAY DECK REHABILITATION- Stage II PHASE IV		10,834		0	3,612	14,446		Oct-04	Dec-08
UPGRADE 9 CTB ACCESS ROAD BRIDGES Ph I		3,163		0	1,055	4,218		Apr-05	Dec-06
NEW LOADING BRIDGES PH I		1,089		0	364	1,453		May-05	Dec-06
Prelim Eng & Environmental Improve R/W 22 & 13 Safety Area		1,000		0	334	1,334		Mar-06	Dec-07
REHAB RUNWAY13-31-PFC		0		29,000	0	29,000		Apr-05	Dec-06
POLICE & AIRFIELD FIRE RESCUE FACILITY - PFC		0		58,000	0	58,000		Sep-05	Dec-08
CTB MODERNIZATION FEASIBILITY- PFC		0		15,000	0	15,000		Mar-05	Dec-06
PERIMETER INTRUSION DETECTION SYSTEM - PFC		0		10,000	0	10,000		Oct-05	Dec-07

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **La Guardia Airport**			2.State: New York			3.NPIAS No.: 3-36-0068		4. LOCID: LGA	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2006									
102nd St. Bridge		9,351		0	3,117	12,468		Jan-06	Nov-07
School Soundproofing Phase III		6,650		0	1,663	8,313		Jan-06	Dec-10
TAXIWAY REHAB T/W M & ZA		3,999		0	1,334	5,333		Jan-06	Dec-07
TERMINAL SECURITY ENHANCEMENTS		4,733		0	1,578	6,311		Sep-06	Dec-08
Security 800MHz Radio Band		1,575		0	525	2,100		May-06	Dec-09

Federal Aviation Administration

Airport Capital Improvement Plan

1.Airport: **La Guardia Aiport**

2.State: New York

3.NPIAS No.: 3-36-0068

4. LOCID: LGA

5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2007									
School Soundproofing Phase III		5,600		0	1,400	7,000		Jan-07	Dec-11
COMMUNICATIONS SECURITY ENHANCEMENTS		6,819		0	2,273	9,092		Jan-07	Dec-09
SUBSTATION SECURITY ENHANCEMENTS		2,073		0	691	2,764		Jan-07	Dec-09
GUARD POST SECURITY ENHANCEMENTS		2,019		0	674	2,693		Jan-07	Dec-09
REHAB OF RUNWAY 4-22-PFC		0		6,000	0	6,000		Apr-07	Dec-08
TAXIWAY HIGH SPEED TURNOFF IMPROVEMENTS		6,000		0	2,000	8,000		Jul-07	Dec-09

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **La Guardia Airport**			2.State: New York			3.NPIAS No.: 3-36-0068		4. LOCID: LGA	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2008									
Modify Roads West of CTB		1,592		0	531	2,123		Jan-08	Dec-11
School Soundproofing Phase III		4,850		0	1,213	6,063		Jan-08	Dec-12
TAXIWAY REHAB T/W P, G, Y & B		3,999		0	1,334	5,333		Feb-08	Dec-10
Taxiway Pavement & Lighting Rehabilitation		17,333		0	5,778	23,111		Feb-08	Dec-10
RUNWAY DECK REHABILITATION- Stage III PHASE I		21,666		0	7,223	28,889		Feb-08	Dec-11
Airfield Lighting and Generator Upgrade		7,332		0	2,445	9,777		May-08	Dec-10
Relocate T/W Y		4,500		0	1,500	6,000		Feb-08	Dec-10
Rehab T/W EE		2,700		0	900	3,600		Feb-08	Dec-10

Federal Aviation Administration			Airport Capital Improvement Plan						
1.Airport: **La Guardia Airport**			2.State: New York			3.NPIAS No.: 3-36-0068		4. LOCID: LGA	
5. Project Description & year (By funding year in priority	Federal Funds		State Funds	Local Funds		Total $	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2009									
School Soundproofing Phase III		5,600		0	1,400	7,000		Jan-09	Dec-13
West Field Lighting Vault		4,868		0	1,623	6,491		Apr-09	Jan-11
TAXIWAY REHAB T/W B		4,940		0	1,647	6,587		Mar-09	Dec-11
RUNWAY DECK REHABILITATION- Stage III PHASE II		21,666		0	7,223	28,889		1/10/209	Dec-12

ATTACHMENT B

Project Information

LAGUARDIA AIRPORT

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SECTION 2 - Central Terminal Building (CTB) Modernization Planning and Engineering

SECTION 3 - Runway Rehabilitation Project

SECTION 4 - Perimeter Security Project

SECTION 5 - Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF)

SECTION 6 - Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

SECTION 1

Central Terminal Building (CTB) Modernization Feasibility Study

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Central Terminal Building (CTB) Modernization Feasibility Study

4.a. PROJECT DESCRIPTION:
This project will perform a feasibility analysis of the CTB Modernization at LGA. The project will analyze the construction and financial feasibility of a broad based terminal modernization plan that is designed to dramatically improve landside and airside access. The existing CTB was originally dedicated in 1964 and comprises approximately 750,000 square feet of floor space. The CTB consists of a four story central section, two three story wings and four concourses leading to 37 useable aircraft gate positions, based on current aircraft fleet mix and other physical constraints.

It is anticipated that the project will analyze a range of facility and infrastructure enhancements at LGA intended to accommodate future passenger growth while examining alternatives to modernizing the CTB. This alternative analysis will be used in the environmental assessment phase of the project. Preliminary environmental screening will only be conducted during this phase. Detailed environmental documentation will be completed during the next phase of the project (CTB Modernization Planning and Engineering).

This planning effort will include the following components with estimated costs for each study element:

- **Needs Assessment and Capacity Analysis: $2,500,000;**
- **Conceptual Design and Alternative Analysis: $5,000,000;**
- **Displaced Facilities Analysis: $1,000,000;**
- **Planning and Phasing Analysis – Terminal and Airside: $2,000,000;**
- **Planning and Phasing Analysis – Frontage and Landside: $2,000,000;**
- **Financial Analysis: $1,000,000.**

The project also seeks to improve the level of passenger service in the CTB and associated concourses, while enhancing passenger safety and security and reducing congestion. Furthermore, the project is anticipated to assess a reconfiguration of the aircraft-parking apron to allow a broader range of aircraft to serve the airport and meet the needs of airlines and air passengers.

The project will analyze improvements that may require the displacement, expansion, and/or relocation of existing facilities, including: CTB Concourses; Hangars 1, 2 and 4; Cargo and Ground Service Equipment (GSE) facilities; aircraft Remain Overnight Parking (RON); Central Heating and Refrigeration Plant (CHRP), Central Electrical Substation, and public and employee vehicle parking lots. In addition, the project may involve the installation of a new hydrant fueling system. Furthermore, baggage facilities will be modified to provide in-line baggage screening to improve Transportation Security Administration (TSA) efficiency. Also, passenger screening will be improved and gates and holdroom areas will be upgraded to enhance passenger flows and allow access for larger, more fuel-efficient and cost-effective aircraft.

Alternative development programs addressing each of the project elements will be examined to determine their scope of work, operational benefits, constructability and project phasing, costs, financial viability and an analysis of environmental impacts. This will include an analysis of the displacement and relocation of airside functions such as:

- **Aircraft parking position configuration;**
- **Baggage handling services and curb-side check-in;**
- **Concession areas;**
- **Terminal Security;**
- **Hold Rooms; and,**
- **Passenger Boarding Facilities.**

Similarly, landside feasibility issues that must be addressed will include:

- **Terminal curb front impacts;**
- **Roadway realignment;**
- **Mass transit and taxi cab accommodation; and,**
- **Auto parking (employee and passenger).**

This study will be coordinated with the companion CTB Modernization Planning and Engineering Study in order to utilize existing data and designs and to eliminate duplication of effort. It is anticipated that the terminal development program resulting from this initial planning effort may involve total project costs of approximately $1 billion and would be constructed over an 8-10 year timeframe.

b. If applicable for terminal projects,

1. Prior to this project, number of ticket counters **116**, gates **37**, and baggage facilities **30**.
2. Number of ticket counters **116**, gates **40**, and baggage facilities **30** to be constructed or rehabilitated.
3. Net change in ticket counters **0**, gates **3**, and baggage facilities **0**.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The CTB and associated concourses at LGA were put into service in 1964. The Concourses have changed little, with the exception of Concourse D, despite the enormous passenger enplanement growth the Airport has experienced since that time. As a result, the airlines serving LGA are constrained from expanding gate apron areas and holdroom space. Concessions and passenger screening areas do not meet current standards. In addition, due to the congested nature of the CTB, air carriers are limited in their ability to upgrade their fleets to larger, more efficient aircraft.

This project represents the first phase of development for the CTB Modernization Program. It will involve the development and approval of a single program detailing: a review of passenger accommodation alternatives; the scope of the CTB Modernization Program; how the construction will be phased and implemented while normal terminal and airside operations are conducted; and how the Program will be financed and what roles the airlines, the Port Authority, the TSA, the FAA, and other stakeholders will play in the implementation of the Program elements. It is anticipated that this project will be conducted over a 1-2 year period and will serve as the basis for commencing the companion CTB Modernization Planning and Design project.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

LGA contributes $6.1 billion in economic activity to the New York/New Jersey metropolitan area. This includes 63,000 jobs generated through on and off-airport aviation and indirectly related businesses accounting for $2 billion in wages and salaries. According to Airports Council International, LGA is #20 nationwide for total U.S. passenger enplanements and is #37 worldwide for total passenger enplanements. In 2003, this Airport served 22.5 million total enplaned passengers through 72 gates. Future projections indicate that LGA's passenger enplanements are expected to experience a 2.1% annual growth rate over the next ten years. By Year 2014, passenger traffic is expected to reach 29 million annual passengers.

LGA is an extremely congested Airport, with all facilities (runways, taxiways, terminals and parking areas) contained within a 680-acre area. As a result, there is no available space remaining to construct additional passenger handling facilities. However, in order to accommodate existing passenger demand and future passenger growth, it is necessary to expand and reconfigure the CTB. The most feasible option is to reconfigure and expand existing facilities at, and adjacent to, the CTB to realize more efficient use of available space.

The current configuration of the CTB consists of four concourses: Concourses A, B, C and D. These concourses have been in active passenger service since 1964 and, with the exception of Concourse D, have changed little despite the enormous growth the Airport has experienced since that time. These concourses are currently undersized for the existing levels of activity at the CTB. As a result, the airlines are currently artificially constrained thereby preventing smaller air carriers from expanding and serving larger numbers of passengers.

This project is considered Phase I to the CTB Modernization Program; and as such, a range of alternatives will be considered for modernizing the CTB. The alternatives defined in this phase will be used during the environmental analysis phase of the project, which will be conducted during Phase II and is referred to as the CTB Modernization Planning and Engineering Project. The alternatives analysis will consider several options for accommodating passenger growth on the Airport that will include a No-Action alternative.

The CTB Modernization Program is anticipated to provide expanded CTB Concourse areas and to reconfigure the existing concourses to better accommodate larger, more efficient aircraft at the gate aprons, TSA mandated security-screening areas in the terminal, and to allow for passenger traffic growth and to regain the full use of three passenger

loading gates. The following paragraphs describe the program elements for the CTB Modernization at LGA.

The reconstructed concourses will take advantage of modern terminal design techniques that will result in vast improvements in passenger service and amenities, along with safety and security enhancements. The vision for the reconfigured concourses encompasses the concept of right-sizing the CTB with the airfield capacity and the current and projected passenger demand. The design will include the latest baggage screening equipment, expanded passenger screening areas, expanded concessions areas, larger passenger holdrooms, larger circulation spaces, increased bathroom facilities, and overall improved passenger processing.

On the apron side of the CTB, the concourses will be reconfigured to allow larger aircraft to serve the terminal than are currently able due to the geometric constraints of the CTB. Recent air carrier fleet mix changes have resulted in larger aircraft operating out of the existing CTB. The result is that the larger aircraft cannot use eight (8) gates out of the total CTB gates. Based on the average daily turns per gate, this results in approximately 60 aircraft that cannot be accommodated at the airport on a daily basis. From a safety aspect, the reconfigured apron area between the concourses will improve aircraft separation and will support more efficient operation by allowing aircraft to taxi into the concourse under their own power. Currently, at many gates, aircraft are required to be towed to their parking areas from the taxiway. The existing clearance minimums between aircraft and fuel trucks, catering vehicles and ground service equipment are restrictive.

It is anticipated that CTB concourse construction will be phased for each concourse in a manner that will minimize impacts to existing operations in the remaining terminal and ramp areas. CTB modifications may require the demolition and relocation of existing facilities. This will be assessed as part of the feasibility analysis.

An expanded Electrical Central Substation will be required for the larger distribution and increased loads anticipated to meet the demands of the CTB and associated concourses. Along with the electrical substation, an expansion of the existing Central Heating and Refrigeration Plant (CHRP), currently located in the eastern corner of the main terminal building, will be needed to provide for the additional heating and cooling demands of the CTB. The size and possible relocation of the electrical substation and the CHRP will be thoroughly examined.

The CTB Modernization Program also envisions the replacement of RON aircraft parking spaces displaced by the terminal improvements. The feasibility studies and environmental analyses would also address

potential hangar, GSE Maintenance facilities, cargo facilities, aircraft maintenance facilities, and roadway and vehicular parking impacts resulting from the CTB improvements.

The study will consider the technical and financial feasibility of a new Hydrant Fueling System. Currently, tanker trucks transport jet fuel over public roads from the fuel farm, which is located on the west side of the Airport. A Hydrant Fueling System will eliminate the safety and security issues related to the current fueling operations, and will improve fuel delivery to the aircraft.

The CTB Modernization Feasibility Study is critical to ensure that the recommended program for the CTB Modernization is financially viable. Without this analysis it would be difficult if not impossible to understand and quantify the construction, operational and environmental issues that must be accounted for before design starts on the modernization program.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of this project is to analyze the construction and financial feasibility of the CTB Modernization Project that is a broad based terminal enhancement plan that is envisioned to dramatically improve landside and airside access. At the completion of this project, the Port Authority will have the necessary analysis results that will justify either moving forward with the project or deferring the project until financial and technical benefits are achievable.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:

1) Indicate project eligibility by checking the appropriate category below.

[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

[ ] Terminal development as described in 49 U.S.C. 47110(d);

[ ] Noise compatibility planning as described in 49 U.S.C. 47505;

[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:

[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or

[ ] Project does not meet PFC eligibility (explain).

b. Comments:

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
One (1) air carrier certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.*

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital ·**$13,500,000**

Bond Financing & Interest **$1,500,000**

*** SUBTOTAL PFC FUNDS: **$15,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: $**N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total $**N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: $**N/A**

OTHER FUNDS:
State Grants $**N/A**
Local Funds $**N/A**
Other (please specify) $**N/A**

*** SUBTOTAL OTHER FUNDS: $**N/A**

*** TOTAL PROJECT COST: **$15,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:

Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
CENTRAL TERMINAL BUILDING (CTB)
MODERNIZATION FEASIBILITY STUDY

SECTION 2

Central Terminal Building (CTB) Modernization Planning and Engineering

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: **IMPOSE** [X] IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Central Terminal Building (CTB) Modernization Planning and Engineering

4.a. PROJECT DESCRIPTION:
This project will develop designs for the CTB Modernization Program at LGA in a phased approach tailored to address critical feasibility and constructability aspects for the implementation of this program.

The existing CTB was originally dedicated in 1964 and comprises approximately 750,000 square feet of floor space. The CTB consists of a four story central section, two three story wings and four concourses leading to 37 usable aircraft gate positions, based on current aircraft fleet mix and other physical constraints.

This project will provide an approximate 30% design for facility and infrastructure enhancements at LGA to improve holdroom and gate areas and the level of passenger service in the CTB and associated concourses while improving passenger safety and security and reducing congestion. Furthermore, the project is anticipated to develop a selected concept to a level adequate to serve as the basis for the preparation of contract drawings and specifications for bidding and awarding the construction of the proposed improvements.

The project will analyze improvements that may require the displacement, expansion, and/or relocation of existing facilities, including: CTB Concourses; Hangars 1, 2 and 4; Cargo and Ground Service Equipment (GSE) facilities; aircraft Remain Overnight Parking (RON); Central Heating and Refrigeration Plant (CHRP), Central Electrical Substation, and public and employee vehicle parking lots. In addition, the project may involve the installation of a new hydrant fueling system. Furthermore, baggage facilities will be modified to provide in-line baggage screening to improve Transportation Security Administration (TSA) efficiency. Also, passenger screening will be improved and gates and holdroom areas will be upgraded to enhance passenger flows and allow access for larger, more fuel-efficient and cost-effective aircraft.

The redevelopment of the CTB at LGA will require the FAA to approve a change to the Airport Layout Plan (ALP) and potentially approve federal funding. These federal actions require compliance with the National Environmental Policy Act of 1970 (NEPA), and thus, an Environmental Assessment or an Environmental Impact Statement may be required to be completed and submitted to FAA for determination.

This project will utilize the CTB Modernization Feasibility Study project results as a basis for further design development. It is anticipated that the terminal development program resulting from this initial planning effort may involve total project costs in the $1 billion range. The costs for the Planning and Engineering Study are approximately less than 3% of the total anticipated construction budget.

This planning effort will include the following components with estimated costs for each study element:

- **Environmental Documentation and Permitting Process: $5,000,000;**
- **Design – Terminal and Airside Components: $9,000,000; and,**
- **Design – Frontage and Landside Components: $9,000,000.**

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters **116**, gates **37**, and baggage facilities **30**.
2. Number of ticket counters **116**, gates **40**, and baggage facilities **30** to be constructed or rehabilitated.
3. Net change in ticket counters **0**, gates **3**, and baggage facilities **0**.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The CTB and associated concourses at LGA were put into service in 1964. The Concourses have changed little, with the exception of Concourse D,

despite the enormous passenger enplanement growth the Airport has experienced since that time. As a result, the airlines serving LGA are constrained from expanding gate apron areas and holdroom space. Concessions and passenger screening areas do not meet current standards. In addition, due to the congested nature of the CTB, air carriers are limited in their ability to upgrade their fleets to larger, more efficient aircraft. With the current CTB configuration, forecasted passenger demand cannot be accommodated if the gates and holdrooms are not modified to accept larger aircraft.

This project represents Phase II of development for the CTB Modernization Program. Phase I is embodied in the companion CTB Modernization Feasibility Study, which will address project definition, preliminary design, constructability, cost estimating and program financing, and overall program management.

This Phase II will further refine the Program evaluated in Phase I. Phase II will include development of design plans and outline specifications, detailed cost estimates, and construction and terminal operations phasing plans to a level adequate to serve as the basis for the preparation of contract documents for bidding and awarding the construction of the proposed improvements. Environmental analyses and permitting (e.g., categorical exclusion, environmental assessment/ environmental impact statement) will also be conducted during this phase.

It is anticipated that Phase I Feasibility Analyses will be conducted over a 1–2 year period, with Phase II Planning and Design to be done in a subsequent 3-4 year period. Construction of the CTB Modernization Program is projected to span an 8-10 year period with total project costs estimated in the $1 billion range. The costs for the Planning and Engineering Study are approximately less than 3% of the total anticipated construction budget.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

LGA contributes $6.1 billion in economic activity to the New York/New Jersey metropolitan area. This includes 63,000 jobs generated through on and off-airport aviation and indirectly related businesses accounting for $2 billion in wages and salaries. According to Airports Council International, LGA is #21 nationwide for total U.S. passenger enplanements and is #39 worldwide for total passenger enplanements. In 2003, this Airport served 22.5 million total passengers through 72 gates. Future projections indicate that LGA's passenger enplanements are expected to experience a 2.1%

annual growth rate over the next ten years. By Year 2014, passenger traffic is expected to reach 29 million annual passengers.

LGA is an extremely congested Airport, with all facilities (runways, taxiways, terminals and parking areas) contained within a 680-acre area. As a result, there is no available space remaining to construct additional passenger handling facilities. However, in order to accommodate existing passenger demand and future passenger growth, it is necessary to expand and reconfigure the CTB. The most feasible option is to reconfigure and expand existing facilities at, and adjacent to, the CTB to realize more efficient use of available space.

The current configuration of the CTB consists of four concourses: Concourses A, B, C and D. These concourses have been in active passenger service since 1964 and, with the exception of Concourse D, have changed little despite the enormous growth the Airport has experienced since that time. These concourses are currently undersized for the existing levels of activity at the CTB. As a result, the airlines are currently artificially constrained thereby preventing smaller air carriers from expanding and serving larger numbers of passengers. With the current CTB configuration, forecasted passenger demand cannot be accommodated if the gates and holdrooms are not modified to accept larger aircraft.

The CTB Modernization Program is anticipated to provide expanded CTB Concourse areas, reconfigure the existing concourses to better accommodate larger aircraft at the gate aprons, space for TSA mandated security-screening areas, and expansion areas to accommodate future passenger traffic growth. The following paragraphs describe the program elements for the CTB Modernization at LGA.

The reconstructed concourses will take advantage of modern terminal design techniques that will result in vast improvements in passenger service and amenities, along with safety and security enhancements. The vision for the reconfigured concourses encompasses the concept of right-sizing the CTB with the airfield capacity and the current and projected passenger demand, and reclaiming four passenger-loading gates. The design will include the latest baggage screening equipment, expanded passenger screening areas, expanded concessions areas, larger passenger holdrooms, larger circulation spaces, increased bathroom facilities, and overall improved passenger processing.

On the apron side of the CTB, the concourses will be reconfigured to allow larger aircraft to serve the terminal than are currently able due to the geometric constraints of the CTB. From a safety aspect, the reconfigured apron area between the concourses will improve aircraft separation and

will support more efficient operation by allowing aircraft to taxi into the concourse under their own power. Currently, at many gates, aircraft are required to be towed to their parking areas from the taxiway. The existing clearance minimums between aircraft and fuel trucks, catering vehicles and ground service equipment are restrictive.

It is anticipated that CTB concourse construction will be phased for each concourse in a manner that will minimize impacts to existing operations in the remaining terminal and ramp areas. CTB modifications may require the demolition and relocation of existing facilities. This will be assessed as part of the feasibility analysis.

An expanded Electrical Central Substation will be required for the larger distribution and increased loads anticipated to meet the demands of the CTB and associated concourses. Along with the electrical substation, an expansion of the existing Central Heating and Refrigeration Plant (CHRP), currently located in the eastern corner of the main terminal building, will be needed to provide for the additional heating and cooling demands of the CTB. Design concepts for an expanded electrical substation and CHRP will be thoroughly examined and the selected concept will be developed to a sufficient degree to allow for the preparation of complete contract drawings and specifications.

The CTB Modernization Program envisions the replacement of RON aircraft parking spaces displaced by the terminal improvements, as well as potential hangar, GSE Maintenance facilities, cargo facilities, aircraft maintenance facilities, roadway and vehicular parking impacts resulting from the CTB improvements. In addition, a Hydrant Fueling System may be included as part of the CTB Modernization Program. As established by the companion CTB Modernization Feasibility Study, this project will address concept development and evaluation for all program elements, and the design of selected concepts.

The CTB Modernization Planning and Engineering Project is a critical step in the CTB Modernization Program to ensure that the recommended program elements are advanced through concept development and design. Additionally, this project will provide contract drawings and specifications used for the bid and award of contracts for the construction of the CTB Modernization.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of this project is to develop design documentation for the selected concept of the CTB Modernization Program that will address the existing and forecast shortcomings of the CTB in order to accommodate future passenger growth. It will utilize the CTB Modernization Feasibility Study project results as a basis for this design development.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2007**
ESTIMATED PROJECT COMPLETION DATE: **2010**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **February 2006.**

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

****

12. LIST CARRIERS CERTIFYING AGREEMENT: **One (1) air carrier certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Seven (7) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$23,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$25,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$25,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

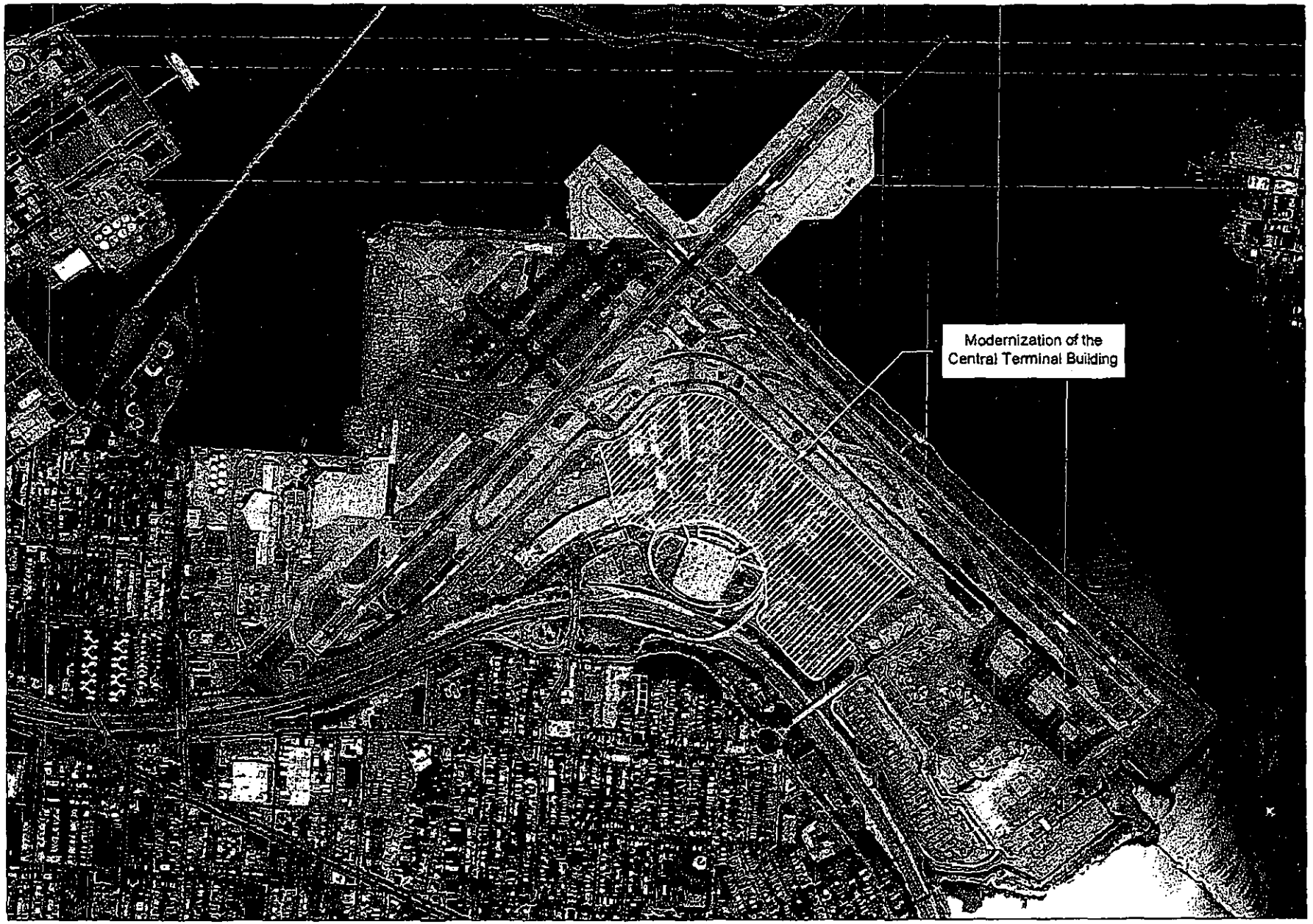
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
CENTRAL TERMINAL BUILDING (CTB)
MODERNIZATION PLANNING AND ENGINEERING

SECTION 3

Runway Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project will rehabilitate the non-deck portion of the asphalt pavement on Runway 13-31, Runway 4-22, and the associated taxiways serving the runways. The project also includes the replacement of the in-pavement lighting system and the installation of runway guard bar lights, as well as runway safety area improvements and storm drainage system improvements.

The asphalt concrete runways were repaved in 1994 and the keel sections overlayed in 1999 and 2000, for Runways 13-31 and 4-22 respectively, due to pavement deterioration. The runway is routinely inspected and crack sealed as needed. However, the pavement is exhibiting age and stress related deterioration that cannot be remedied through routine maintenance. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, pavement rehabilitation is needed to extend the life of the pavement, preserve the subgrade and to accommodate the loads from aircraft currently using this airport.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]
d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

This project is critical to ensure the continued utilization of Runway 13-31, Runway 4-22 and the associated taxiways. Both runways measure 7,000 feet by 150 feet and are equipped for Category I ILS approaches. The proposed pavement rehabilitation not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade. The runway rehabilitation of the associated taxiways serving the runway will ensure the continued use of these pavements.

At present, LGA is a slot controlled Airport with 1,254 aircraft operational slots available each day. Without this project, the runway pavement will continue to degrade and subsequently deteriorate the pavement subgrade. If this occurs, the pavement will require a full-depth reconstruction that will require significantly more time when compared with a pavement rehabilitation. A full-depth pavement reconstruction will result in extended runway closures and major congestion implications for the New York Airport System as well as the National Aerospace System (NAS).

For the status of Runway Safety Area projects at LGA, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

According to Airports Council International, LGA is #21 nationwide for total U.S. passenger enplanements and is #39 worldwide for total passenger enplanements. In 2003, this Airport experienced over 375,000 aircraft movements from scheduled passenger, charter passenger, cargo and commuter operations, resulting in 22.5 million total passengers. Approximately 1,200 aircraft operations occur on the two runways each day.

According to FAA statistics, LGA is the 7th most delayed airport in the nation, with a longest average delay time of 61 minutes. Due to the nature of airline activity at LGA, delays tend to propagate throughout the entire NAS.

With only two intersecting runways the options for pavement rehabilitation at LGA are very limited. If a runway is required to be taken out of service for a prolonged period, the implications will result in flight delays and added congestion affecting air travel nationwide. Indeed this has been experienced on a national level on several occasions in the past when runways had to be closed during times of unavoidable construction/repairs, aircraft incidents or periods of extreme weather.

The project described here seeks to avoid any such nationwide system delays. The pavement is structurally sound and can be rehabilitated without lengthy reconstruction. The project will be conducted during off-peak hours and the limited traffic that does occur during these hours will be routed to the other available runway. If the project is not performed, the wearing surface of the pavement will continue to degrade resulting in a more complex and lengthy reconstruction that will seriously impact the airlines and the NAS.

For the status of Runway Safety Area projects at LGA, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The project objective is to preserve the pavement on Runway 13-31, Runway 4-22 and the associated taxiways in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for LGA, other airports in the New York/New Jersey Region and the entire NAS. In addition, associated in-pavement lighting, and drainage will be improved during the course of the project.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:

1) Indicate project eligibility by checking the appropriate category below.

[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **March 2005**
ESTIMATED PROJECT COMPLETION DATE: **2006**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
One (1) air carrier certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.*

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$31,000,000**
Bond Financing & Interest **$4,000,000**

*** SUBTOTAL PFC FUNDS: **$35,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$35,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

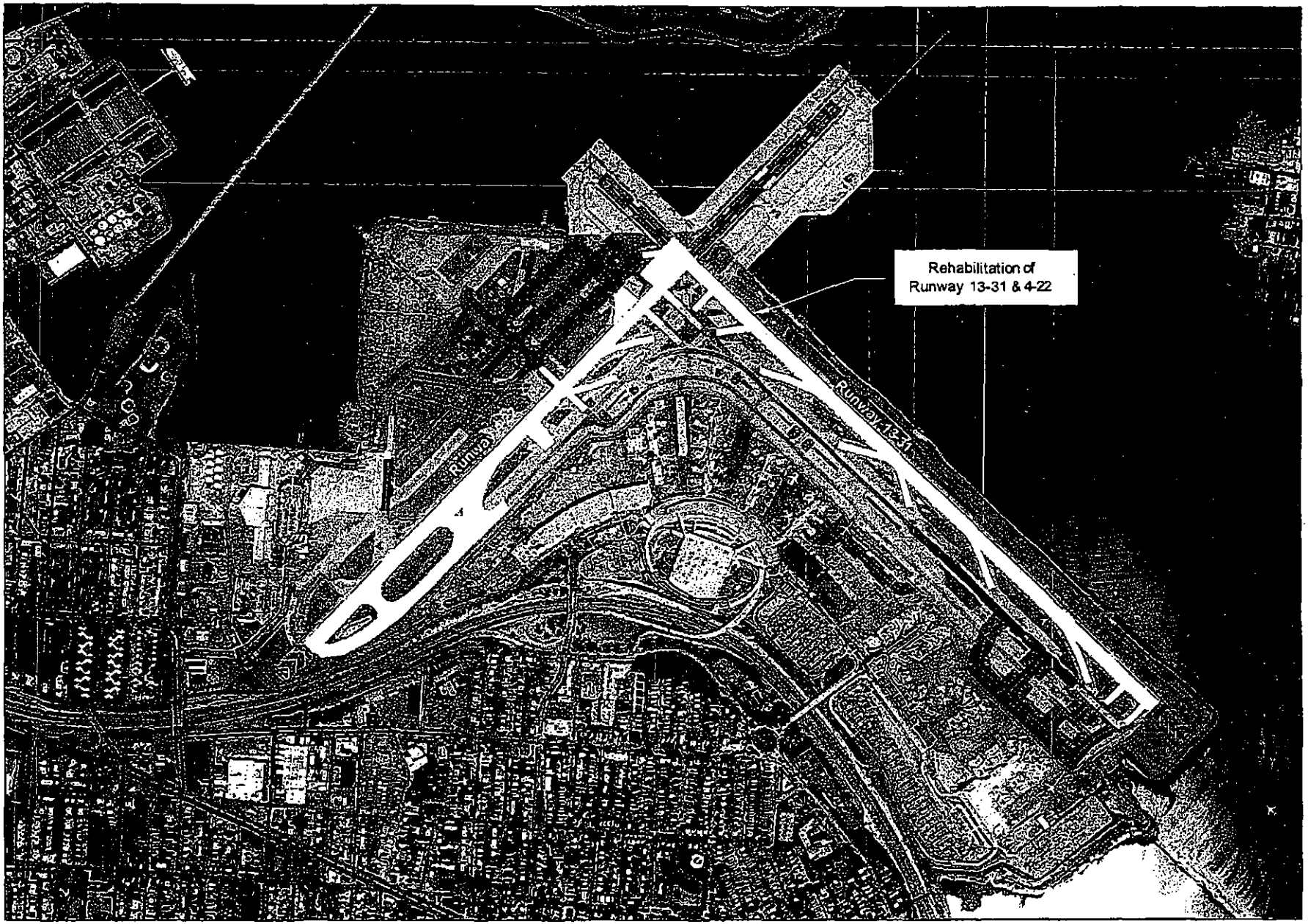
*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
RUNWAY REHABILITATION PROJECT

SECTION 4

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at LGA. The project will complement overall security measures and will be coordinated with the LGA Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as, fiber-optic sensing cable, closed-circuit television, and video motion detection.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

This project is vitally important to enhance the security posture of LGA. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion.

The FSD has certified that this project is consistent with the FSD Security Plan for LGA. See the TSD support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project is vitally important to enhance the security posture of LGA. New technologies will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The FSD has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The FSD has certified that this project is consistent with the FSD Security Plan for LGA. See the TSD support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:
The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.
*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**
*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [X] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **None**

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Eight (8) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments*.
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$8,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be

collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

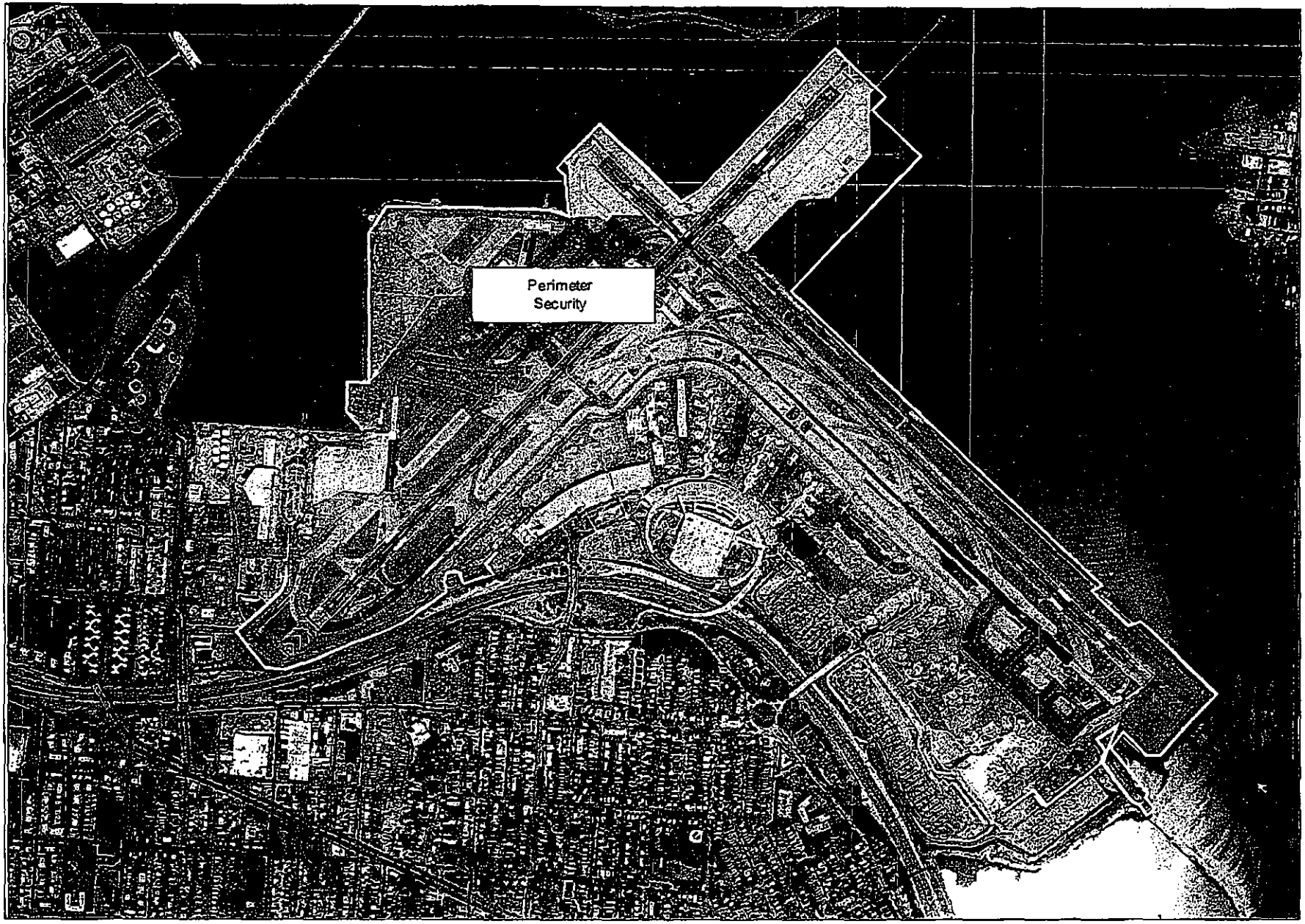
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
PERIMETER SECURITY PROJECT

SECTION 5

Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF)

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF).

4.a. PROJECT DESCRIPTION:
This project will construct a new 45,300 square feet facility that will combine all security, police and ARFF personnel in a single facility along with a Crisis Command Center. The new facility will be completely located within the secure perimeter of the Airport. The existing ARFF facility was originally constructed in the 1940's, expanded in the 1970's, and expanded once again in 1986 to fulfill the needs for office and garage space. However, due to increased responsibilities and security requirements at the Airport, supplementary office and vehicle bays are needed for additional security, police and fire fighting personnel and associated response equipment.

It is currently estimated that the interior space will be functionally assigned as follows:

ARFF	6,200 sq. ft.
Police	14,500 sq. ft.
Lockers	10,700 sq. ft.
Bays	12,000 sq. ft.
Building Service	1,900 sq. ft.
TOTAL	45,300 sq. ft.

In order to provide adequate space to accommodate police, ARFF and security functions for the airfield to meet the FAR Part 139 Index requirements for LGA, an expanded and modernized Crisis Command Center and ARFF Facility is required. The new Facility will be located in the northwest corner of the Airport allowing quick and efficient access to the intersection of R/W 13-31 and R/W 4-22, and the terminal apron area. The facility will be designed to accommodate all existing equipment and personnel as required by TSA while configured in a manner to allow for future expansion. The Facility will also house Airport monitoring and communications equipment necessary to support all manner of security and emergency situations.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (Indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

Port Authority statistics for 2003 indicate that over 375,000 international and domestic aircraft operations occurred at LGA, accounting for over 22.5 million annual passengers. This places LGA as #21 in the nation and #39 worldwide for commercial passenger enplanements, according to Airports Council International. Aircraft movement and passenger activity levels of this magnitude, combined with FAA ARFF Index requirements and TSA Security requirements demand a facility that is sized to house the staff and equipment needed by ARFF and security staff.

Security and ARFF staff are housed in the existing ARFF Facility that is located on the west side of the Airport, near the threshold of R/W 4. In accordance with FAA standards, the existing ARFF Facility was designed to accommodate FAR Par 139 ARFF Index equipment requirements for the largest aircraft operating at LGA. In addition to the ARFF staff and equipment, there was a limited airport security staff presence. This facility is currently undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other buildings, leading to inefficiencies in operations.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminals. The

Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command will be an integral part of the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) and Police Facility.

With the TSA security regulations established in response to the events of September 11th, 2001, the Airport has been required to accommodate a larger security presence than was previously housed in the ARFF Facility. As a result, the existing ARFF Index requirements coupled with the upgraded security requirements have outstripped the already strained existing facility's capacity to house staff and equipment for both ARFF and security. Garage bays for the ARFF vehicles are currently undersized to provide the mandated clearances for the vehicles, and to provide storage for necessary equipment in close proximity to the vehicles. As a short-term measure, the Port Authority has placed additional temporary trailers adjacent to the existing ARFF Facility to accommodate the added staff and equipment.

The Federal Security Director (FSD) has endorsed this project as a part of the security requirements for the airport. See TSA support letter in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

In response to mandated security requirements that were established in the months after September 11th, the Port Authority made significant accomplishments in accommodating TSA, police and fire/rescue needs. As a result, the existing facilities housing security, police, and ARFF are temporary in nature, with additional trailers provided for locker rooms, offices and equipment storage. In order to provide the most efficient facilities that security, police and fire/rescue forces need, a consolidated police and ARFF facility has been conceived that locates command staff, emergency crews and required equipment in a single facility. The facility will be designed to accommodate specific security requirements as defined by the FSD responsible for LGA.

Incorporated into the design of the new Facility will be vehicle bays expressly configured for emergency and security vehicles. These vehicle bays will be sized to accommodate the ARFF vehicles and security response vehicles assigned to the Airport. The bays will be designed with quick-acting roll-up doors along with water/foam dispenser system and

electrical connection points to support the emergency response equipment.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command Center will be an integral part of the new Facility.

The general types of emergencies that the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility ARFF Facility will respond to and coordinate include aircraft incidents; security breaches within the terminal and the Airport Operations Area (AOA); and on-airport traffic incidents. The anticipated location of the Facility will also improve on-airport response to airfield and terminal emergencies.

This project is critical to ensure that Police and ARFF personnel have adequate accommodations at the Airport. The proposed Facility will not only have sufficient office space, but will also have the needed space for communications equipment, emergency vehicles and other security equipment consistent with LGA's Airport Security Plan.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The project objective is to construct a new Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) that will accommodate all security, police and ARFF personnel and equipment dedicated to providing security and emergency services to the Airport. The facility will accommodate all security requirements for LGA as stipulated by the FSD.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]

__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********
a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2005**
ESTIMATED PROJECT COMPLETION DATE: **2008**
*****FOR FAA USE**********
a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Six (6) air carriers certified agreement with this project. All six were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Two (2) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$38,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$40,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **$17,600,000 (Port Authority Capital Funds)**

*** SUBTOTAL OTHER FUNDS: **$17,600,000**

*** TOTAL PROJECT COST: **$57,600,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

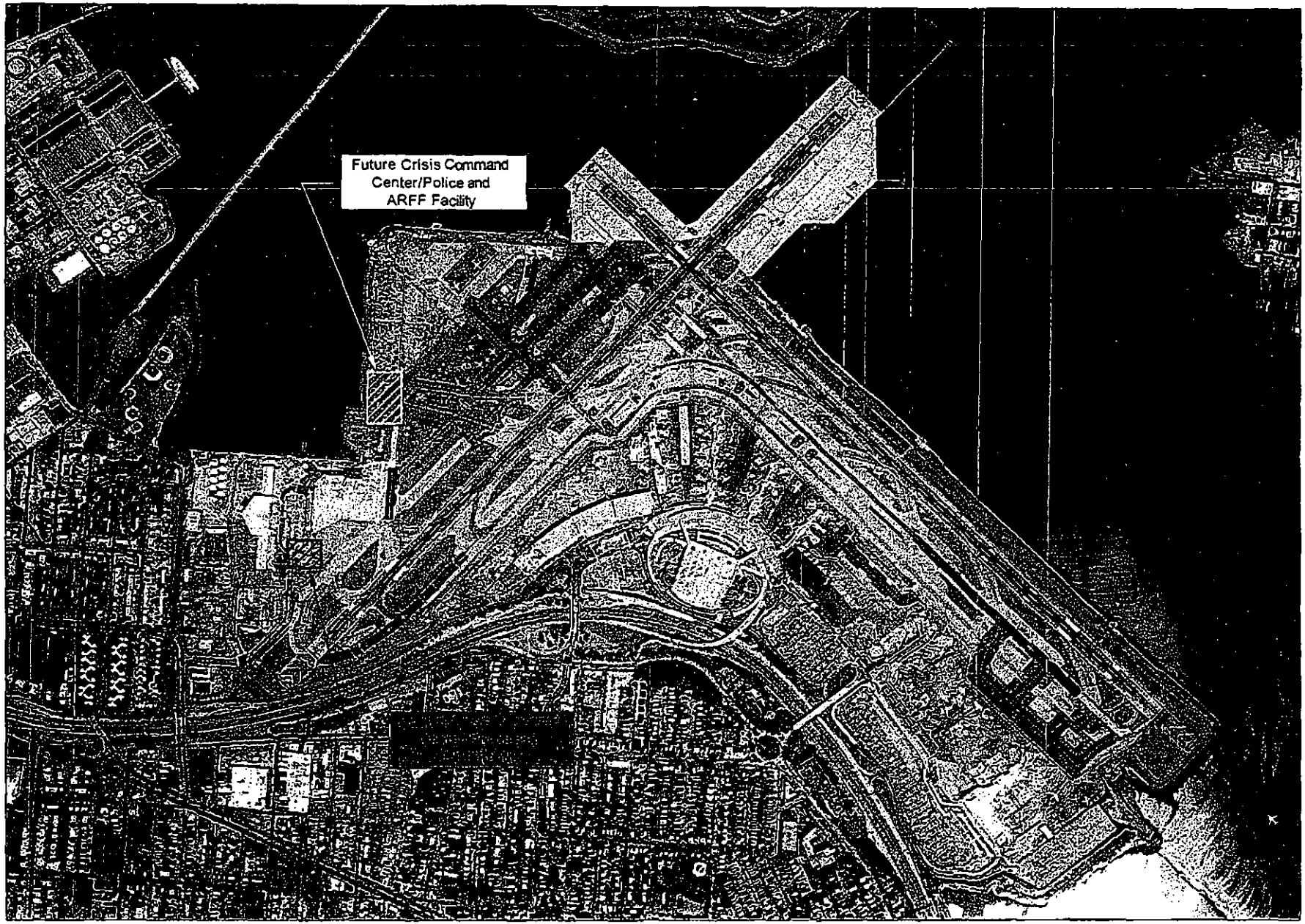
*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
CRISIS COMMAND CENTER/POLICE &
AIRFIELD RESCUE AND FIREFIGHTING FACILITY

SECTION 6

Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
LaGuardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE** [X] USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):

Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority in 2002.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by

the Port Authority for security services provided by Port Authority Police and outside security services for overtime pay, hiring of additional officers, and procurement of security equipment. Total cost of overtime for increased security and law enforcement personnel is $12,499,246.33.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stopgap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can continue to be funded without undue impacts to other capital projects.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objectives of the project are to reimburse the Port Authority for funds expended on security staff and equipment that is now provided by the federal government. This will allow the funding of projects that the Port Authority is obligated to accomplish under FAA Grant Assurances.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport

__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 11, 2001**
ESTIMATED PROJECT COMPLETION DATE: **September 30, 2002**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Of those seven, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
One air carrier certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.*

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS: **$10,224,361.33**
Bond Capital **$N/A**
Bond Financing & Interest **$N/A**

*** SUBTOTAL PFC FUNDS: **$10,224,361.33**

EXISTING AIP FUNDS:
Grant **#3-36-0068-79-02** Grant Funds in Project **$2,274,885**

*** SUBTOTAL EXISTING AIP FUNDS: **$2,274,885**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$12,499,246.33**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A, AIP Grant previously awarded.**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

JOHN F. KENNEDY INTERNATIONAL AIRPORT

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SECTION 1 - Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

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SECTION 5 - Planning Project for the Rehabilitation and Widening of R/W 13R

SECTION 6 - Perimeter Security Project

SECTION 7 - Infrastructure Study and Preliminary Design to Accommodate a New Terminal

SECTION 8 - Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

SECTION 1

Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

4.a. PROJECT DESCRIPTION:
Taxiways A and B are the primary circulation taxiways to the passenger terminals at JFK. This project will provide necessary clearance between Taxiway A and the adjacent Restricted Service Road (RSR) by relocating the taxiway centerline. In addition, the project will widen the taxiway throats and rehabilitate the asphalt and concrete pavement of Taxiway A to provide a 20-year design life and to strengthen the pavement to withstand regular passage of conventional wide-body aircraft and the Airbus A380. The project will also rehabilitate T/W B pavement. Relocation of T/W B is not required.

The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in late 2006. A program of airfield improvement projects is necessary to safely accommodate the physical size and operational characteristics of the A380. The taxiway relocation, in addition to providing adequate separation between T/W A and the RSR, will shift the existing taxiway shoulders to meet FAA Group VI design standards for the A380. The goal of this program is to complete all phased implementation of the projects within budget and prior to the arrival of the A380. The T/W B pavement is nearing the end of its design life and requires rehabilitation to prevent excessive deterioration of the pavement structural section.

The taxiway pavement, including shoulders, pavement markings, drainage, signing, lighting, of the 21,913-foot long T/W A are to be rehabilitated and centerline relocated by approximately sixteen feet. The pavement will be designed to accommodate higher wheel loads, increase the lateral clear zone to an existing RSR, and accommodate larger turning radii associated with the A380. Twenty-two cross taxiways connecting to T/W B and the throats to the aprons will be widened to 100 feet. The RSR will be strengthened for the full width of the throat where aircraft will cross to access the apron.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.

2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)
b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

On the airfield, T/W A forms the inner ring of a concentric circle of taxiways that consists of T/W A and T/W B, centered around the 880 acre Central Terminal Area (CTA). The taxiways were originally constructed in the 1960's and 1970's. Taxiways A and B provide an efficient route for aircraft to taxi between the CTA, the airfield and the north, south and east side of the Airport. The current dimension of T/W A relative to T/W B allows simultaneous two-way traffic by Group V aircraft.

Although pavement maintenance and repair is performed on a regular basis, the T/W A and T/W B pavement is nearing the end of their useful lives. A pavement evaluation performed in June 2003 indicated that the pavement-wearing surface over extensive portions of the taxiway is beginning to exhibit signs of significant deterioration that cannot be rectified through routine maintenance. If this deterioration is permitted to continue, the pavement subgrade will degrade requiring a full reconstruction of the pavement. A full reconstruction will cost significantly more in terms of construction and operations, result in the closure of large portions of T/W A and B, and increase airline congestion and delays.

Along with the pavement, the project will include the replacement and improvement of incidental items such as taxiway edge lighting component replacement, modern signage, improved drainage, and new pavement markings.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnects the terminal buildings with the runways. A key component of the taxiway system is T/W A and T/W B. Encircling the CTA, T/W A and B are critical to providing efficient routing of aircraft from the passenger terminals to any location on the airport via a network of taxiways radiating out from the T/W A and B ring. At JFK, nearly every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A & B during its operation.

T/W A forms the inner ring of a concentric circle of taxiways made up of T/W A and T/W B and centered around the 880 acre CTA. The taxiways were originally constructed in the 1960's and 1970's. T/W A and B provide an efficient route for aircraft to taxi between the CTA, the airfield and the north, south and east side of the Airport. The current dimension of T/W A relative to T/W B allows simultaneous two-way traffic by Group V aircraft.

Although pavement maintenance and repair is performed on a regular basis, the pavements are nearing the end of their useful lives. A pavement evaluation performed in June 2003 by the Port Authority, as part of the on-going pavement management plan, indicated that the pavement-wearing surface is beginning to exhibit signs of significant deterioration that cannot be rectified through routine maintenance. If this deterioration is permitted to continue, the pavement subgrade will degrade requiring a full reconstruction of the pavement. A full reconstruction will cost significantly more in terms of construction and operational impacts, result in the

closure of large portions of T/W A and B, and increase airline congestion and delays.

Along with pavement rehabilitation, the project will include the replacement and improvement of incidental items such as taxiway edge lighting component replacement, modern signage, improved drainage, and new pavement markings.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

This project will extend the useful life of the pavement on T/W A and T/W B and will widen T/W A by relocating the taxiway centerline. The project will include widening of taxiway throats and rehabilitation of the taxiway pavement to accommodate the A380 aircraft. Other improvements include lighting, signage, drainage and marking. This project will support the continued safe and efficient routing of aircraft between the terminal areas and the runway/taxiway system.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **November 2004**
ESTIMATED PROJECT COMPLETION DATE: **2007**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Six (6) air carriers have certified agreement with this project. Of those six, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Three (3) air carriers have certified disagreement with this project. Of those three, one (1) was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$85,000,000**
Bond Financing & Interest **$5,000,000**

*** SUBTOTAL PFC FUNDS: **$90,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$90,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]
ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RELOCATION AND REHABILITATION OF
TAXIWAY A AND REHABILITATION OF TAXIWAY B

SECTION 2

Construction of Taxiway A and P Connector

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Construction of Taxiway A Connector

4.a. PROJECT DESCRIPTION:
Taxiway A is one of two primary circulation taxiways allowing access to the passenger terminals at JFK from the runway complex. This project will construct a new taxiway segment that will directly connect Taxiway (T/W) P and T/W A between T/W PA and T/W B. This will replace a portion of the existing T/W N and improve the existing substandard transition from T/W A to P serving R/W 13R-31L. This project will provide aircraft with an efficient taxiway route between R/W 13R-31L and the terminal areas. The project will include excavation, grading, subgrade preparation, new taxiway pavement, taxiway centerline lights, airfield signage, airfield drainage and pavement markings.

Presently, the existing T/W A and P connection is the only taxiway capable of accommodating Boeing B777 and Airbus A340 aircraft between the terminal area and R/W 13R. When the long wheel based aircraft (B-777 and A340) transition between T/W A and P, the aircraft must taxi at a much slower than normal speed in order to negotiate the existing turn radius, thereby reducing capacity on the Airport and contributing to departure and arrival delays. With the completion of this project, air carriers operating long wheel base aircraft will be able to taxi on all airfield areas at JFK in a similar manner without having to conduct modified operational procedures for T/W A and P.

Furthermore when Group VI aircraft are transitioning between the terminal areas and the airfield on the existing T/W A to P connection, R/W 13R-31L must be closed to arrivals and departures. This is due to the fact that the present configuration of the taxiway connection between T/W A to P does not meet Group VI runway to taxiway separation standards. As a result, when Group VI aircraft transition from T/W A to P and alternatively T/W P to T/W A, R/W 13R-31L must be closed until the aircraft are clear of the taxiway transition areas.

The new taxiway connector will be designed and constructed to accommodate all aircraft currently operating at JFK, including the A380,

which is anticipated to enter service at the Airport in late 2006, serving airlines in Terminals 1 and 4. Construction of the Taxiway A and P Connector will provide a taxiway that has load bearing capabilities and adequate separation required to accommodate Design Group VI aircraft, like the A380, while allowing uninterrupted runway operation.

The T/W A Connector will include approximately 2,000 linear feet of pavement, paved shoulders, pavement markings, signing, and lighting.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

On the airfield, Taxiway A forms the inner ring of a concentric circle of taxiways that consists of T/W A and T/W B, centered around the 880 acre Central Terminal Area (CTA). The taxiways, as well as the connectors, were originally constructed in the 1960's and 1970's. The present configuration of the taxiway connection between T/W A and P requires a much slower than normal taxi speed for Group V aircraft operation and requires R/W 13R-31L closure when Group VI aircraft are making transition in the area. The new Taxiway A Connector will eliminate these operational restrictions and the associated delays and provide an efficient route for all aircraft to taxi between the CTA, the airfield and Runway 13R-31L.

The new T/W A Connector will streamline the taxiway intersection geometry layout and provide direct cockpit over center alignment, ample curves and fillet radii to create a smooth taxiway access. Along with the pavement construction, the project will include the realignment and replacement of

items such as taxiway edge lighting component replacement, modern signs drainage structures and new pavement markings.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation in 2003, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers with total aircraft operations at 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnect the terminal buildings with the runways. A key component of the taxiway system is T/W A, T/W B and its connectors. Encircling the CTA, T/W A is critical to providing efficient routing of aircraft from the passenger terminals to Runway 13R-31L for departures and arrivals. At JFK, nearly every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A during its operation.

T/W A, as well as connectors, were originally constructed in the 1960's and 1970's. T/W A and P Connector will provide an efficient route for aircraft to taxi between the CTA and Runway 13R-31L. The new taxiway will allow aircraft operations to occur without reducing runway capacity and eliminating congestion.

Along with the pavement, the project will include the realignment and replacement of items such as taxiway edge lighting component

replacement, modern signs, drainage structures and new pavement markings.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

This project will construct a new Taxiway A Connector. The project will incorporate design criteria to accommodate the A380 aircraft with cockpit over centerline maneuvering procedures. Other improvements include lighting, signage, drainage and marking. This project will support the continued safe and efficient routing of aircraft between the terminal areas and the runway/taxiway system.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:

****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **December 2005**
ESTIMATED PROJECT COMPLETION DATE: **2006**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **August 2005**

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Five (5) air carriers certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Four (4) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$3,200,000**
Bond Financing & Interest **$800,000**

*** SUBTOTAL PFC FUNDS: **$4,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$4,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
CONSTRUCTION OF TAXIWAY A
AND P CONNECTOR

SECTION 3

Reconstruction and Strengthening of Taxiways A and B Bridges

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reconstruction and Strengthening of Taxiways A and B Bridges

4.a. PROJECT DESCRIPTION:
This project will reconstruct and strengthen the two pairs of bridges that serve Taxiways A and B in the vicinity of the Van Wyck Expressway (Bridges J11 & J12) and the JFK Expressway (Bridges J13 & 14), where those roadways enter the Central Terminal Area (CTA). The bridge deck and girders will be replaced and strengthened to accommodate the existing aircraft fleet mix and the A380.

The approaches to the T/W A and T/W B Bridges will be repaved to match the cross-slope and profile of the bridges. Paving on the bridge approaches is anticipated not to exceed two hundred feet on each approach. The bridge foundations are not affected so all reconstruction will be above ground. Each pair of bridges for T/W A and T/W B will be closed simultaneously for reconstruction and strengthening. Aircraft will use T/W B bridges when T/W A bridges are closed and vice versa. The expressways will be closed and traffic diverted for intermittent periods during reconstruction. The road closures will be planned to ensure continuous availability of access/egress roads serving the CTA. All construction requiring full closure of the bridges will be accomplished between mid-September and mid-June to ensure that taxiway bridges are available during summer peak periods.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)
b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reconstruction and Strengthening of Taxiways A and B Bridges

4.a. PROJECT DESCRIPTION:
This project will reconstruct and strengthen the two pairs of bridges that serve Taxiways A and B in the vicinity of the Van Wyck Expressway (Bridges J11 & J12) and the JFK Expressway (Bridges J13 & 14), where those roadways enter the Central Terminal Area (CTA). The bridge deck and girders will be replaced and strengthened to accommodate the existing aircraft fleet mix and the A380.

The approaches to the T/W A and T/W B Bridges will be repaved to match the cross-slope and profile of the bridges. Paving on the bridge approaches is anticipated not to exceed two hundred feet on each approach. The bridge foundations are not affected so all reconstruction will be above ground. Each pair of bridges for T/W A and T/W B will be closed simultaneously for reconstruction and strengthening. Aircraft will use T/W B bridges when T/W A bridges are closed and vice versa. The expressways will be closed and traffic diverted for intermittent periods during reconstruction. The road closures will be planned to ensure continuous availability of access/egress roads serving the CTA. All construction requiring full closure of the bridges will be accomplished between mid-September and mid-June to ensure that taxiway bridges are available during summer peak periods.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)
b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]
d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The Reconstruction and Strengthening of the T/W A and T/W B Bridges is important to ensure the continued safe and efficient operation of wide body aircraft such as B777, A340-600 and the A380. The bridges were constructed in the 1960's and as a result are nearing the end of their useful lives. Currently, the bridges are load restricted for certain aircraft currently in use at JFK.

Since original construction, the bridges have received regular maintenance designed to preserve the structure and decking in an effort to maintain the load bearing capabilities of each bridge. However, a significant reconstruction and strengthening project is now required that will preserve and enhance the bridges in a manner that will ensure another 30 years of service. A field study entitled "Introduction of the Airbus A340-600 and A380-800 at JFK International Airport Structural Study Stage I Report", dated June 2001, demonstrated a clear need to rehabilitate and strengthen the bridges to meet the load requirements of the current aircraft fleet mix and to accommodate the anticipated future aircraft fleet mix.
*****FOR FAA USE **********
a. Is justification adequate? YES [ ] NO [ ].
b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:
JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business.

Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region and is growing faster than the national average. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average annual growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% annual passenger enplanement growth. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers with total aircraft operations at 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnects the terminal buildings with the runways. A key component of the taxiway system is T/W A and T/W B. These two taxiways are critical in providing safe and efficient routing of aircraft from passenger terminal, aircraft maintenance and cargo areas. On JFK, every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A and T/W B during its operation.

Constructed in the 1960's, T/W A and T/W B form a concentric circle of taxiways centered around the 880 acre CTA and provide a safe and efficient route for aircraft to taxi between the CTA, air cargo areas, aircraft maintenance areas, and the north and south side of the Airport. Each taxiway incorporates two bridges each that cross over the main access roads entering and exiting the Airport. The current dimensions of T/W A and T/W B relative to each other allows simultaneous two-way traffic by Group V aircraft.

The Taxiway Bridges constitute a vital link in the T/W A and T/W B ring. Without these bridges, several key areas on the Airport will be inaccessible. These areas include Terminals 8 and 9 where American Airlines conducts Domestic and International passenger service; aircraft maintenance hangars for United Airlines and American Airlines; and the air cargo area housing 31 domestic and international airline air cargo facilities. There are no alternative routes that allow access to these areas if the taxiway bridges are not available.

Presently, the JFK Expressway Bridges are completely restricted. The Van Wyck Expressway Bridges are load restricted reducing B-777 and A340 taxiing operations to one per day and limited to a weight of 700,000 lbs. These restrictions result in congestion on the runways and taxiways and can potentially result in safety hazards as aircraft must hold or are redirected to more circuitous routes via alternate taxiways. The reconstruction project will be designed to accommodate current aircraft and future aircraft expected to operate at JFK.

The reconstruction of the Taxiway A and B Bridges will allow the bridges to continue to be utilized by passenger and air cargo aircraft to access the apron areas serving Terminals 8 and 9, air cargo and aircraft maintenance areas.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

This project is required to rehabilitate and strengthen the taxiway bridges in order to permit unrestricted aircraft accessibility to the taxiways and tenant spaces located between the JFK and Van Wyck Expressways. It also allows for the continued safe and efficient routing of aircraft between the terminal areas and the runway and taxiway system. It is anticipated that this project will be conducted during the taxiway rehabilitation project.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)
b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain):
b. Comments:

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **August 2004**
    ESTIMATED PROJECT COMPLETION DATE: **2006**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Of those seven, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Two (2) air carriers have certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$39,700,000**
Bond Financing & Interest **$300,000**

*** SUBTOTAL PFC FUNDS: **$40,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$40,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].
b. Comments:
****

*****FOR FAA USE**********
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 4

Runway 13L-31R Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway 13L- 31R Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project consists of pavement rehabilitation along the entire length of R/W 13L-31R, and pavement rehabilitation of the northernmost end of R/W 4L-22R, for approximately 1,000 feet. R/W 13L-31R is currently 10,000 feet long by 150 feet wide and was originally constructed in the 1960's. Although the R/W 4L-22R pavement is part of the displaced threshold, this section of the runway is used extensively by aircraft departing R/W 22R and for aircraft exiting runway 13L-31R.

The asphalt concrete pavement is routinely inspected and crack sealed as needed. However, the pavement is beginning to exhibit signs of deterioration due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt rehabilitation must be performed to extend the life of the pavement. As part of the Runway 13L-31R Rehabilitation Project edge lighting, centerline fixtures, signage, drainage, pavement markings and shoulders will be modified as needed. The design will include provisions to maximize construction activity during overnight hours to minimize operational impacts to airlines.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:

The Runway 13L-31R Rehabilitation Project is critical to ensure the continued safe and efficient operation of air passenger and air cargo aircraft at JFK. The runway was originally constructed in the 1960's and as a result is nearing the end of its useful life. Similarly, the northernmost end of R/W 4L-22R, for approximately 1,000 feet is used extensively by aircraft departing on R/W 22R and by aircraft exiting R/W 13L-31R.

Since original construction of these pavements, regular maintenance and periodic pavement overlaying has been conducted to preserve the runway pavement structural section and subgrade. However, as a result of a pavement assessment conducted in June of 2003 as part of the pavement management system, it had been noted that the pavement is beginning to exhibit signs of cracking and age related stress. In order to prevent further deterioration, it is imperative that the pavement be rehabilitated to prevent the need for a full-depth pavement reconstruction. The pavement rehabilitation will be designed to meet the load requirements of the current and future aircraft fleet mix.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed

airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

In order to support this level of activity, all runways at JFK must be fully operational and not subject to load restrictions that would constrain the types of aircraft or number of operations occur on any of the runways. A constraint on any runway would have a ripple effect that would impact other airports in the New York Region and airports throughout the nation.

The R/W 13L-31R Rehabilitation Project is critical to ensure the continued and unrestricted utilization of R/W 13L-31R and the northernmost end of R/W 22R. R/W 13L-31R measures 10,000 feet by 150 feet and is equipped with a Category I ILS. Because of these capabilities, R/W 13L-31R is one of the primary use runways on JFK, particularly during inclement weather conditions. The northernmost end of R/W 22R is used extensively by aircraft departing to the south and for aircraft to exit R/W 13L-31R without reducing capacity on Taxiway A or B.

The proposed pavement overlay design not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade. Presently, the runway's asphalt pavement is structurally sound. However, the wearing course is beginning to exhibit signs of age related stress cracking. As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement and preserve the structural sections of the runway. By rehabilitating the runways before more extensive pavement degradation occurs, the structural section will be preserved thereby eliminating the need for more extensive pavement reconstruction. Some selective structural repairs will be made as needed, but an overall pavement reconstruction is not required at this time.

The asphalt overlay will ensure the continued use of this runway without the need for major reconstruction. If the runway is required to be taken out of service for a prolonged period for reconstruction, the implications may result in flight delays and added congestion affecting air travel nationwide. Indeed this has been experienced on a national level on several occasions

in the past when runways had to be closed due to aircraft incidents or during periods of extreme weather.

The project described here seeks to avoid any such nationwide system delays. The pavement is structurally sound and can be rehabilitated without lengthy reconstruction. The pavement will not be widened as part of this project. The existing 150-foot runway width is adequate to accommodate Group V aircraft. The project will be conducted during off-peak hours and the limited traffic that does occur during these hours will be routed to other available runways. If the project is not performed, the wearing surface of the pavement will continue to degrade resulting in a more complex and lengthy reconstruction that will seriously impact the airlines and the National Aerospace System (NAS).

Failure to implement this rehabilitation at this time could result in a much more costly and disruptive full-depth reconstruction resulting in the loss of significant capacity during inclement weather conditions, not only for JFK but also for LGA and EWR as well.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to rehabilitate the runway pavement on R/W 13L-31R and the northern most end of R/W 4L-22R to preserve the pavement structure and prevent the need for a full-depth reconstruction. The runway rehabilitation will prevent the need for extensive runway closures and will reduce delay impacts on the New York Airport System and the NAS.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]

__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********
a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **August 2004**
ESTIMATED PROJECT COMPLETION DATE: **2005**
*****FOR FAA USE**********
a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***
*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$33,600,000**
Bond Financing & Interest **$2,400,000**

*** SUBTOTAL PFC FUNDS: **$36,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$36,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RUNWAY 13L-31R REHABILITATION PROJECT

SECTION 5

Planning Project for the Rehabilitation and Widening of R/W 13R

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Planning Project for the Rehabilitation and Widening of R/W 13R

4.a. PROJECT DESCRIPTION:
This project will plan a pavement rehabilitation and widening for R/W 13R-31L. The runway is currently 14,572 feet long by 150 feet wide and was originally constructed in the 1960's. The runway is routinely inspected and crack sealed as needed. However, the pavement is beginning to exhibit signs of deterioration due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt overlay will be constructed to extend the life of the pavement and to accommodate the loads from anticipated aircraft.

The main elements of this study include:

- **Runway Pavement Design and Threshold Restoration: $2,100,000;**
- **Low Visibility Operational Enhancement Analysis (Including environmental review): $800,000;**
- **Capacity and Flow Improvement Analysis: $300,000; and,**
- **Environmental Permitting: $800,000.**

The Planning Project for the Rehabilitation and Widening of R/W 13R will include preliminary designs and specifications for pavement widening and rehabilitation and the relocation of lighting, signage, drainage, marking and shoulders. The pavement will be widened to 200' to accommodate the Airbus A380, a Design Group VI aircraft, which is scheduled to enter service at JFK in late 2006. Although this planning project will not be completed until 2006, it is anticipated that the FAA will issue a temporary waiver permitting operation of the A380 on a 150' wide runway. In this particular case, R/W 13R-31L was originally constructed to 200' width and was subsequently reduced to 150' for Group V aircraft; the original pavement is currently maintained as runway shoulder.

Lighting, shoulder pavement, drainage, signing and striping will be repositioned and upgraded as needed. In addition, the project will examine alternatives to resolve ice damming that occurs on the south edge of the runway during winter months. The study project planning will also look at the feasibility of moving the displaced thresholds on R/W 13R and R/W 31L to the end of each respective runway. This will enable better operational flow and reduce the need for longer taxiing. As with all airside projects, the planning study will examine methods to maximize construction activities during overnight hours in order to minimize operational impacts to airlines.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The Planning Project for the Rehabilitation and Widening of R/W 13R is vital to ensure the continued safe and efficient operation of air passenger and air cargo aircraft. The runway was originally constructed in the 1960's and is nearing the end of its pavement life.

Since original construction, regular maintenance has been conducted to preserve the runway pavement structural section and subgrade. However, as a result of a recent evaluation study conducted in June 2003, it has been noted that the pavement is beginning to exhibit signs of significant cracking and age related stress. In order to prevent further deterioration, it is imperative that the pavement be rehabilitated to prevent the need for a full-depth pavement reconstruction. The pavement rehabilitation will be planned to meet the load requirements of the current aircraft fleet mix and to accommodate the anticipated future aircraft fleet mix.

In addition to the pavement condition issue, during the winter months there is a recurring problem of ice damming along the southern edge of the runway adjacent to Jamaica Bay. Ice damming is caused by large slabs of ice being driven past the shoreline by tidal action occurring on the Bay. This presents a Foreign Object Damage (FOD) potential to jet engines, particularly to outboard engines on large four-engine aircraft. This project will include engineering alternatives that will prevent ice slabs from encroaching onto the runway pavement.

Along with the pavement rehabilitation, the project will include widening to accommodate the Airbus A380 aircraft that is expected to be in service with eight air passenger and air cargo airlines currently operating at JFK in late 2006. It is anticipated that the pavement will be widened from the current 150' to 200' in accordance with Group VI design standards as stipulated by the FAA. R/W 13R-31L was originally constructed to 200' width and was subsequently reduced to 150' for Group V aircraft; the original pavement is currently maintained as runway shoulder.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare

airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

In order to support this level of activity, all runways at JFK must be fully operational and not subject to load restrictions that would constrain the types of aircraft or number of operations occur on any of the runways. A constraint on any runway would have a ripple effect that would impact other airports in the New York Region and airports throughout the nation.

This project is critical to ensure the continued unrestricted utilization of R/W 13R-31L. This runway currently measures 14,572 feet by 150 feet and is equipped with a Category I ILS. The width expansion will allow the runway to accommodate the A-380. There are eight passenger air carriers and air cargo carriers currently operating at JFK who will be taking delivery of the A380 in 2006. In order to accommodate the A380 and the airlines that will operate the aircraft, it is imperative to begin the planning process to ensure that the Airport is capable of meeting the required demands of the New Large Aircraft.

Although this planning project will not be completed until 2006, it is anticipated that the FAA will issue a temporary waiver permitting operation of the A380 on a 150' wide runway. In this particular case, R/W 13R-31L was originally constructed to 200' width and the original pavement remains in-place.

R/W 13R-31L is one of the longest runways in the northeast, and along with R/W 13L-31R, is one of the primary use runways on JFK. The proposed pavement overlay not only preserves the surface pavement but will also prevent deterioration and subsequent damage to the pavement sub-grade. The asphalt overlay will ensure the continued use of this runway. Failure to implement this rehabilitation at this time could result in a much more costly and disruptive full-depth reconstruction resulting in the loss of significant capacity during inclement weather conditions, not only for JFK but also for LGA and EWR as well.

In addition to the pavement condition issue, during winter months there is a recurring problem of ice damming along the southern edge of the runway adjacent to Jamaica Bay. This is caused by large slabs of ice being driven past the shoreline by tidal action occurring on the Bay. This presents a Foreign Object Damage (FOD) potential to jet engines, particularly to outboard engines on large four-engine aircraft. This project will include engineering alternatives that will prevent ice slabs from encroaching onto the runway.

It is expected that the pavement will be widened from the current 150' to 200' in accordance with Group VI design standards as stipulated by the

FAA. The runway was originally designed to 200' width and was subsequently reduced to 150' as there were no Group VI aircraft operating at JFK. In anticipation of the A380, there is a distinct need to provide a runway that meets Group VI standards. This will require modification of the runway edge lighting system to relocate the edge light fixtures outside of the runway edge, along with new signage and markings.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to complete planning efforts to accommodate the A380 on RW 13R and at the same time to rehabilitate the runway pavement to preserve the pavement structure and prevent the need for a full-depth reconstruction. The runway rehabilitation will preclude the need for extensive runway closures and will reduce delay impacts on the New York Airport System and the NAS.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;

[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **December 2004**
ESTIMATED PROJECT COMPLETION DATE: **2006**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Six (6) air carriers have certified agreement with this project. Of those six, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Three (3) air carriers have certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$4,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$5,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PLANNING PROJECT FOR THE REHABILITATION
AND WIDENING OF R/W 13R

SECTION 6

Perimeter Security Project

****

6. PROJECT JUSTIFICATION:

This project is vitally important to enhance the security posture of JFK. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion.

The FSD has certified that this project is consistent with the FSD Security Plan for JFK. See TSA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project is vitally important to enhance the security posture of JFK. New technologies will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The FSD has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The FSD has certified that this project is consistent with the FSD Security Plan for JFK. See TSA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at JFK. The project will complement overall security measures and will be coordinated with the JFK Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:
The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.
*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**
*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [X] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **One (1) air carrier has certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Eight (8) air carriers have certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$35,500,000**
Bond Financing & Interest **$9,500,000**

*** SUBTOTAL PFC FUNDS: **$45,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$45,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PERIMETER SECURITY PROJECT

SECTION 7

Infrastructure Study and Preliminary Design to Accommodate a New Terminal

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Infrastructure Study and Preliminary Design to Accommodate a New Terminal

4.a. PROJECT DESCRIPTION:
This project will conduct a study to examine landside access issues related to the development of a new terminal at JFK in the vicinity of Terminals 5 and 6. This study is necessary in order to ensure that there is adequate landside access capacity to accommodate the anticipated passenger and meeter/greeter demand at the new terminal. It will also examine impacts to the airport roadway network. This project will examine the following elements for the Terminal 5/6 Landside Access Project:

- **Conceptual Design and Alternative Analysis: $1,700,000; and,**
- **Preliminary Design – Landside Access: $2,300,000.**

This study will examine the capacity and configuration of the various modes of access available to the terminal site. The study will evaluate roadway, access/egress to parking facilities, and AirTrain interface characteristics that will be used to support operation of the proposed terminal. In addition to the intermodal elements of the proposed terminal expansion, the project will also include an assessment of ancillary impacts to the existing terminal utility systems that will include a review of:

- **Natural gas**
- **Telephone/Communications**
- **Electrical**
- **Water**
- **Sewer**
- **Steam**

The roadway plans will be coordinated with airline terminal expansion efforts in order to develop a modified roadway and access system that will complement the proposed terminal. The Infrastructure Study will also consider methods of construction phasing and facility relocation to minimize significant interruptions of airport operations and passenger service. Along with roadway expansion and utility relocation, the plans will also include methods of incorporating AirTrain access into the terminal designs.

The concept and design development will include coordination with terminal plans developed by the airline. This effort is similar to terminal infrastructure studies conducted by the Port Authority to support the development of other terminals at EWR, JFK and LGA.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The passenger market characteristics at JFK have changed significantly over the past three years resulting in a higher proportion of domestic passengers relative to international passengers. The cause of this may be attributed to a combination of factors including a worldwide downturn in international flights and the introduction of low-cost domestic carriers at JFK.

The study will consider the infrastructure requirements for reconfiguring the roadway system in the vicinity of Terminals 5 and 6 to better accommodate passenger services and to allow for future terminal expansion.

The project will result in a planning document that will examine alternatives for modifying, expanding and incorporating the existing roadway, AirTrain and utility infrastructure into terminal expansion plans developed by the airline. The Port Authority has conducted similar studies to support terminal development by airlines on previous terminal development projects at EWR, JFK and LGA.

*******FOR FAA USE ************

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

The passenger market at JFK has changed significantly over the past three years. In 2001, TWA ceased operations in Terminal 5, the landmark Eero Saarinen-designed terminal, and the terminal has since remained vacant. A Memorandum of Agreement has recently been signed that will help govern the adaptive reuse of the building. Simultaneously, Terminal 6 has experienced a dramatic growth in passenger enplanements.

This study is necessary in order to ensure that there is adequate landside access capacity to accommodate the anticipated passenger and meter/greeter demand at the new terminal. It will also examine the impacts to the airport roadway network. This project will examine the following elements for the Terminal 5/6 Landside Access Project:

- **Conceptual Design and Alternative Analysis: $1,700,000; and,**
- **Preliminary Design – Landside Access: $2,300,000.**

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the Infrastructure Study and Preliminary Design is to examine landside access and solutions compatible with terminal development concepts to efficiently accommodate domestic and international passenger growth at JFK. The project will develop preliminary design plans for landside access.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2004**
ESTIMATED PROJECT COMPLETION DATE: **2006**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [X] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Five (5) air carriers have certified agreement with this project. All five were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Four (4) air carriers have certified disagreement with this project. Of those four, one (1) was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$4,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$5,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

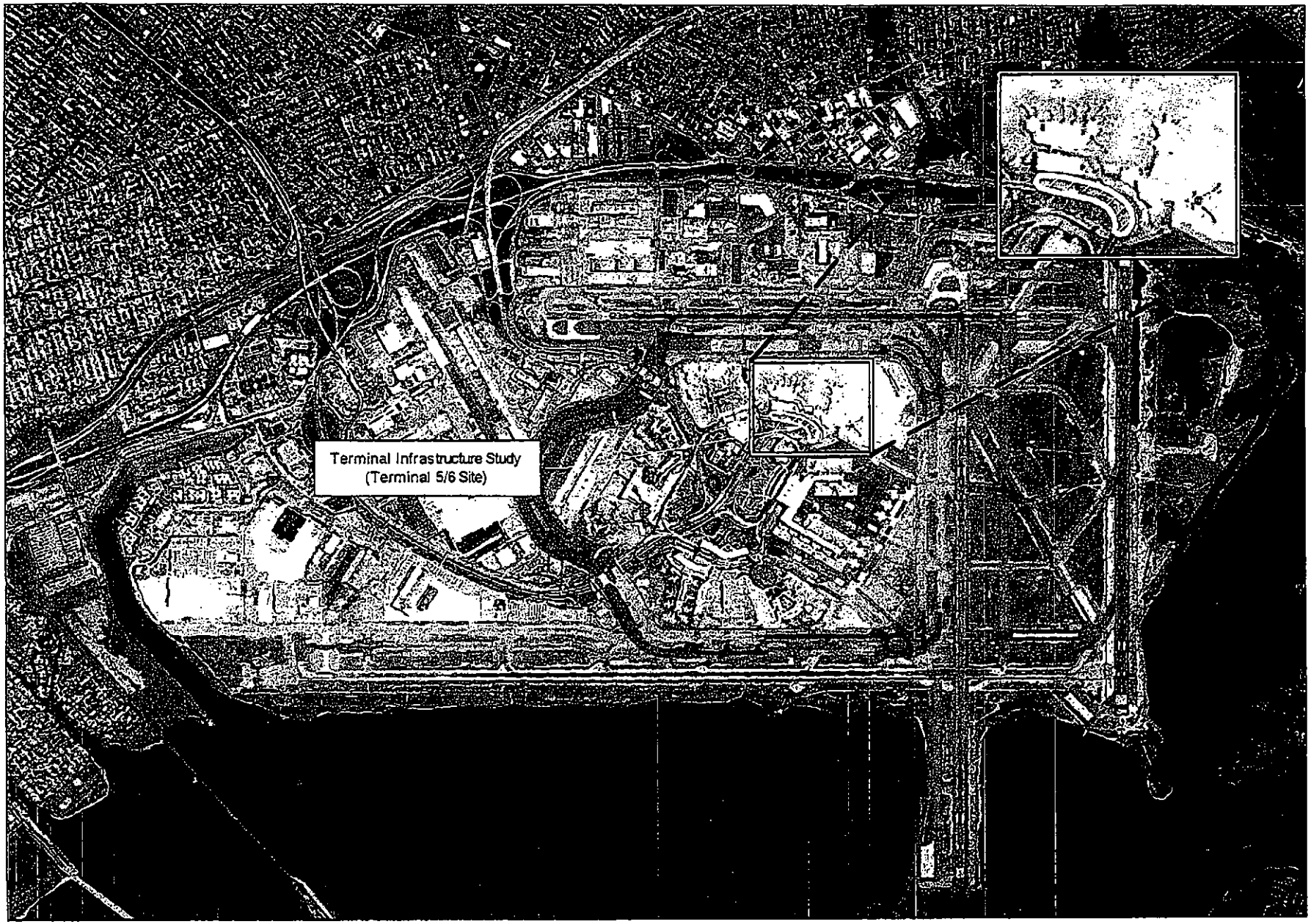
b. Comments:
****

*****FOR FAA USE**********
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

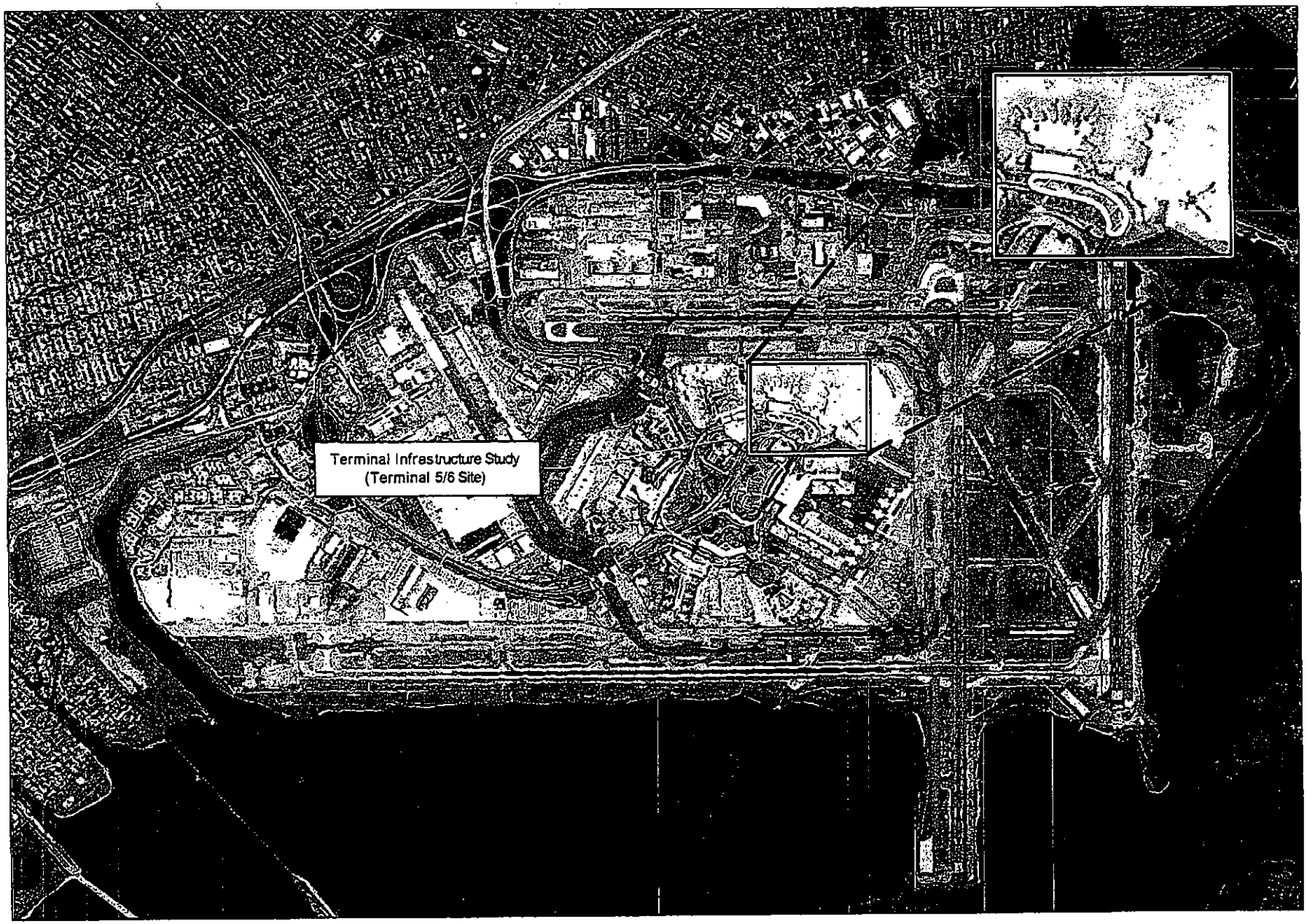
Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
INFRASTRUCTURE STUDY AND PRELIMINARY
DESIGN TO ACCOMMODATE A NEW TERMINAL



THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
INFRASTRUCTURE STUDY AND PRELIMINARY
DESIGN TO ACCOMMODATE A NEW TERMINAL

SECTION 8

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority in 2002.

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by

the Port Authority for security services provided by Port Authority Police for overtime pay, hiring of additional officers, and procurement of security equipment. Total cost of overtime for increased security and law enforcement personnel is $22,870,711.83.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stopgap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can continue to be funded without undue impacts to other capital projects.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objectives of the project are to reimburse the Port Authority for funds expended on security staff and equipment for the period covering September 11th, 2001 to September 30th, 2002. This will allow the Port Authority to fund projects that it is obligated to accomplish under FAA Grant Assurances.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]

__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:

1) Indicate project eligibility by checking the appropriate category below.

[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 11, 2001**
ESTIMATED PROJECT COMPLETION DATE: **September 30, 2002**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Of those eight, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS: **$19,976,236.83**
Bond Capital **$N/A**
Bond Financing & Interest **$N/A**

*** SUBTOTAL PFC FUNDS: **$19,976,236.83**

EXISTING AIP FUNDS:
Grant **#3-36-0066-99-02** Grant Funds in Project **$2,894,475**

*** SUBTOTAL EXISTING AIP FUNDS: **$2,894,475**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$22,870,711.83**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A, AIP Grant previously awarded.**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

NEWARK LIBERTY INTERNATIONAL AIRPORT

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SECTION 1

Runway Extension Drainage Infrastructure

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway Extension Drainage Infrastructure

4.a. PROJECT DESCRIPTION:
The Runway Extension Drainage Infrastructure Project represents a continuation of the Primary Runway Extension Project completed in 1999 that extended R/W 4L-22R from 8,200 feet to 11,000 feet. The runway extension was required to rectify operational deficiencies related to runway length. EWR has three runways: Inboard R/W 4L-22R (closest to the terminal buildings), R/W 4R-22L (farthest outboard runway) and R/W 11-29 (crosswind runway for commuter aircraft). Prior to the runway extension project, R/W 4L-22R had a length of 8,200 feet and 4R-22L had a length of 9,300 feet. As a result of this configuration, approximately 18% of all departing aircraft requested to use R/W 4R-22L to avoid weight penalties that could otherwise only be resolved by reducing payload.

By accommodating this airline request, air traffic control had to shift arrivals from 4R-22L (outboard runway) to 4L-22R (inboard runway). It was estimated in the Final Environmental Assessment for the Runway Extension Project that this situation resulted in 1.8 minutes of delay per aircraft operation, equating to an increase of approximately $15 million in annual direct operating costs to the airlines. Furthermore, the Runway Extension Project was one of the delay reduction strategies identified by the FAA/Industry Capacity Enhancement Task Force.

The R/W 4L-22R Extension Project extended the runway to 11,000 feet and construction was completed in 1999. The extension has virtually eliminated pilot preference to depart from R/W 4R-22L, and this has proven to reduce delays and air traffic controller workload.

The Runway Extension Drainage Infrastructure Project represents the final phase of the Runway Extension Project. The Drainage Infrastructure Project will improve the drainage characteristics of the northeast area of the Airport through the construction of additional storm drain lines. The design of the drainage system will include approximately 4,000 linear feet of new piping along with additional storm drain inlets that will be designed

consistent with recommendations detailed in previous drainage studies conducted in support of the Runway 4L-22R pavement extension project.

The Runway Extension Drainage Infrastructure Project was included in the Environmental Assessment for the Runway Extension Project. Although the Runway Extension was completed in 1999, the Runway Extension Drainage Project is now being completed as the final phase of the Extension Project. The project was not attempted earlier due to construction phasing and resource availability.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The project is required to modify the storm sewer system to provide adequate drainage for the R/W 4L-22R northern extension, associated new taxiway pavement and for existing development adjacent to R/W 11-29 and the adjacent taxiways. As part of the runway extension, 20 acres of pavement was constructed at the intersection of R/W 11-29 and R/W 4L-22R. The runoff associated with this increased impervious surface exceeds the available capacity of the existing storm sewer system, resulting in improper drainage of the subgrade beneath the newly constructed pavement. This inability of the subgrade to properly drain will result in a reduced lifespan of the pavement in this area and longer and more frequent closures of R/W 11-29 and R/W 4L-22R for pavement repairs.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

Runways 4R-22L and 4L-22R are the primary runways at EWR and over 1,200 aircraft operations occur on these runways on a daily basis. At 11,000 feet, R/W 4L-22R is the longest runway at EWR and is the primary departure runway. R/W 11-29 is a secondary runway used by commuter and regional jet aircraft. In 2003, over 405,000 aircraft operations occurred on the airport and the FAA has reported that EWR was the third most delayed airport in the nation.

This element of the R/W Extension Project represents the final phase of this multi-year effort to enhance capacity at the Airport. The runway extension project has resulted in significant capacity enhancements for EWR. The Runway Extension Drainage Infrastructure Project will also make a significant contribution to the Airport by increasing the capacity of storm drainage system to accommodate the additional flow generated by the 20 acres of new runway and taxiway pavement that was constructed in 1999.

The project is significant in order to reduce both the extent and frequency of future runway and taxiway reconstruction and repairs at the critical R/W 4R-22L and R/W 11-29 intersection. If and when lengthy runway repairs are needed at this location, major arrival and departure delays occur at EWR that will surge throughout the National Aerospace System (NAS).

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objective of the project is to improve the drainage characteristics of the north area and to extend the life of the runway and taxiway pavement in the area, and particularly at the intersection of R/W 4R-22L and R/W 11-29. This area is critical due to the fact that the thresholds for all three runways are located in this area. When significant pavement repairs are needed at this location, major arrival and departure delays occur at EWR that surge throughout the NAS.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********
a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 2002**
ESTIMATED PROJECT COMPLETION DATE: **2005**
*****FOR FAA USE**********
a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**
*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$28,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$30,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$30,000,000**
***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level **[X]** OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]
d. Comments.

*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

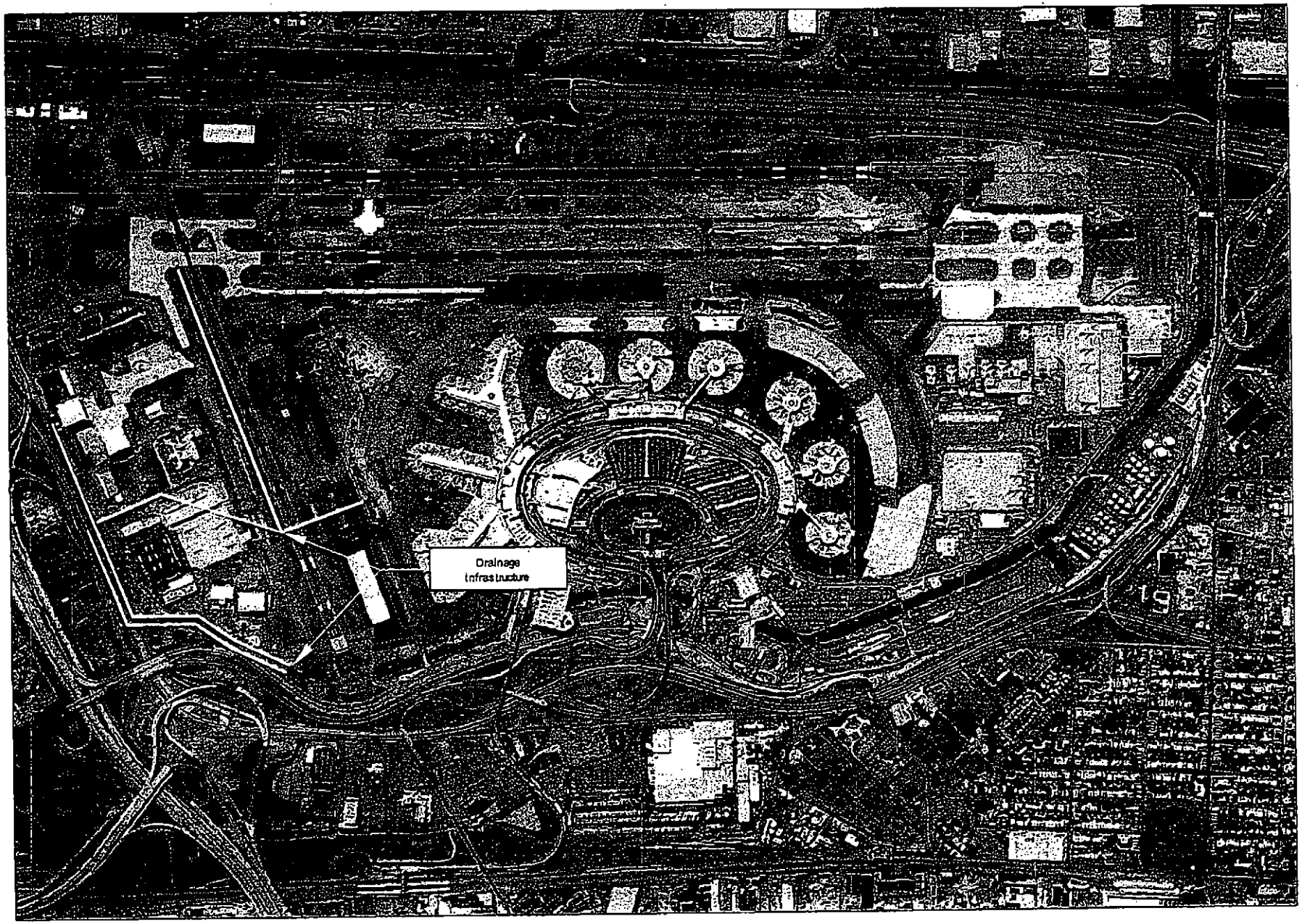
*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY EXTENSION
DRAINAGE INFRASTRUCTURE

SECTION 2

Runway /Taxiway Pavement Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway/Taxiway Pavement Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of a pavement rehabilitation on R/W 4L-22R, 4R-22L and T/W P. The dimensions of the runway and taxiway impacted by this project are:

- **R/W 4L-22R – 11,000' X 150',**
- **R/W 4R-22L – 9,980' X 150'; and,**
- **T/W P – 10,000' X 75'**

Other aspects of the project include associated drainage, airfield signage and marking improvements. The lighting improvements will support the future establishment of a Surface Movement Guidance and Control System (SMGCS) Plan, that includes additional taxiway centerline lighting to guide aircraft from the runway to the terminal gates areas during severely limited visual conditions, and additional runway stop bars to further reduce the likelihood of runway incursions.

The cost for design and construction of the Runway/Taxiway Pavement Rehabilitation Project is estimated to be:

- **R/W 4L-22R: $16,500,000**
- **R/W 4R-22L: $25,500,000**
- **T/W P: $18,000,000**

- **Total Project: $60,000,000**

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

Runway 4R-22L and 4L-22R are the primary runways at EWR and Taxiway P is the parallel taxiway positioned between the two runways. For each year, over the past several years, approximately 1,200 daily aircraft operations are conducted on R/W 4L-22R and 4R-22L and Taxiway P by aircraft that vary in size from the largest variants of the Boeing 747 to Regional Jet aircraft. The asphalt pavement for the runway and taxiway is structurally sound. However, the wearing course is beginning to exhibit signs of age related stress cracking.

As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural sections of the runway and taxiway pavement and permit safe and efficient aircraft operations. By rehabilitating the runway and taxiway before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. Some selective structural repairs will be made on an as needed basis, but an overall pavement reconstruction is not required at this time.

While the runway and taxiway pavements are closed for construction, the lighting systems will be upgraded with modern lighting system components. This will include runway centerline and touchdown zone lighting, edge lights, taxiway centerline and edge light fixtures. Along with the pavement lighting, runway guard lights will be installed at key runway/taxiway intersections in support of the future establishment of a SMGCS Plan. By expanding the centerline and taxiway edge lighting systems, airfield safety and efficiency will be enhanced by providing additional low-visibility taxiway routes to the air carriers during SMGCS operations.

For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term, as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013. This represents a 30% increase in passenger enplanements over current levels.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. If the pavement is not rehabilitated, the structural section of the runway and taxiway pavements will further degrade, precipitating an erosion of the pavement structural sections.

If the repairs are not made and the pavement structure deteriorates beyond a simple rehabilitation, the runways and taxiways will have to be closed for significant periods of time for a major reconstruction to be performed that will bring the pavement strength up to the required load bearing capabilities.

In addition to the pavement improvements, this project will expand the existing taxiway centerline and edge lighting system. This will provide additional low visibility taxiway routes to be designated for use during visibility conditions that occur during CAT II and CAT III operations. Furthermore, runway guard lights will be installed at key runway and taxiway intersections to further reduce the likelihood of runway incursions and to support the future establishment of a SMCGS Plan.

For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____

Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

This project will preserve the runway and taxiway pavements, improve low visibility operations, and reduce congestion. This project will enhance airfield capacity, improve safety and reduce delays.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **December 2002**
ESTIMATED PROJECT COMPLETION DATE: **2005**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$58,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$60,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$60,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

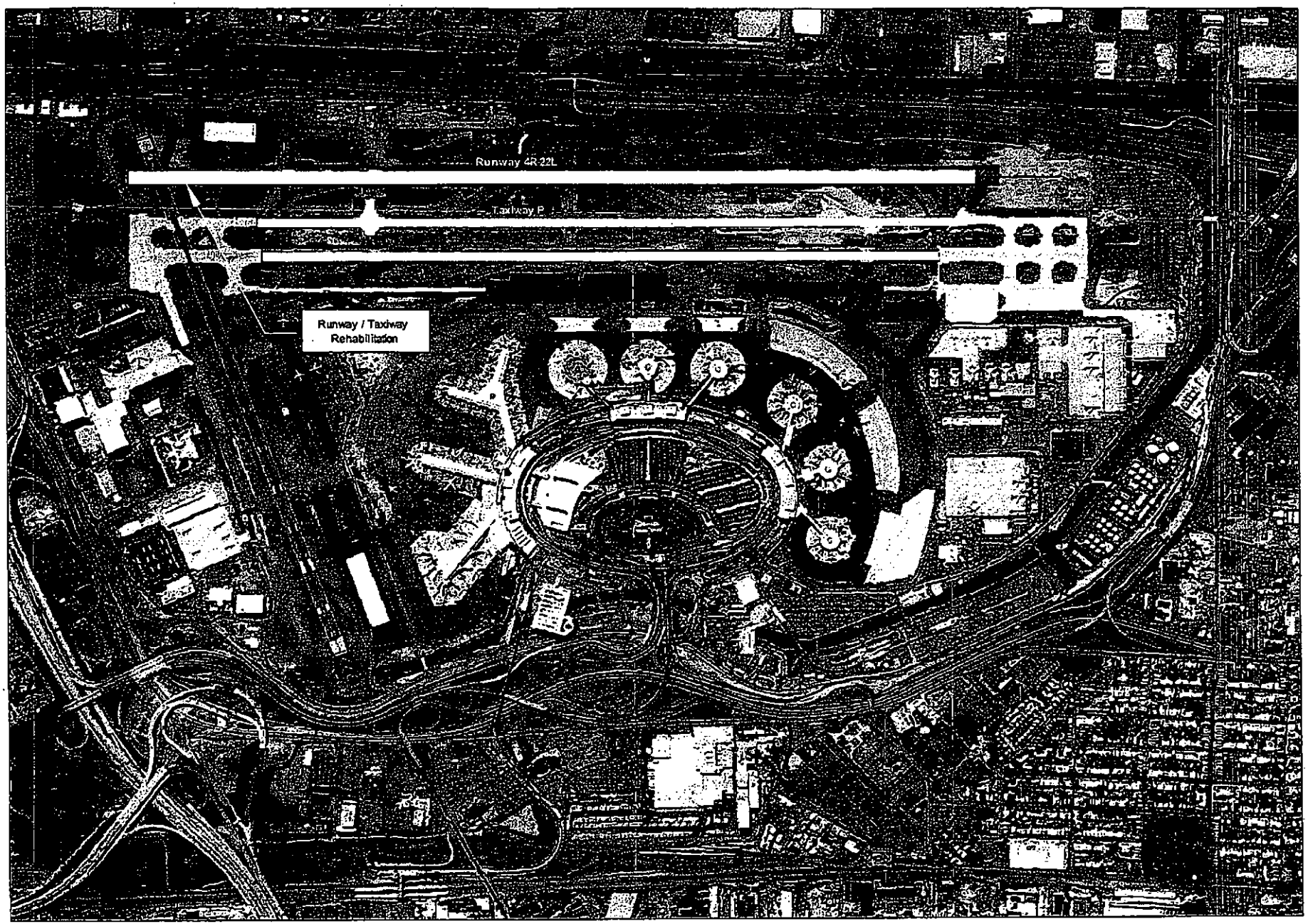
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY / TAXIWAY PAVEMENT
REHABILITATION PROJECT

SECTION 3

Airfield Expansion Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Airfield Expansion Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of airfield enhancements on the north side of the Airport. The primary goal of the project is to improve aprons, taxiway fillets, and taxiway spacing designed to meet Group V aircraft standards for aircraft that are currently operating at EWR. The taxiway fillets that will be modified as part of this project are those fillets leading from the terminal apron areas to the north airfield areas. These fillet modifications are required for large aircraft that are departing to the south due to prevailing winds.

An important element of this project includes an extensive re-design and rehabilitation of the power distribution network for the airfield lighting system. This includes construction of a new switch house (Switch House #3) at the south end of the Airport, construction of a new switch house to replace the existing Switch House #1, which is 50 years old and is reaching the end of its service life, and the rehabilitation of Switch House #2. As part of the project, the lighting circuits will be reconfigured to more efficiently route power to each of the three runways

Modifications to airfield marking, lighting and signage will be performed as required. Taxiways A and B will be reconfigured from the existing 250 foot centerline separation to 267 feet to meet current FAA standards. The Terminal C apron will be reconfigured to provide a 138-foot separation between Taxiway A to meet Taxiway Object Free Area standards. The approximate 29 acres of the airfield, commonly referred to as the Ballpark, which contains an area for Remain Overnight (RON) aircraft parking and the old air traffic control tower, will be converted to a concrete hardstand upon the demolition of the existing structures.

The cost for the design and construction of each element of the Airfield Expansion Project is estimated to be:

- **Expanded Aprons: $70,500,000**
- **T/W Fillets: $29,400,000**

- **T/W Reconfiguration: $11,070,000**
- **Switch House #1: $18,000,000**
- **Switch House #2: $4,000,000**
- **Switch House #3: $32,000,000**

- **Total Project: $164,970,000**

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

This project is vitally important to ensure the continued safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Taxiways A and B are not adequately separated to accommodate operation of Group V aircraft in the vicinity of the Terminal C Concourses. This restriction

prevents the simultaneous use of taxiways thereby reducing the overall capacity of the airfield.

Furthermore, the expanded ramp space will provide additional RON parking spaces. Presently, there is a daily demand for 32-35 RON parking spaces. A majority of these spaces are provided by the three existing hardstand areas located southeast of Terminal A, and situated between the Terminal and the airfield. In total, these existing hardstand areas can accommodate up to 30 aircraft. If RON demand exceeds that amount, which typically occurs, the remaining aircraft are parked at terminal gates during hours in which the gates are vacant.

As aircraft are prepared for flight, airport staff must continually relocate RON aircraft to make room for additional aircraft or to free up gates. As a result, aircraft are typically towed several times to different parking areas on the airfield as parking spaces are shifted from one aircraft to another, resulting in increased operational costs to the airlines. Each time a RON aircraft is towed, the capacity of the airfield to accommodate an operating aircraft is reduced. The project will construct an additional 13 RON parking spaces that will accommodate current and future RON demand while eliminating or significantly reducing the requirement to relocate RON aircraft.

This project will contribute to the reduction of delays by removing the operational restrictions in place while Group V aircraft operate around the Terminal C Concourses. In addition, the hardstand area is needed to provide adequate parking for RON aircraft to reduce the need to constantly reposition parked aircraft.

An important component of the project will rehabilitate the existing power distribution network for the airfield lighting system. The existing network consists of two switch houses, and an at capacity distribution network that is inadequate to accommodate additional transformers and constant current regulators and distribution cabling required to energize all of the airfield lighting components. The project will address the following airfield lighting system issues:

- **Existing Switch House #1 is 50 years old, contains equipment that is reaching the end of its useful life and has no spare capacity. Switch House #1 will be reconstructed;**
- **Existing Switch House #2 is 35 years old, has no spare capacity within the building or in its associated duct bank distribution network, and contains equipment that has reached the end of its useful life. Switch House #2 will be rehabilitated; and,**
- **Switch House #3 is new construction that will add electrical distribution capacity to prevent system overloads.**

This project will provide an airfield lighting system consisting of switch houses supplied with multiple sources of electrical power permitting uninterrupted lighting operation in the event any one source of power is lost due to scheduled maintenance or unscheduled repairs. Airfield lighting power supply from multiple sources is required as part of CAT II and CAT III instrument landing system requirements.

The new, rehabilitated and reconstructed Switch Houses will include all transformers, constant-current regulators, duct banks and emergency generators needed to accommodate existing and future airfield lighting needs.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project will greatly improve airfield efficiency by expanding the useable airfield pavement within the existing airfield boundaries by a total of 29 acres. The 29 acres will allow the reconfiguration of the existing taxiway network and will provide additional aircraft parking areas. This airfield enhancement will allow a reduction in delays at EWR by increasing taxiway separations to meet Group V standards stipulated in FAA airfield design criteria. Currently, FAA statistics reveal that EWR is the 3rd most delayed airport in the nation. This project will remove operational restrictions when Group V aircraft taxi in the vicinity of Terminal C by permitting simultaneous aircraft taxi operations in the vicinity of the Terminal C Concourses. The project will also provide expanded RON aircraft parking space.

This project is vitally important to ensure the continued safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Approximately 7,000 operations by Group V aircraft occur at EWR each year. The relationship of Terminal C to the taxiways restricts movement of Group V aircraft around the end of the Terminal C Concourse. This restriction prevents the simultaneous use of taxiways thereby reducing the overall capacity of the airfield.

Presently, RON parking spaces are limited to the three-hardstand areas adjacent to Terminal A. These hardstands can accommodate up to 30 aircraft. RON demand above that number requires aircraft to be parked at vacant terminal gates. There is typically an average daily demand for 32-35 RON parking spaces. As aircraft are prepared for flight, airport staff must continually relocate RON aircraft to make room for additional aircraft or to free up gates. As a result, aircraft must be towed several times to different parking areas on the airfield as parking spaces are shifted from one aircraft to another. Each time an RON aircraft is towed, the capacity of the airfield

to accommodate an operating aircraft is reduced. Additional RON spaces will accommodate current and future RON demand while reducing the requirement to relocate RON aircraft.

Furthermore, the expanded ramp space will provide up to 13 additional RON parking spaces. The current demand for RON parking spaces requires aircraft to be parked in all of the designated RON spaces along with unoccupied terminal gates. Daily demand for RON spaces has been fairly consistent at 2.5% of daily operations. This trend is expected to continue and with operations projected to grow at an annual rate of 1.7%, the capacity of EWR to accommodate future RON aircraft will be extremely limited if this project is not undertaken.

An important component of the project will rehabilitate the existing power distribution network for the airfield lighting system. The existing network consists of two switch houses, and an at capacity distribution network that is inadequate to accommodate additional transformers and constant current regulators and distribution cabling required to energize all of the airfield lighting components. The project will address the following airfield lighting system issues:

- **Existing Switch House #1 is 50 years old, contains equipment that is reaching the end of its useful life and has no spare capacity. Switch House #1 will be reconstructed;**
- **Existing Switch House #2 is 35 years old, has no spare capacity within the building or in its associated duct bank distribution network, and contains equipment that has reached the end of its useful life. Switch House #2 will be rehabilitated; and,**
- **Switch House #3 is new construction that will add electrical distribution capacity to prevent system overloads.**

This project will provide an airfield lighting system consisting of switch houses supplied with multiple sources of electrical power permitting uninterrupted lighting operation in the event any one source of power is lost due to scheduled maintenance or unscheduled repairs. Airfield lighting power supply from multiple sources is required as part of CAT II and CAT III instrument landing system requirements.

The new, rehabilitated and reconstructed switch houses will include all transformers, constant-current regulators, duct banks and emergency generators needed to accommodate existing and future airfield lighting needs.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The project objectives are to add capacity and multiple sources of power to the switch houses and to reconfigure airfield taxiways and aircraft parking areas to improve efficiency. This will reduce aircraft delays and enhance airfield capacity by increasing taxiway centerline separations to meet Group V aircraft standards for aircraft in the existing and anticipated fleet mix at EWR.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **May 2004**
ESTIMATED PROJECT COMPLETION DATE: **2008**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [X] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$75,000,000**
Bond Financing & Interest **$10,000,000**

*** SUBTOTAL PFC FUNDS: **$85,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total $**N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$79,970,000 (Port Authority Capital Funds)**

*** SUBTOTAL OTHER FUNDS: **$79,970,000**

*** TOTAL PROJECT COST: **$164,970,000**
***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: N/A

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

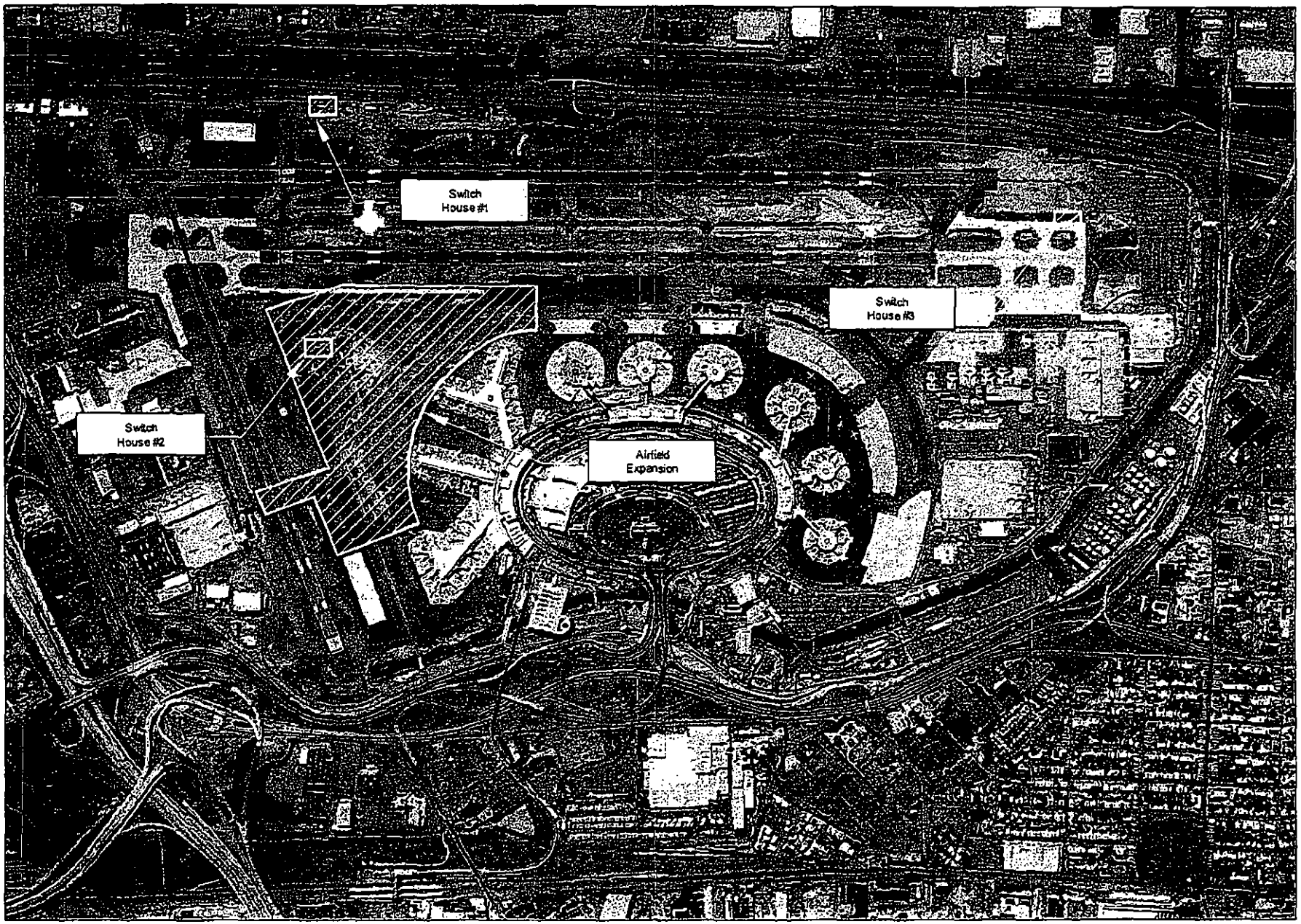
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
AIRFIELD EXPANSION PROJECT

SECTION 4

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at EWR. The project will complement overall security measures and will be coordinated with the EWR Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as, fiber-optic sensing cable, closed-circuit television, and video motion detection.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:

This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion.

The FSD has certified that this project is consistent with the FSD Security Plan for EWR. See TSA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project is vitally important to enhance the security posture of EWR. New technologies will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The FSD has provided a letter supporting the measures contained in this project and certified that they are consistent with the FSD Security Plan for EWR.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The FSD has certified that this project is consistent with the FSD Security Plan for EWR. See TSA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **One (1) air carrier certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Seven (7) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.*
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$25,000,000**
Bond Financing & Interest **$5,000,000**

*** SUBTOTAL PFC FUNDS: **$30,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$30,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [X]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: N/A

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

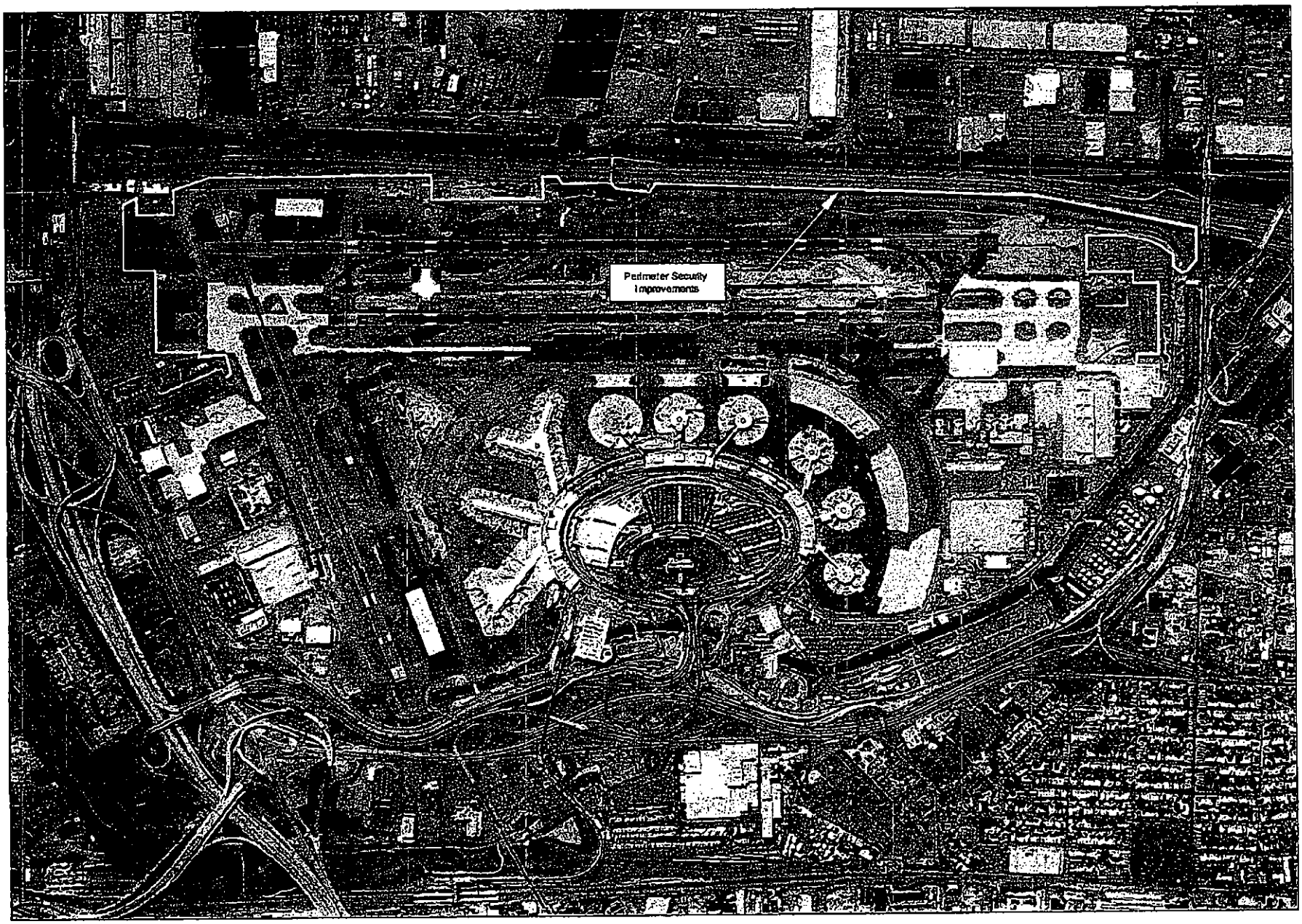
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PERIMETER SECURITY PROJECT

SECTION 5

Project to Plan for Expanded Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Project to Plan for Expanded Terminal A

4.a. PROJECT DESCRIPTION:
This project consists of the planning and preliminary design for improvements to Terminal A that will enhance passenger processing efficiency, improve security, provide additional gates and space for new entrant airlines, and expand gates areas to meet anticipated passenger demand.

Terminals A, B and C were all built at the same time and their designs were essentially the same. While Terminal A has changed relatively little, very substantial changes have been made in Terminal C and major renovations are being planned for Terminal B. This project will build on the experience gained during the modifications to the other two Terminals and in particular the Global Gateway Project that reconstructed Terminal C.

Since Terminal A was completed in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal A concourse complex. These areas now experience significant passenger congestion due to the recent security mandates that require additional security staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to analyze and develop preliminary designs for the following terminal improvement concepts aimed at alleviating existing passenger congestion and accommodating future growth. The analysis and preliminary design is anticipated to include the following concepts:

- **Modify existing ticketing areas to improve interior circulation;**
- **Add gates and ticket counters to fulfill the EWR Competition Plan;**
- **Expand the existing terminal footprint and reconfigure the existing gate layout to include additional gates. The current terminal is approximately 520,000 s.f., and the terminal is expected to grow to approximately 1,100,000 s.f.;**
- **Relocate existing facilities that interfere with the terminal building expansion, including replacement of lost parking capacity;**

- **Provide space for improved passenger screening points;**
- **Relocate baggage claim facilities to ground level;**
- **Convert existing baggage claim facilities to ticketing areas;**
- **Modify outbound baggage belt systems and provide for in-line checked baggage screening, and,**
- **Provide replacement space for displaced areas during modifications to existing ticket counter areas.**

These proposed terminal improvements are focused on reducing passenger congestion in the terminals, accommodating forecasted passenger growth, improving security functions, accommodating new entrant carriers, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority for the Airport.

The Terminal A Expansion Project will advance this project to the designation of a preferred alternative and approximately Stage 1 design and will form the basis for further design development. The costs associated with this initial planning effort will be approximately 1% - 2% of the total project cost that is expected to be in the range of $1.3 billion – $1.7 billion.

This planning effort for the Terminal A Expansion will include the following components with estimated costs for each study element:

- **Needs Assessment and Capacity Analysis: $1,500,000;**
- **Conceptual Design and Alternative Analysis: $5,000,000;**
- **Preliminary Design and Phasing Analysis – Terminal Component: $9,000,000;**
- **Preliminary design and Phasing Analysis – Landside Component: $2,500,000; and,**
- **Environmental and Financial Analysis: $1,000,000.**

Preliminary estimates of changes in ticket counter positions, gates, and baggage claim facilities are shown below.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **112**, gates **28**, and **7** baggage facilities.
   2. Number of ticket counters **192**, gates **20**, and baggage facilities **9** to be constructed or rehabilitated.
   3. Net change in ticket counters **80**, gates **8**, and baggage facilities **2**.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that EWR's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

The Port Authority had undertaken a rehabilitation of Terminal A that represented the largest enhancement of the Terminal since it was completed in 1973. The Terminal "Re-lifing" Project began in 1999 and was designed to upgrade passenger conveniences and modernize systems within the Terminal building and was completed in 2003. Although the "Relifing" Project has greatly elevated the passenger's experience in the Terminal, more extensive rehabilitation is required to alleviate existing passenger congestion issues and accommodate anticipated passenger growth over the long-term. There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration and expansion of the existing floor plan. The nature of the reconfiguration/expansion is not yet defined, but is anticipated to address the issues identified in the Project Description.

A driving element for the expansion of the Terminal is the Airport's Competition Plan. The Competition Plan is designed to enhance competition on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines. According to Port Authority statistics, 31% of domestic flights scheduled at

the Airport occur on competitive routes. Currently, the goals of maximizing consumer choice are being met through higher utilization of Terminal facilities such as ticket counters and gates.

However, this high utilization results in reduced levels of service for air passengers. The long-term solution to meet the goals of the Competition Plan is to provide additional gates and ticket counters in order to accommodate demand without reducing passenger service levels. Currently a high percentage of the Airport's gates are exclusively controlled through leases by Master Airlines. Master Airlines are scheduled airlines that have entered into a long-term exclusive lease agreement for defined space within the Terminals. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates at EWR are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that the additional capacity at Terminal A be operated on a short-term, common-use basis so as to provide the flexibility required to improve competition.

Overall, the goals of the project are to accommodate expected passenger growth, provide adequate space for security personnel and equipment, enhance passenger level of service, and redirect passenger flows for more efficient routing through the terminal complex.

This planning effort for the Terminal A Expansion will include the following components with estimated costs for each study element:

- **Needs Assessment and Capacity Analysis: $1,500,000;**
- **Conceptual Design and Alternative Analysis: $5,000,000;**
- **Preliminary Design and Phasing Analysis – Terminal Component: $9,000,000;**
- **Preliminary design and Phasing Analysis – Landside Component: $2,500,000; and,**
- **Environmental and Financial Analysis: $1,000,000.**

It is anticipated that this planning effort will be conducted over a 3-4 year period. Total construction of the Terminal A Expansion is projected to cover a 5-6 year period with total costs estimated in the $1.3 billion – $1.7

billion range. Costs for this initial 3-4 year planning effort will be approximately 1% - 2% of the total estimated construction cost.

*****FOR FAA USE **********
a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

The project is critical to ensure that Terminal A capacity meets forecasted demand levels. Terminal A "Re-lifing" was conducted from 1999 to 2003 and included relocation of a variety of airlines; additional ticket counters; new and improved food services, and retail shops; new baggage handling system; new and refurbished airline passenger lounge; new lighting, and improvements to basic infrastructure of the terminal. The project to plan for an expanded Terminal A will further update and expand terminal facilities. Although present passenger enplanement levels are down from the Year 2000 peak, passenger enplanements are expected to surpass the Year 2000 peak by Year 2007.

Additionally, the operating environment for the airlines has significantly changed since the Terminal was originally constructed. Major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers requires that the terminal layout be reconsidered. Terminal A consists of three concourses that connect three satellites. The airline gates are located in the satellites. The satellites are identified as Satellite A1, A2, and A3, all of which are dedicated to domestic passenger arrivals and departures, along with a small number of international departures.

The present configuration of Terminal A creates a number of congestion problems for passengers moving through the terminal. Passengers entering the terminal are confronted by queues of passengers waiting to check in at the airline ticket counters. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the

terminal. Compounding the congestion problem, it is difficult for passengers to easily discern the correct queues they should enter for their airline. In addition, passenger congestion in the departure area may have more serious consequences during emergency incidents within the terminal.

The existing ticketing areas cannot be expanded without increasing the terminal footprint and requiring substantial structural modification. Thus additional ticket counter space will be constructed by expanding the existing grade level lobby. In the past, this lobby was used for vehicle parking. With the new parking restrictions, this area is presently underutilized and it will be reconfigured to incorporate both arrival and a departure functions. This will include baggage check in, ticketing, and ground transportation information center. It is anticipated that Common Use Terminal Equipment (CUTE) will be incorporated into the design. Furthermore, it is anticipated that a fourth terminal concourse will have to be added in order to accommodate an increase in the number of gates to satisfy anticipated demand.

As passengers progress from the ticketing areas to their respective concourses, they are confronted with additional congestion in the security screening areas. The existing concourse connectors are narrow and were never designed to accommodate the level of security that is presently conducted at the security checkpoints.

Along with passenger convenience issues, there are airline competition issues at stake that will also be addressed as part of the Terminal A Expansion design. In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan, it is necessary to expand the ticketing areas and construct additional gates.

An element driving the terminal expansion is the need to provide a more competitive market for air passengers. To comply with the requirements of Section 155 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), the Airport has developed an Airline Competition Plan designed to enhance consumer choice on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines. According to Port Authority statistics, 31% of domestic flights scheduled at the Airport occur on competitive routes. Currently, the goals of maximizing consumer choice for domestic routes are being met through higher utilization of terminal facilities, such as ticket counters and gates.

However, this high utilization of terminal facilities results in lower levels of service for air passengers. The long-term solution to meet the goals of the Airline Competition Plan is to provide additional ticket counters in order to

accommodate demand without reducing passenger service levels. Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

This planning effort for the Terminal A Expansion will include the following components with estimated costs for each study element:

- **Needs Assessment and Capacity Analysis: $1,500,000;**
- **Conceptual Design and Alternative Analysis: $5,000,000;**
- **Preliminary Design and Phasing Analysis – Terminal Component: $9,000,000;**
- **Preliminary design and Phasing Analysis – Landside Component: $2,500,000; and,**
- **Environmental and Financial Analysis: $1,000,000.**

It is anticipated that planning will be conducted over a 3-4 year period. Total construction of the Terminal A Expansion is projected to cover a 5-6 year period with total costs estimated in the $1.3 billion to $1.7 billion range. Costs for this initial 3-4 year planning effort will be approximately 1% - 2% of the total estimated construction costs.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objectives of the project are to define terminal expansion concepts and develop Stage 1 designs for an expansion of Terminal A to meet forecasted demand, enhance security procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition as described earlier in this section.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:

****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:

1) Indicate project eligibility by checking the appropriate category below.

[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2005**
ESTIMATED PROJECT COMPLETION DATE: **2008**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Four (4) air carriers have certified agreement with this project. Of those four, three (3) were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Four (4) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$19,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$20,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$20,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be

collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

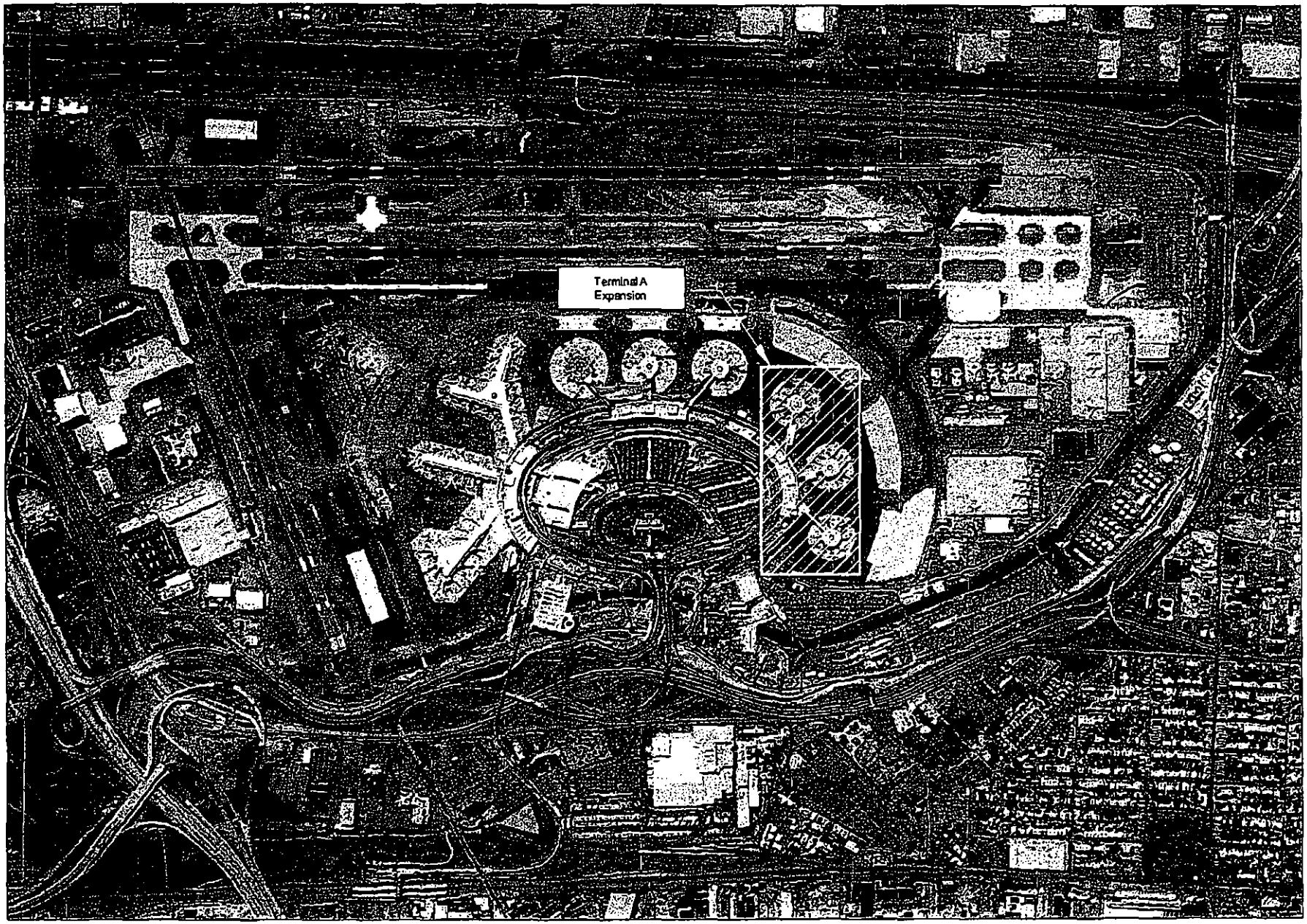
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PROJECT TO PLAN FOR
EXPANDED TERMINAL A

SECTION 6

Modernization of Terminal B

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Modernization of Terminal B

4.a. PROJECT DESCRIPTION:
Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates that required additional staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the ticketing areas to the boarding areas. To achieve these goals, the project will include:

- **Construction of a new Baggage Claim area on the Operations level;**
- **Enlarging an existing Lobby on the Operations level and installing a new ground transportation center;**
- **Demolition of the existing Domestic Baggage Claim area and construction of new check-in counters in this location;**
- **Modifications to the existing Departures Level Check-In and queuing areas;**
- **Modifications to accommodate In-Line Baggage screening; and,**
- **Congestion and Security Improvements at the International Arrivals Area.**

This project is focused on reducing passenger congestion in the terminals, improving security functions, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority.

The terminal comprises approximately 1,100,000 square feet (sq) of floor space that houses ticket counters, baggage claim areas, concessions, hold rooms, gates, security processing and circulation space. Preliminary estimates of changes in ticket counter positions, gates, and baggage claim facilities are shown below.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **107**, gates **24**, and baggage facilities **10**.
   2. Number of ticket counters **137**, gates **0**, and baggage facilities **3** to be constructed or rehabilitated.
   3. Net change in ticket counters **30**, gates **0**, and baggage facilities **0**.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

Despite the opening of a new Federal Inspection Station (FIS) facility in 1996, and the dramatic increase in passenger enplanements, the departure facilities for Terminal B remain essentially as they were when the terminal was dedicated in 1973 to accommodate approximately three million annual passenger enplanements.

As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. This modernization will enhance passenger level of service, provide adequate accommodations for security personnel and equipment, and redirect passenger flows for more efficient routing through the terminal complex.

*****FOR FAA USE **********

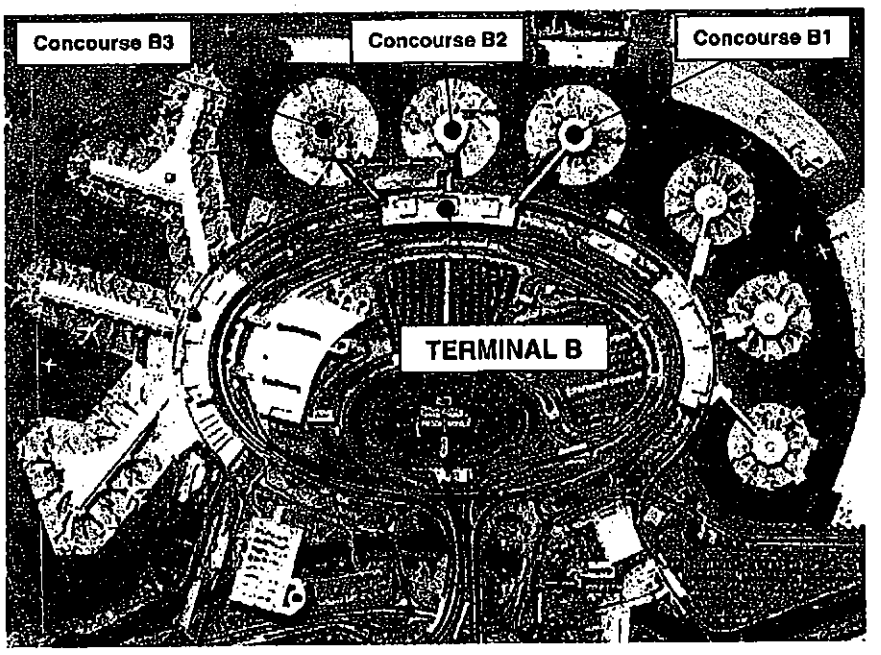
a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

As a result of this substantial growth, Terminal B, which was dedicated in 1973, has undergone several modifications to improve passenger services. The latest projects in Terminal B involved the creation of new International Arrivals facilities at Satellites B2 and B3, including a new FIS facility, the modernization of the gate areas, boarding areas and baggage systems and new elevators and escalators at the B2 core. In addition retail concessions and passenger services were expanded and improved.



However, departure facilities in Terminal B have changed little since the terminal was dedicated. Since that time, there have been major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers. Terminal B consists of three concourses that connect the three satellites to the main terminal. The airline gates are located in the satellites. These

satellites are identified as Satellite B1, B2, and B3. Satellite B1 handles mainly domestic arrivals and departures with limited international departures. Satellites B2 and B3 accommodate predominately international arrivals and departures.

The present configuration of Terminal B creates a number of congestion problems for passengers moving through the terminal. These problems are apparent when passengers attempt to enter the terminal from the curb front through the existing entrance doors. Passengers entering the terminal are further congested by the queue of passengers waiting to check in with their respective airline. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the terminal.

Arriving international passengers may also experience congestion. Passengers exiting the FIS and walking down the ramp towards the International Arrivals area are commingled with passengers re-checking their bags prior to continuing their journey on a domestic flight. Congestion is exacerbated by the presence of EDS and ETD equipment used for baggage screening in the interline bag re-check area.

Some reconfiguration of the International Arrivals and meeter/greeter areas in conjunction with the installation of an in-line baggage screening system will mitigate congestion in the area.

In addition to the passenger convenience issues, there are airline competition issues at stake that will also be addressed in the Terminal B Modernization. An element driving the modernization of the Terminal is to enhance domestic and international airline competition. For domestic airline competition, the Airport has developed an Airline Competition Plan designed to enhance consumer choice on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines.

According to Port Authority statistics, 31% of domestic flights scheduled at the Airport occur on competitive routes. Although an Airline Competition Plan is not required for international service, the Airport has applied a similar principal to provide consumers with maximum travel alternatives on international routes. Currently, the goals of maximizing consumer choice for both international and domestic routes are being met through higher utilization of terminal facilities, such as ticket counters and gates.

However, this high utilization of terminal facilities results in lower levels of service for air passengers. The long-term solution to meet the goals of the Airline Competition Plan is to provide additional ticket counters in order to accommodate demand without reducing passenger service levels.

Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers, and to enhance international air carrier competition, it is necessary to expand airline check-in areas and baggage claim areas. Considering that additional ticket counters cannot be added on to the existing Departures level without increasing the terminal footprint requiring substantial terminal structural modification, the additional ticket counters will be added by converting the existing domestic baggage claim area to a ticketing area.

A new Domestic baggage claim area will be built on the operations level in an area that was previously used for vehicle parking. With the new parking restrictions, this area is presently underutilized. Additional space in front of the existing ticket counters on the Departures level will be achieved by shifting the ticket counters back and modifying the Departures level entrance doorways. The proposed project will utilize the existing vertical escalation (escalators, elevators, stairs), which may be supplemented with additional escalators. Additionally, a new ground transportation information center and waiting area will be provided in an expanded lobby on the operations level adjacent to the new Domestic baggage claim area. It is anticipated that Common Use Terminal Equipment (CUTE) will be designed into this portion of the Modernization Plan.

The costs outlined in this application are programmed for planning, design and construction of the terminal modernization.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objectives of the project are to reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition at Terminal B.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **January 2006**
ESTIMATED PROJECT COMPLETION DATE: **2008**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [X] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Three (3) air carriers have certified agreement with this project. All three were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Five (5) air carriers certified disagreement with this project. One was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$122,000,000**
Bond Financing & Interest **$3,000,000**

*** SUBTOTAL PFC FUNDS: **$125,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **$53,244,000 (Port Authority Capital Funds)**

*** SUBTOTAL OTHER FUNDS: **$53,244,000**

*** TOTAL PROJECT COST: **$178,244,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

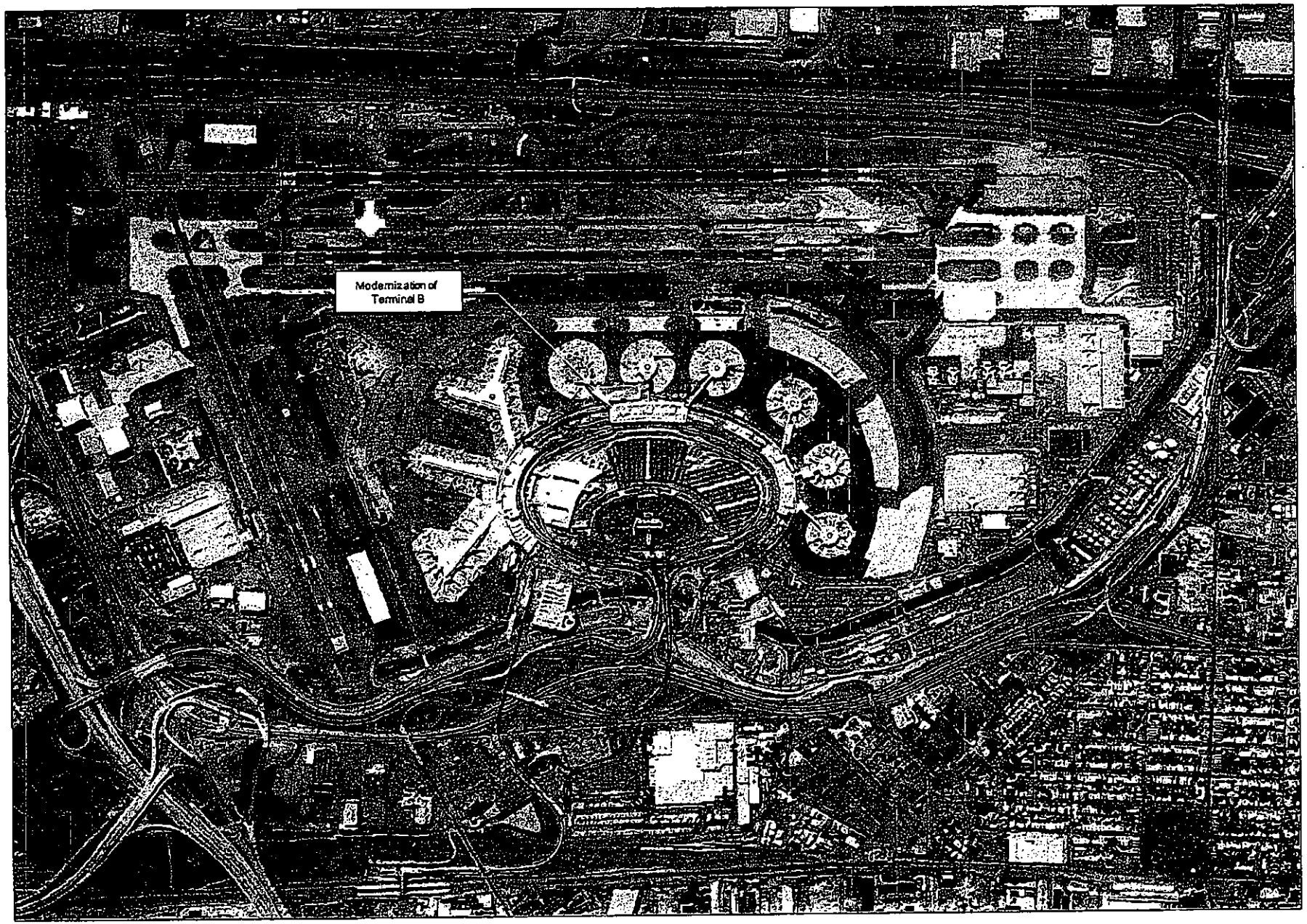
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
MODERNIZATION OF TERMINAL B

SECTION 7

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority in 2002 and an amendment in 2005.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by

the Port Authority for security services provided by Port Authority Police and outside security services for overtime pay, and hiring of additional officers. Total cost of overtime for increased security and law enforcement personnel is $14,343,664.12. The amount of the differential between this number and the amount requested in this PFC application was reimbursed through AIP grants.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stopgap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can continue to be funded without undue impacts to other capital projects.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objectives of the project are to reimburse the Port Authority for funds expended on security measure post September 11th 2001. This will allow the continued funding of projects that the Port Authority is obligated to accomplish under FAA Grant Assurances while accommodating passenger demand.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 11, 2001**
ESTIMATED PROJECT COMPLETION DATE: **September 30, 2002**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers certified agreement with this project. Of those 8, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS: **$9,816,289.12**
Bond Capital **$N/A**
Bond Financing & Interest **$N/A**

*** SUBTOTAL PFC FUNDS: **$9,816,289.12**

EXISTING AIP FUNDS:
Grant # **3-34-0027-81-02** Grant Funds in Project **$4,527,375**

*** SUBTOTAL EXISTING AIP FUNDS: **$4,527,375**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Total: **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$14,343,664.12**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A, AIP Grant previously awarded and pending amendment.**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 8

Vertical Circulation Improvements in Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Vertical Circulation Improvements in Terminal A

4.a. PROJECT DESCRIPTION:
This project will construct new large capacity elevators serving all four levels of Terminal A. The project may also include new additional escalators connecting the baggage claim area to the lower level ground transportation and parking level. In addition, an enlarged lobby at the ground transportation and parking level will accommodate a new ground transportation area to accommodate the more than 45,000 arriving and departing passengers who utilize Terminal A during the course of an average day.

The existing elevators are undersized resulting in excessive congestion around elevators and baggage carts being used on escalators. Furthermore, the existing elevators and the escalators connecting the baggage claim area and the lower level ground transportation and parking level are not optimally located for passenger convenience and accessibility. Currently there are three banks of escalators and two small passenger elevators that can accommodate approximately six (6) passengers each connecting the arrivals, departures and HOV roadway/parking levels.

Vertical circulation improvements similar to those described here have been recently completed in Terminal B and the project has resulted in vast improvements in reducing passenger congestion and inconvenience, and has improved safety conditions within the terminal.

This project will complement and will not conflict with the Terminal A Expansion Project. In fact, this project is necessary even if the Terminal A Expansion project is not performed. Terminals A, B and C were all built at the same time and their designs are essentially the same. While Terminal A has changed relatively little, very substantial changes have been made in both Terminals B and C. Experience gained in the other two Terminals allows us to make similar improvements in Terminal A that will be compatible with any future Terminal expansion.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

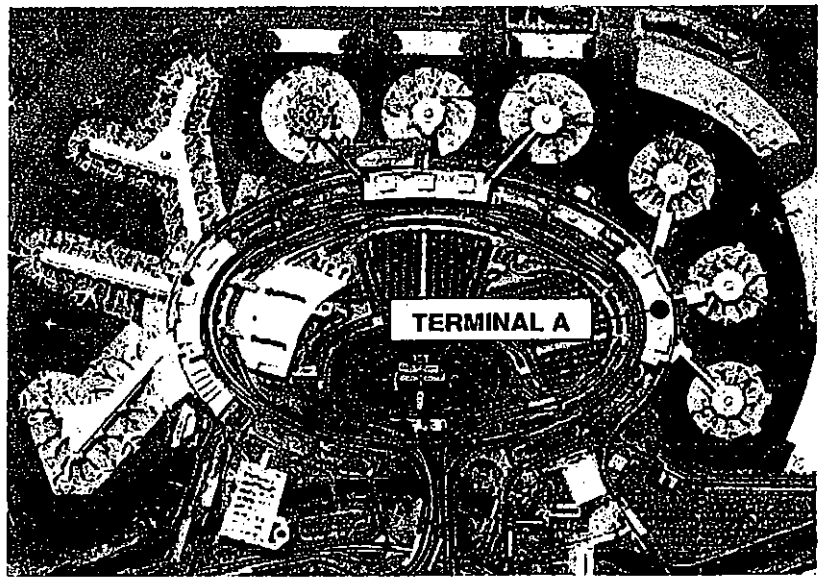
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.



Despite the dramatic increase in passenger enplanements, certain critical elements of the Terminal remain essentially the same since it was completed in 1973 when passenger traffic was approximately three (3) million annual passengers.

As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the terminal. An important element for reducing congestion is achieved by enabling passengers to efficiently move through the terminal. This can be accomplished by strategically locating properly sized elevators and escalators along the main traffic areas that are vertically separated, where passengers transition from key areas within the terminal. In Terminal A this occurs between the ticketing area, the main concessions area and concourse level, the baggage claim area and the lower level ground transportation and parking level.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project makes a significant contribution to the operation of Terminal A by alleviating existing congestion issues and improving passenger throughput in Terminal A. The existing six (6) passenger elevators are inadequate in number, size and location.

As passenger volumes increase at EWR, traffic congestion increases on the terminal frontage roadways. EWR's strategy for addressing this problem has been to remove unnecessary vehicles from the frontage roadways. To this end, a new HOV roadway and frontage was recently completed on the ground/operations level in front of the three terminals. At Terminals B and C, buses now pick up passengers on this lower level. However, at Terminal A, buses cannot yet utilize the new HOV frontage, as the existing vertical circulation within the building is inadequate to handle the volume of passengers loading and unloading from the buses. A peak hour passenger traffic study conducted in 2000 determined that 6% of arriving passengers traveled to the parking lots on the lower level. This percentage will increase to a total of 19% of arriving passengers once the new HOV frontage is in operation.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to improve vertical circulation within Terminal A by installing adequately sized and appropriate numbers of elevators and escalators that are designed to serve current and future passenger volumes. This project will directly support the Airport's goal of reducing automobile traffic by supporting passenger use of buses on the lower level. The modern elevators and escalators will include the latest safety and security features and will be appropriately sized and located at key areas within the Terminal.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **January 2007**
ESTIMATED PROJECT COMPLETION DATE: **2009**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RECONSTRUCTION AND STRENGTHENING
OF TAXIWAYS A AND B BRIDGES

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway 13L- 31R Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project consists of pavement rehabilitation along the entire length of R/W 13L-31R, and pavement rehabilitation of the northernmost end of R/W 4L-22R, for approximately 1,000 feet. R/W 13L-31R is currently 10,000 feet long by 150 feet wide and was originally constructed in the 1960's. Although the R/W 4L-22R pavement is part of the displaced threshold, this section of the runway is used extensively by aircraft departing R/W 22R and for aircraft exiting runway 13L-31R.

The asphalt concrete pavement is routinely inspected and crack sealed as needed. However, the pavement is beginning to exhibit signs of deterioration due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt rehabilitation must be performed to extend the life of the pavement. As part of the Runway 13L-31R Rehabilitation Project edge lighting, centerline fixtures, signage, drainage, pavement markings and shoulders will be modified as needed. The design will include provisions to maximize construction activity during overnight hours to minimize operational impacts to airlines.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

In order to support this level of activity, all runways at JFK must be fully operational and not subject to load restrictions that would constrain the types of aircraft or number of operations occur on any of the runways. A constraint on any runway would have a ripple effect that would impact other airports in the New York Region and airports throughout the nation.

The R/W 13L-31R Rehabilitation Project is critical to ensure the continued and unrestricted utilization of R/W 13L-31R and the northernmost end of R/W 22R. R/W 13L-31R measures 10,000 feet by 150 feet and is equipped with a Category I ILS. Because of these capabilities, R/W 13L-31R is one of the primary use runways on JFK, particularly during inclement weather conditions. The northernmost end of R/W 22R is used extensively by aircraft departing to the south and for aircraft to exit R/W 13L-31R without reducing capacity on Taxiway A or B.

The proposed pavement overlay design not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade. Presently, the runway's asphalt pavement is structurally sound. However, the wearing course is beginning to exhibit signs of age related stress cracking. As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement and preserve the structural sections of the runway. By rehabilitating the runways before more extensive pavement degradation occurs, the structural section will be preserved thereby eliminating the need for more extensive pavement reconstruction. Some selective structural repairs will be made as needed, but an overall pavement reconstruction is not required at this time.

The asphalt overlay will ensure the continued use of this runway without the need for major reconstruction. If the runway is required to be taken out of service for a prolonged period for reconstruction, the implications may result in flight delays and added congestion affecting air travel nationwide. Indeed this has been experienced on a national level on several occasions

__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********
a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **August 2004**
ESTIMATED PROJECT COMPLETION DATE: **2005**
*****FOR FAA USE**********
a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***
*****FOR FAA USE**********

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RUNWAY 13L-31R REHABILITATION PROJECT

SECTION 5

Planning Project for the Rehabilitation and Widening of R/W 13R

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Planning Project for the Rehabilitation and Widening of R/W 13R

4.a. PROJECT DESCRIPTION:
This project will plan a pavement rehabilitation and widening for R/W 13R-31L. The runway is currently 14,572 feet long by 150 feet wide and was originally constructed in the 1960's. The runway is routinely inspected and crack sealed as needed. However, the pavement is beginning to exhibit signs of deterioration due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt overlay will be constructed to extend the life of the pavement and to accommodate the loads from anticipated aircraft.

The main elements of this study include:

- **Runway Pavement Design and Threshold Restoration: $2,100,000;**
- **Low Visibility Operational Enhancement Analysis (Including environmental review): $800,000;**
- **Capacity and Flow Improvement Analysis: $300,000; and,**
- **Environmental Permitting: $800,000.**

The Planning Project for the Rehabilitation and Widening of R/W 13R will include preliminary designs and specifications for pavement widening and rehabilitation and the relocation of lighting, signage, drainage, marking and shoulders. The pavement will be widened to 200' to accommodate the Airbus A380, a Design Group VI aircraft, which is scheduled to enter service at JFK in late 2006. Although this planning project will not be completed until 2006, it is anticipated that the FAA will issue a temporary waiver permitting operation of the A380 on a 150' wide runway. In this particular case, R/W 13R-31L was originally constructed to 200' width and was subsequently reduced to 150' for Group V aircraft; the original pavement is currently maintained as runway shoulder.

In addition to the pavement condition issue, during the winter months there is a recurring problem of ice damming along the southern edge of the runway adjacent to Jamaica Bay. Ice damming is caused by large slabs of ice being driven past the shoreline by tidal action occurring on the Bay. This presents a Foreign Object Damage (FOD) potential to jet engines, particularly to outboard engines on large four-engine aircraft. This project will include engineering alternatives that will prevent ice slabs from encroaching onto the runway pavement.

Along with the pavement rehabilitation, the project will include widening to accommodate the Airbus A380 aircraft that is expected to be in service with eight air passenger and air cargo airlines currently operating at JFK in late 2006. It is anticipated that the pavement will be widened from the current 150' to 200' in accordance with Group VI design standards as stipulated by the FAA. R/W 13R-31L was originally constructed to 200' width and was subsequently reduced to 150' for Group V aircraft; the original pavement is currently maintained as runway shoulder.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare

FAA. The runway was originally designed to 200' width and was subsequently reduced to 150' as there were no Group VI aircraft operating at JFK. In anticipation of the A380, there is a distinct need to provide a runway that meets Group VI standards. This will require modification of the runway edge lighting system to relocate the edge light fixtures outside of the runway edge, along with new signage and markings.

For the status of Runway Safety Area projects at JFK, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to complete planning efforts to accommodate the A380 on RW 13R and at the same time to rehabilitate the runway pavement to preserve the pavement structure and prevent the need for a full-depth reconstruction. The runway rehabilitation will preclude the need for extensive runway closures and will reduce delay impacts on the New York Airport System and the NAS.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PLANNING PROJECT FOR THE REHABILITATION
AND WIDENING OF R/W 13R

SECTION 6

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at JFK. The project will complement overall security measures and will be coordinated with the JFK Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:
The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.
*****FOR FAA USE **********

a. __ Safety, Preserve [ ] . Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**
*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: N/A

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PERIMETER SECURITY PROJECT

SECTION 7

Infrastructure Study and Preliminary Design to Accommodate a New Terminal

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Infrastructure Study and Preliminary Design to Accommodate a New Terminal

4.a. PROJECT DESCRIPTION:
This project will conduct a study to examine landside access issues related to the development of a new terminal at JFK in the vicinity of Terminals 5 and 6. This study is necessary in order to ensure that there is adequate landside access capacity to accommodate the anticipated passenger and meeter/greeter demand at the new terminal. It will also examine impacts to the airport roadway network. This project will examine the following elements for the Terminal 5/6 Landside Access Project:

- **Conceptual Design and Alternative Analysis: $1,700,000; and,**
- **Preliminary Design – Landside Access: $2,300,000.**

This study will examine the capacity and configuration of the various modes of access available to the terminal site. The study will evaluate roadway, access/egress to parking facilities, and AirTrain interface characteristics that will be used to support operation of the proposed terminal. In addition to the intermodal elements of the proposed terminal expansion, the project will also include an assessment of ancillary impacts to the existing terminal utility systems that will include a review of:

- **Natural gas**
- **Telephone/Communications**
- **Electrical**
- **Water**
- **Sewer**
- **Steam**

The roadway plans will be coordinated with airline terminal expansion efforts in order to develop a modified roadway and access system that will complement the proposed terminal. The Infrastructure Study will also consider methods of construction phasing and facility relocation to minimize significant interruptions of airport operations and passenger service. Along with roadway expansion and utility relocation, the plans will also include methods of incorporating AirTrain access into the terminal designs.

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. The FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. The Airport reached its pre-9/11 passenger enplanement levels in late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

The passenger market at JFK has changed significantly over the past three years. In 2001, TWA ceased operations in Terminal 5, the landmark Eero Saarinen-designed terminal, and the terminal has since remained vacant. A Memorandum of Agreement has recently been signed that will help govern the adaptive reuse of the building. Simultaneously, Terminal 6 has experienced a dramatic growth in passenger enplanements.

This study is necessary in order to ensure that there is adequate landside access capacity to accommodate the anticipated passenger and meter/greeter demand at the new terminal. It will also examine the impacts to the airport roadway network. This project will examine the following elements for the Terminal 5/6 Landside Access Project:

- **Conceptual Design and Alternative Analysis: $1,700,000; and,**
- **Preliminary Design – Landside Access: $2,300,000.**

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Five (5) air carriers have certified agreement with this project. All five were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Four (4) air carriers have certified disagreement with this project. Of those four, one (1) was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$4,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$5,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

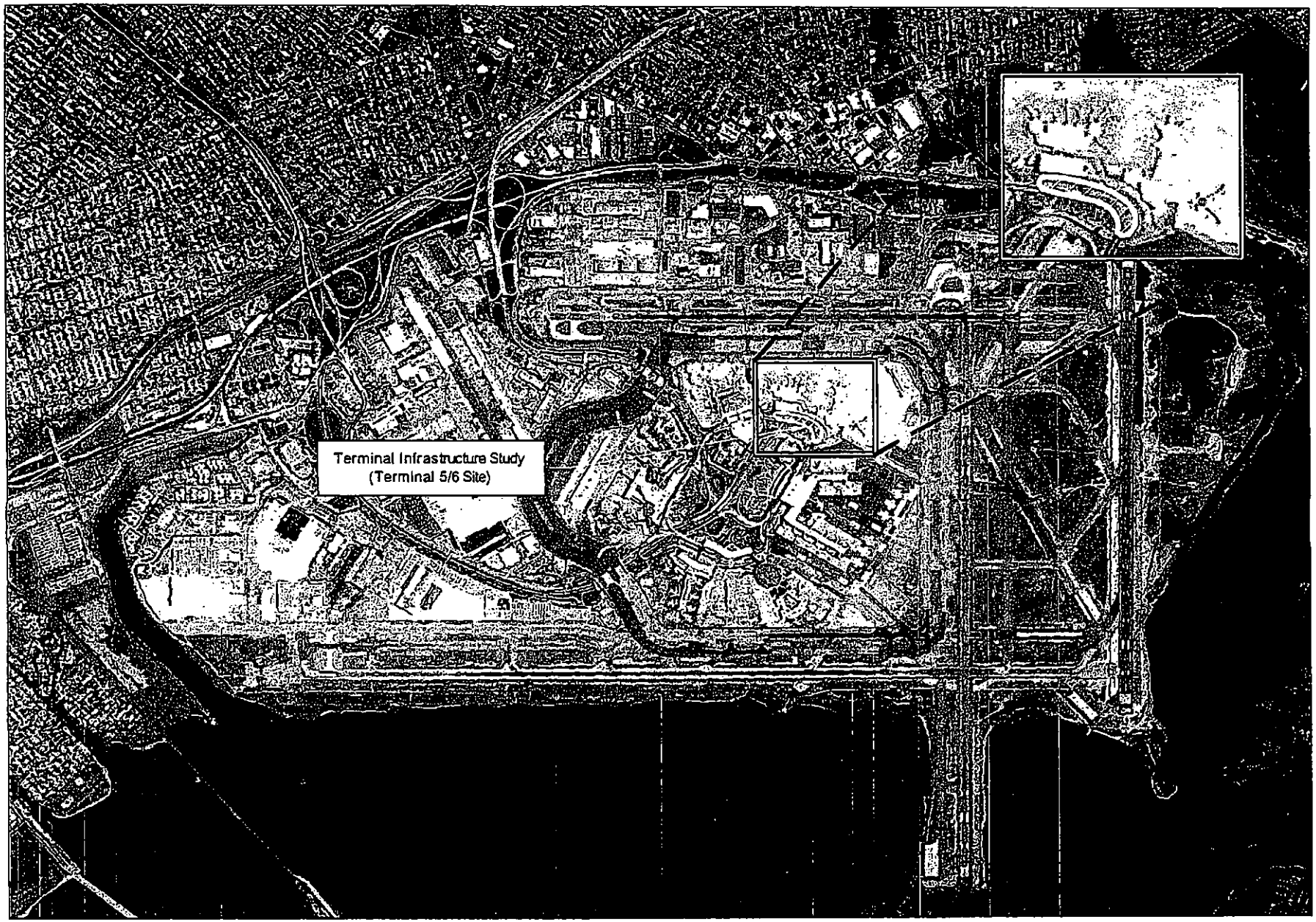
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

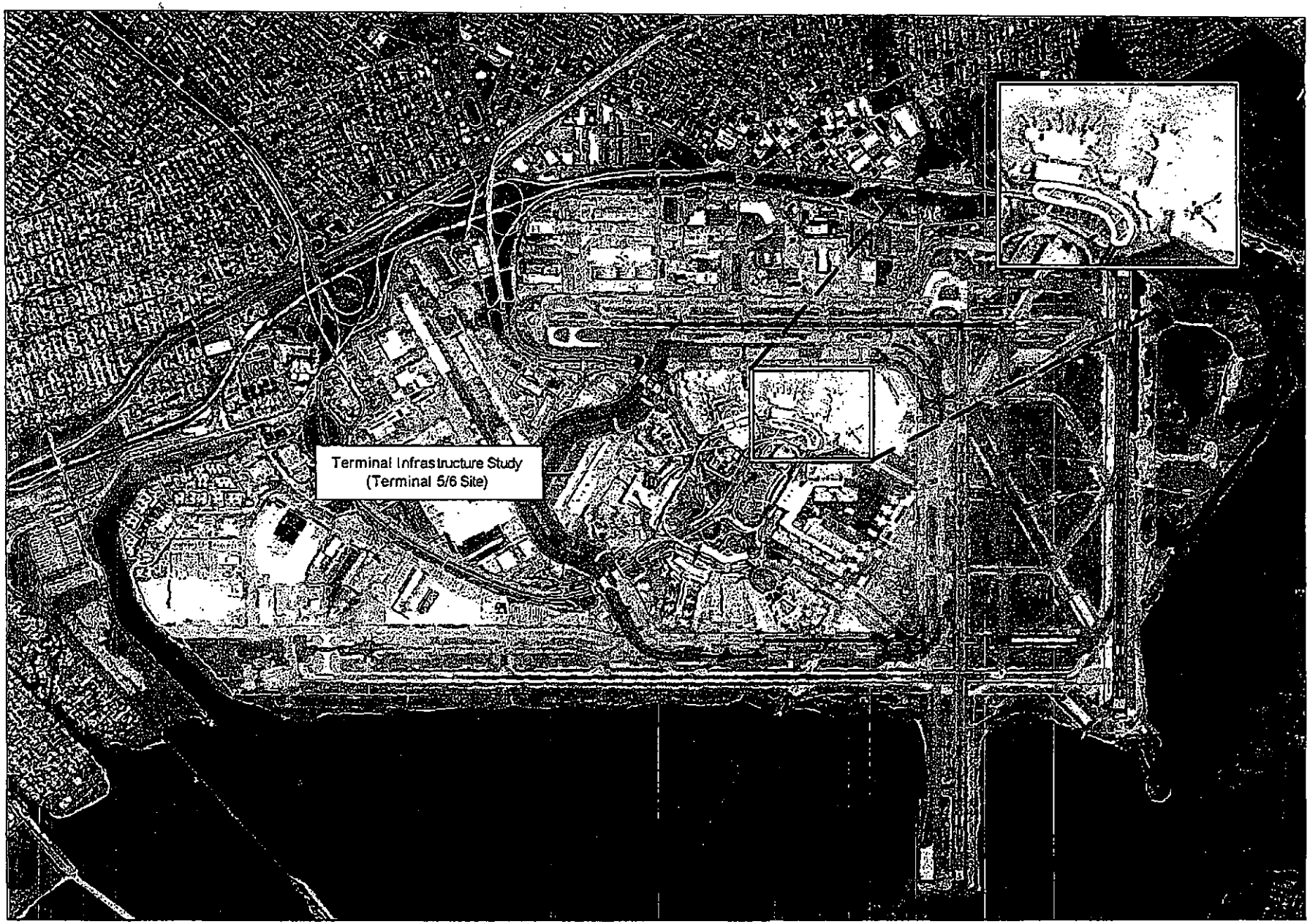
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**



THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
INFRASTRUCTURE STUDY AND PRELIMINARY
DESIGN TO ACCOMMODATE A NEW TERMINAL



THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
INFRASTRUCTURE STUDY AND PRELIMINARY
DESIGN TO ACCOMMODATE A NEW TERMINAL

SECTION 8

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority in 2002.

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by

__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********
a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 11, 2001**
ESTIMATED PROJECT COMPLETION DATE: **September 30, 2002**
*****FOR FAA USE**********
a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Of those eight, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***
*****FOR FAA USE**********

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A, AIP Grant previously awarded.**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

NEWARK LIBERTY INTERNATIONAL AIRPORT

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SECTION 2 - Runway /Taxiway Pavement Rehabilitation Project

SECTION 3 - Airfield Expansion Project

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SECTION 8 - Vertical Circulation Improvements in Terminal A

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SECTION 10 - Upgrade Navigational Aids R/W 22R – 22L

SECTION 11 - Upgrade Navigational Aids on R/W 4L

SECTION 12 - Improvements to Runway Safety Areas

SECTION 1

Runway Extension Drainage Infrastructure

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway Extension Drainage Infrastructure

4.a. PROJECT DESCRIPTION:
The Runway Extension Drainage Infrastructure Project represents a continuation of the Primary Runway Extension Project completed in 1999 that extended R/W 4L-22R from 8,200 feet to 11,000 feet. The runway extension was required to rectify operational deficiencies related to runway length. EWR has three runways: inboard R/W 4L-22R (closest to the terminal buildings), R/W 4R-22L (farthest outboard runway) and R/W 11-29 (crosswind runway for commuter aircraft). Prior to the runway extension project, R/W 4L-22R had a length of 8,200 feet and 4R-22L had a length of 9,300 feet. As a result of this configuration, approximately 18% of all departing aircraft requested to use R/W 4R-22L to avoid weight penalties that could otherwise only be resolved by reducing payload.

By accommodating this airline request, air traffic control had to shift arrivals from 4R-22L (outboard runway) to 4L-22R (inboard runway). It was estimated in the Final Environmental Assessment for the Runway Extension Project that this situation resulted in 1.8 minutes of delay per aircraft operation, equating to an increase of approximately $15 million in annual direct operating costs to the airlines. Furthermore, the Runway Extension Project was one of the delay reduction strategies identified by the FAA/Industry Capacity Enhancement Task Force.

The R/W 4L-22R Extension Project extended the runway to 11,000 feet and construction was completed in 1999. The extension has virtually eliminated pilot preference to depart from R/W 4R-22L, and this has proven to reduce delays and air traffic controller workload.

The Runway Extension Drainage Infrastructure Project represents the final phase of the Runway Extension Project. The Drainage Infrastructure Project will improve the drainage characteristics of the northeast area of the Airport through the construction of additional storm drain lines. The design of the drainage system will include approximately 4,000 linear feet of new piping along with additional storm drain inlets that will be designed

****

7. SIGNIFICANT CONTRIBUTION:

Runways 4R-22L and 4L-22R are the primary runways at EWR and over 1,200 aircraft operations occur on these runways on a daily basis. At 11,000 feet, R/W 4L-22R is the longest runway at EWR and is the primary departure runway. R/W 11-29 is a secondary runway used by commuter and regional jet aircraft. In 2003, over 405,000 aircraft operations occurred on the airport and the FAA has reported that EWR was the third most delayed airport in the nation.

This element of the R/W Extension Project represents the final phase of this multi-year effort to enhance capacity at the Airport. The runway extension project has resulted in significant capacity enhancements for EWR. The Runway Extension Drainage Infrastructure Project will also make a significant contribution to the Airport by increasing the capacity of storm drainage system to accommodate the additional flow generated by the 20 acres of new runway and taxiway pavement that was constructed in 1999.

The project is significant in order to reduce both the extent and frequency of future runway and taxiway reconstruction and repairs at the critical R/W 4R-22L and R/W 11-29 intersection. If and when lengthy runway repairs are needed at this location, major arrival and departure delays occur at EWR that will surge throughout the National Aerospace System (NAS).

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

****

8. PROJECT OBJECTIVE:

The objective of the project is to improve the drainage characteristics of the north area and to extend the life of the runway and taxiway pavement in the area, and particularly at the intersection of R/W 4R-22L and R/W 11-29. This area is critical due to the fact that the thresholds for all three runways are located in this area. When significant pavement repairs are needed at this location, major arrival and departure delays occur at EWR that surge throughout the NAS.

*****FOR FAA USE **********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$28,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$30,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

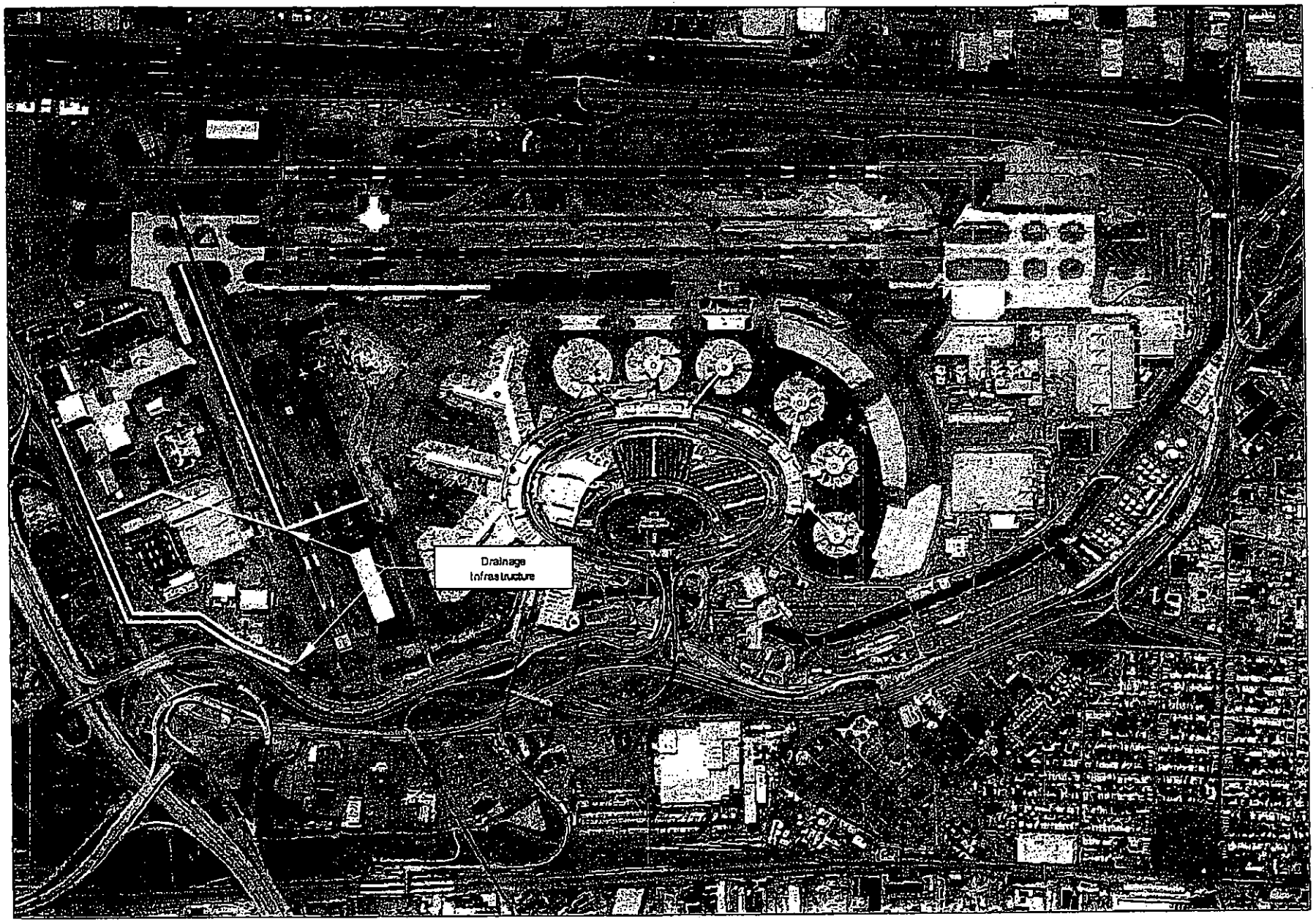
*** TOTAL PROJECT COST: **$30,000,000**
***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]
d. Comments.

*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY EXTENSION
DRAINAGE INFRASTRUCTURE

SECTION 2

Runway /Taxiway Pavement Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway/Taxiway Pavement Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of a pavement rehabilitation on R/W 4L-22R, 4R-22L and T/W P. The dimensions of the runway and taxiway impacted by this project are:

- **R/W 4L-22R – 11,000' X 150',**
- **R/W 4R-22L – 9,980' X 150'; and,**
- **T/W P – 10,000' X 75'**

Other aspects of the project include associated drainage, airfield signage and marking improvements. The lighting improvements will support the future establishment of a Surface Movement Guidance and Control System (SMGCS) Plan, that includes additional taxiway centerline lighting to guide aircraft from the runway to the terminal gates areas during severely limited visual conditions, and additional runway stop bars to further reduce the likelihood of runway incursions.

The cost for design and construction of the Runway/Taxiway Pavement Rehabilitation Project is estimated to be:

R/W 4L-22R:	**$16,500,000**
R/W 4R-22L:	**$25,500,000**
T/W P:	**$18,000,000**
Total Project:	**$60,000,000**

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities___.

*****FOR FAA USE **********

For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term, as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013. This represents a 30% increase in passenger enplanements over current levels.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. If the pavement is not rehabilitated, the structural section of the runway and taxiway pavements will further degrade, precipitating an erosion of the pavement structural sections.

If the repairs are not made and the pavement structure deteriorates beyond a simple rehabilitation, the runways and taxiways will have to be closed for significant periods of time for a major reconstruction to be performed that will bring the pavement strength up to the required load bearing capabilities.

In addition to the pavement improvements, this project will expand the existing taxiway centerline and edge lighting system. This will provide additional low visibility taxiway routes to be designated for use during visibility conditions that occur during CAT II and CAT III operations. Furthermore, runway guard lights will be installed at key runway and taxiway intersections to further reduce the likelihood of runway incursions and to support the future establishment of a SMCGS Plan.

For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____

Certification Inspector concur. Yes [ ] No [ ] Date _____

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$58,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$60,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

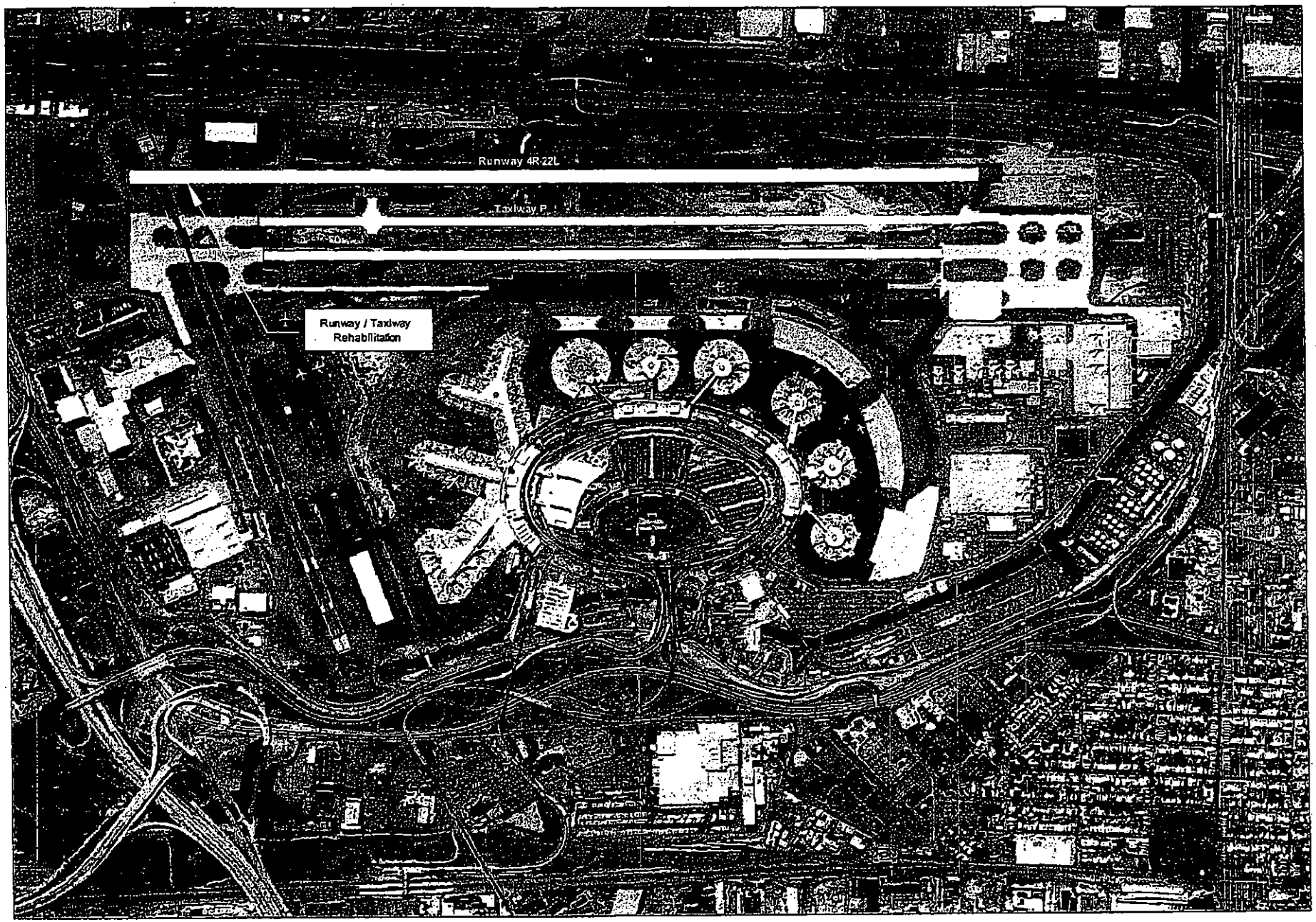
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$60,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY / TAXIWAY PAVEMENT
REHABILITATION PROJECT

SECTION 3

Airfield Expansion Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Airfield Expansion Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of airfield enhancements on the north side of the Airport. The primary goal of the project is to improve aprons, taxiway fillets, and taxiway spacing designed to meet Group V aircraft standards for aircraft that are currently operating at EWR. The taxiway fillets that will be modified as part of this project are those fillets leading from the terminal apron areas to the north airfield areas. These fillet modifications are required for large aircraft that are departing to the south due to prevailing winds.

An important element of this project includes an extensive re-design and rehabilitation of the power distribution network for the airfield lighting system. This includes construction of a new switch house (Switch House #3) at the south end of the Airport, construction of a new switch house to replace the existing Switch House #1, which is 50 years old and is reaching the end of its service life, and the rehabilitation of Switch House #2. As part of the project, the lighting circuits will be reconfigured to more efficiently route power to each of the three runways

Modifications to airfield marking, lighting and signage will be performed as required. Taxiways A and B will be reconfigured from the existing 250 foot centerline separation to 267 feet to meet current FAA standards. The Terminal C apron will be reconfigured to provide a 138-foot separation between Taxiway A to meet Taxiway Object Free Area standards. The approximate 29 acres of the airfield, commonly referred to as the Ballpark, which contains an area for Remain Overnight (RON) aircraft parking and the old air traffic control tower, will be converted to a concrete hardstand upon the demolition of the existing structures.

The cost for the design and construction of each element of the Airfield Expansion Project is estimated to be:

- **Expanded Aprons: $70,500,000**
- **T/W Fillets: $29,400,000**

prevents the simultaneous use of taxiways thereby reducing the overall capacity of the airfield.

Furthermore, the expanded ramp space will provide additional RON parking spaces. Presently, there is a daily demand for 32-35 RON parking spaces. A majority of these spaces are provided by the three existing hardstand areas located southeast of Terminal A, and situated between the Terminal and the airfield. In total, these existing hardstand areas can accommodate up to 30 aircraft. If RON demand exceeds that amount, which typically occurs, the remaining aircraft are parked at terminal gates during hours in which the gates are vacant.

As aircraft are prepared for flight, airport staff must continually relocate RON aircraft to make room for additional aircraft or to free up gates. As a result, aircraft are typically towed several times to different parking areas on the airfield as parking spaces are shifted from one aircraft to another, resulting in increased operational costs to the airlines. Each time a RON aircraft is towed, the capacity of the airfield to accommodate an operating aircraft is reduced. The project will construct an additional 13 RON parking spaces that will accommodate current and future RON demand while eliminating or significantly reducing the requirement to relocate RON aircraft.

This project will contribute to the reduction of delays by removing the operational restrictions in place while Group V aircraft operate around the Terminal C Concourses. In addition, the hardstand area is needed to provide adequate parking for RON aircraft to reduce the need to constantly reposition parked aircraft.

An important component of the project will rehabilitate the existing power distribution network for the airfield lighting system. The existing network consists of two switch houses, and an at capacity distribution network that is inadequate to accommodate additional transformers and constant current regulators and distribution cabling required to energize all of the airfield lighting components. The project will address the following airfield lighting system issues:

- **Existing Switch House #1 is 50 years old, contains equipment that is reaching the end of its useful life and has no spare capacity. Switch House #1 will be reconstructed;**
- **Existing Switch House #2 is 35 years old, has no spare capacity within the building or in its associated duct bank distribution network, and contains equipment that has reached the end of its useful life. Switch House #2 will be rehabilitated; and,**
- **Switch House #3 is new construction that will add electrical distribution capacity to prevent system overloads.**

to accommodate an operating aircraft is reduced. Additional RON spaces will accommodate current and future RON demand while reducing the requirement to relocate RON aircraft.

Furthermore, the expanded ramp space will provide up to 13 additional RON parking spaces. The current demand for RON parking spaces requires aircraft to be parked in all of the designated RON spaces along with unoccupied terminal gates. Daily demand for RON spaces has been fairly consistent at 2.5% of daily operations. This trend is expected to continue and with operations projected to grow at an annual rate of 1.7%, the capacity of EWR to accommodate future RON aircraft will be extremely limited if this project is not undertaken.

An important component of the project will rehabilitate the existing power distribution network for the airfield lighting system. The existing network consists of two switch houses, and an at capacity distribution network that is inadequate to accommodate additional transformers and constant current regulators and distribution cabling required to energize all of the airfield lighting components. The project will address the following airfield lighting system issues:

- **Existing Switch House #1 is 50 years old, contains equipment that is reaching the end of its useful life and has no spare capacity. Switch House #1 will be reconstructed;**
- **Existing Switch House #2 is 35 years old, has no spare capacity within the building or in its associated duct bank distribution network, and contains equipment that has reached the end of its useful life. Switch House #2 will be rehabilitated; and,**
- **Switch House #3 is new construction that will add electrical distribution capacity to prevent system overloads.**

This project will provide an airfield lighting system consisting of switch houses supplied with multiple sources of electrical power permitting uninterrupted lighting operation in the event any one source of power is lost due to scheduled maintenance or unscheduled repairs. Airfield lighting power supply from multiple sources is required as part of CAT II and CAT III instrument landing system requirements.

The new, rehabilitated and reconstructed switch houses will include all transformers, constant-current regulators, duct banks and emergency generators needed to accommodate existing and future airfield lighting needs.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********
a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**
*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$75,000,000**
Bond Financing & Interest **$10,000,000**

*** SUBTOTAL PFC FUNDS: **$85,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

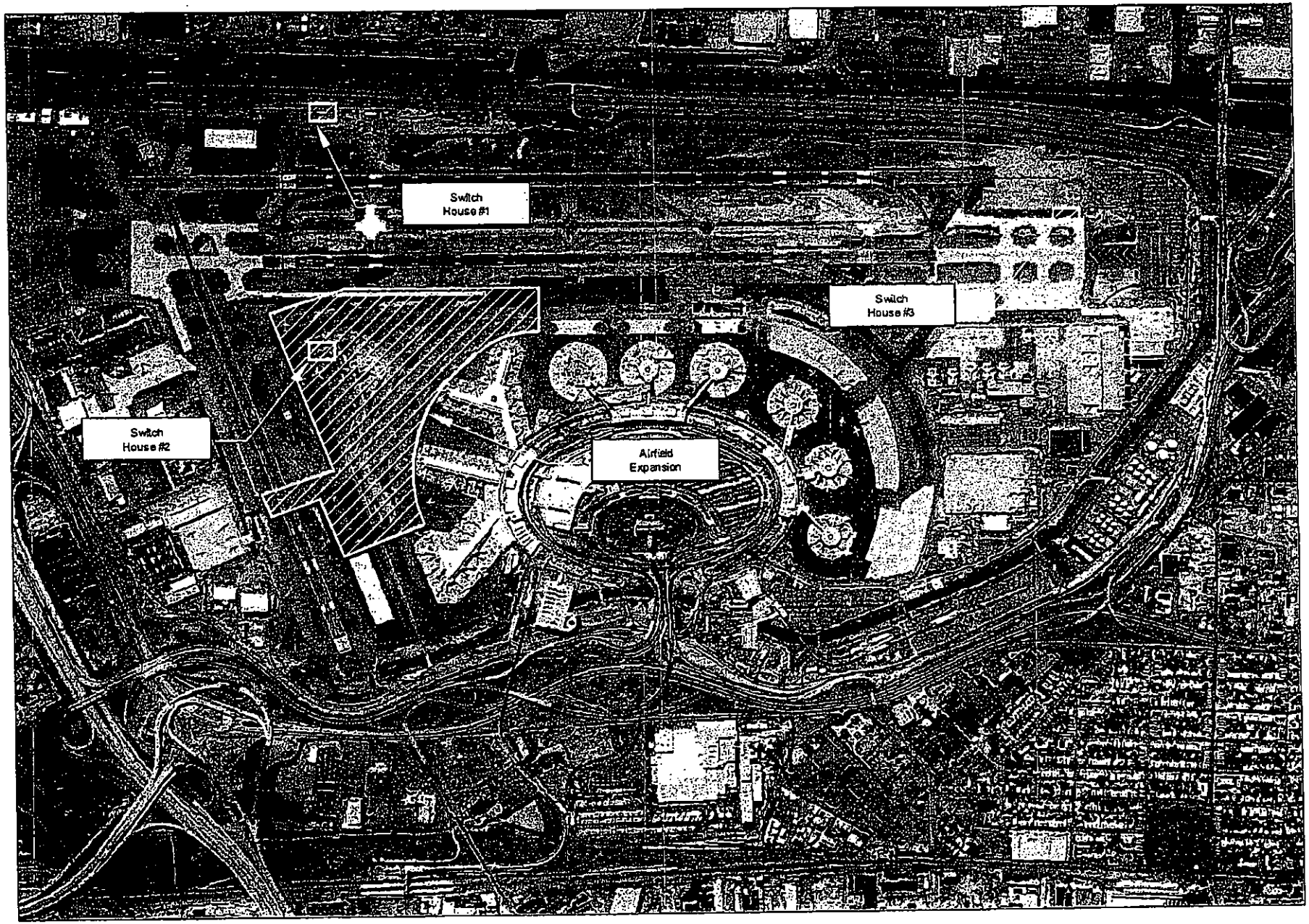
ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$79,970,000 (Port Authority Capital Funds)**

*** SUBTOTAL OTHER FUNDS: **$79,970,000**

*** TOTAL PROJECT COST: **$164,970,000**
***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
AIRFIELD EXPANSION PROJECT

SECTION 4

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at EWR. The project will complement overall security measures and will be coordinated with the EWR Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as, fiber-optic sensing cable, closed-circuit television, and video motion detection.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:
The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.
*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **October 2005**
ESTIMATED PROJECT COMPLETION DATE: **2007**
*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [X]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

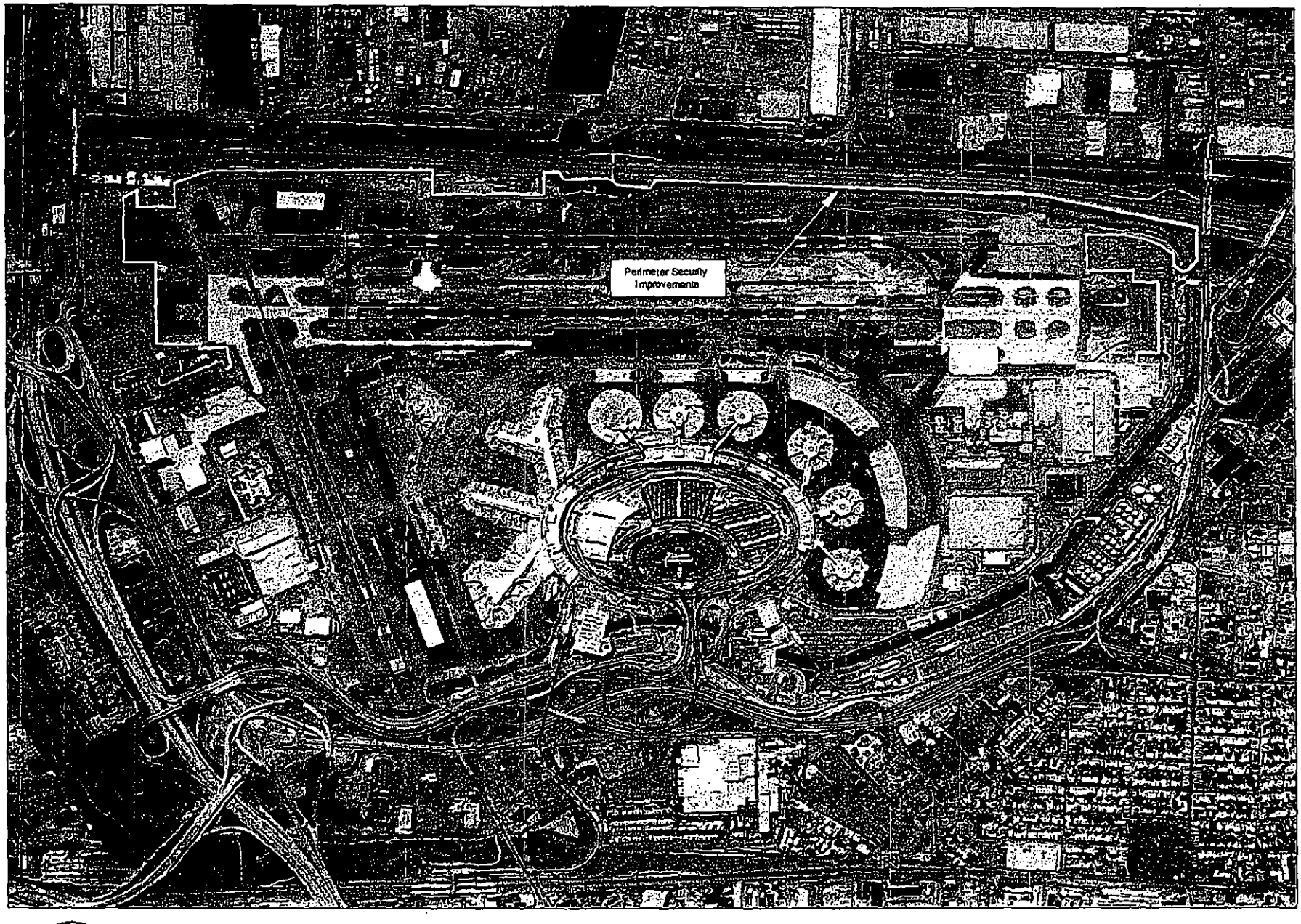
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PERIMETER SECURITY PROJECT

SECTION 5

Project to Plan for Expanded Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Project to Plan for Expanded Terminal A

4.a. PROJECT DESCRIPTION:
This project consists of the planning and preliminary design for improvements to Terminal A that will enhance passenger processing efficiency, improve security, provide additional gates and space for new entrant airlines, and expand gates areas to meet anticipated passenger demand.

Terminals A, B and C were all built at the same time and their designs were essentially the same. While Terminal A has changed relatively little, very substantial changes have been made in Terminal C and major renovations are being planned for Terminal B. This project will build on the experience gained during the modifications to the other two Terminals and in particular the Global Gateway Project that reconstructed Terminal C.

Since Terminal A was completed in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal A concourse complex. These areas now experience significant passenger congestion due to the recent security mandates that require additional security staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to analyze and develop preliminary designs for the following terminal improvement concepts aimed at alleviating existing passenger congestion and accommodating future growth. The analysis and preliminary design is anticipated to include the following concepts:

- **Modify existing ticketing areas to improve interior circulation;**
- **Add gates and ticket counters to fulfill the EWR Competition Plan;**
- **Expand the existing terminal footprint and reconfigure the existing gate layout to include additional gates. The current terminal is approximately 520,000 s.f., and the terminal is expected to grow to approximately 1,100,000 s.f.;**
- **Relocate existing facilities that interfere with the terminal building expansion, including replacement of lost parking capacity;**

*****FOR FAA USE **********

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that EWR's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

The Port Authority had undertaken a rehabilitation of Terminal A that represented the largest enhancement of the Terminal since it was completed in 1973. The Terminal "Re-lifing" Project began in 1999 and was designed to upgrade passenger conveniences and modernize systems within the Terminal building and was completed in 2003. Although the "Relifing" Project has greatly elevated the passenger's experience in the Terminal, more extensive rehabilitation is required to alleviate existing passenger congestion issues and accommodate anticipated passenger growth over the long-term. There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration and expansion of the existing floor plan. The nature of the reconfiguration/expansion is not yet defined, but is anticipated to address the issues identified in the Project Description.

A driving element for the expansion of the Terminal is the Airport's Competition Plan. The Competition Plan is designed to enhance competition on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines. According to Port Authority statistics, 31% of domestic flights scheduled at

billion range. Costs for this initial 3-4 year planning effort will be approximately 1% - 2% of the total estimated construction cost.

*****FOR FAA USE **********
a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

The project is critical to ensure that Terminal A capacity meets forecasted demand levels. Terminal A "Re-lifing" was conducted from 1999 to 2003 and included relocation of a variety of airlines; additional ticket counters; new and improved food services, and retail shops; new baggage handling system; new and refurbished airline passenger lounge; new lighting, and improvements to basic infrastructure of the terminal. The project to plan for an expanded Terminal A will further update and expand terminal facilities. Although present passenger enplanement levels are down from the Year 2000 peak, passenger enplanements are expected to surpass the Year 2000 peak by Year 2007.

Additionally, the operating environment for the airlines has significantly changed since the Terminal was originally constructed. Major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers requires that the terminal layout be reconsidered. Terminal A consists of three concourses that connect three satellites. The airline gates are located in the satellites. The satellites are identified as Satellite A1, A2, and A3, all of which are dedicated to domestic passenger arrivals and departures, along with a small number of international departures.

The present configuration of Terminal A creates a number of congestion problems for passengers moving through the terminal. Passengers entering the terminal are confronted by queues of passengers waiting to check in at the airline ticket counters. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the

accommodate demand without reducing passenger service levels. Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

This planning effort for the Terminal A Expansion will include the following components with estimated costs for each study element:

- **Needs Assessment and Capacity Analysis: $1,500,000;**
- **Conceptual Design and Alternative Analysis: $5,000,000;**
- **Preliminary Design and Phasing Analysis – Terminal Component: $9,000,000;**
- **Preliminary design and Phasing Analysis – Landside Component: $2,500,000; and,**
- **Environmental and Financial Analysis: $1,000,000.**

It is anticipated that planning will be conducted over a 3-4 year period. Total construction of the Terminal A Expansion is projected to cover a 5-6 year period with total costs estimated in the $1.3 billion to $1.7 billion range. Costs for this initial 3-4 year planning effort will be approximately 1% - 2% of the total estimated construction costs.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Four (4) air carriers have certified agreement with this project. Of those four, three (3) were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Four (4) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$19,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$20,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

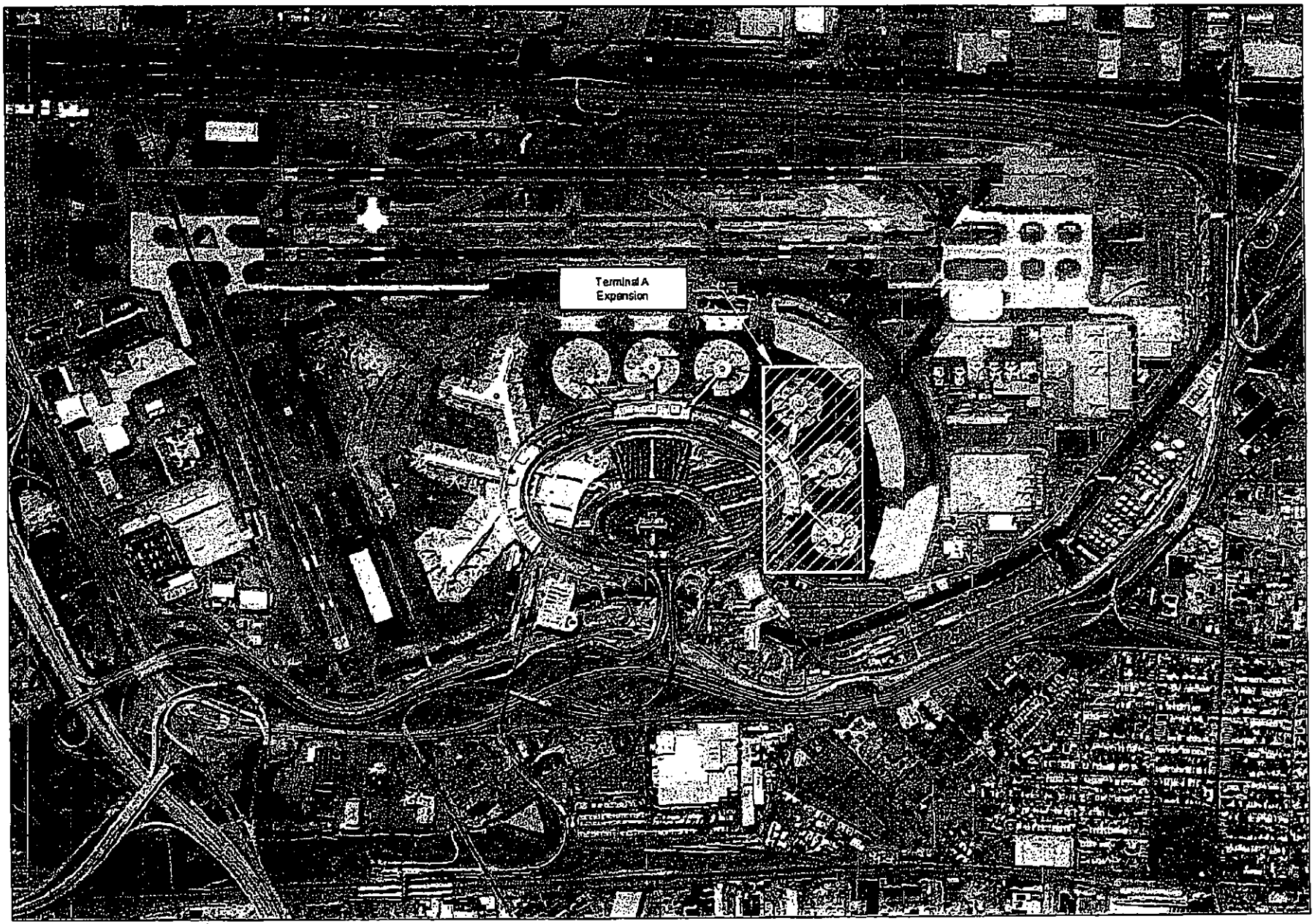
OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$20,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PROJECT TO PLAN FOR
EXPANDED TERMINAL A

SECTION 6

Modernization of Terminal B

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Modernization of Terminal B

4.a. PROJECT DESCRIPTION:
Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates that required additional staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the ticketing areas to the boarding areas. To achieve these goals, the project will include:

- **Construction of a new Baggage Claim area on the Operations level;**
- **Enlarging an existing Lobby on the Operations level and installing a new ground transportation center;**
- **Demolition of the existing Domestic Baggage Claim area and construction of new check-in counters in this location;**
- **Modifications to the existing Departures Level Check-In and queuing areas;**
- **Modifications to accommodate In-Line Baggage screening; and,**
- **Congestion and Security Improvements at the International Arrivals Area.**

This project is focused on reducing passenger congestion in the terminals, improving security functions, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority.

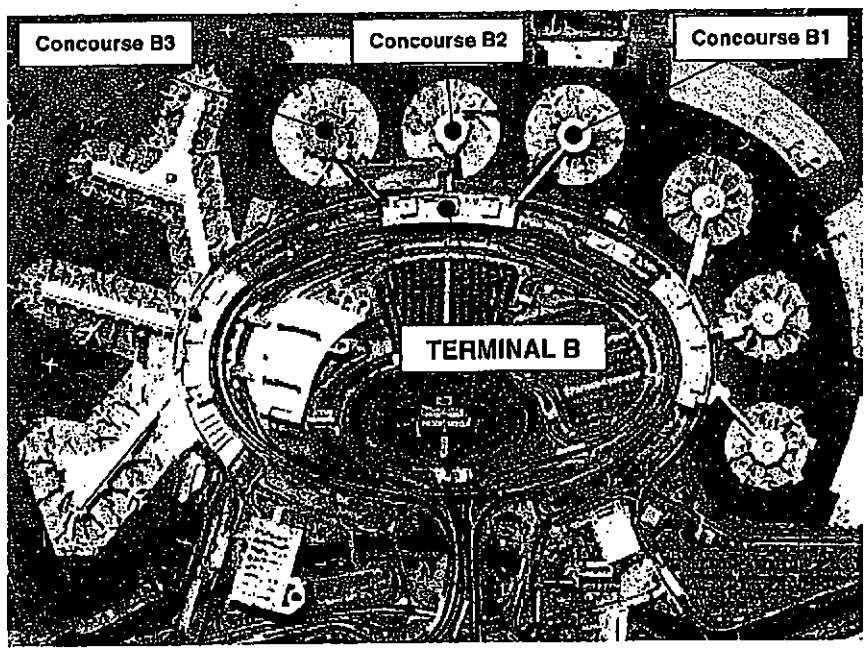
The terminal comprises approximately 1,100,000 square feet (sq) of floor space that houses ticket counters, baggage claim areas, concessions, hold rooms, gates, security processing and circulation space. Preliminary estimates of changes in ticket counter positions, gates, and baggage claim facilities are shown below.

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

As a result of this substantial growth, Terminal B, which was dedicated in 1973, has undergone several modifications to improve passenger services. The latest projects in Terminal B involved the creation of new International Arrivals facilities at Satellites B2 and B3, including a new FIS facility, the modernization of the gate areas, boarding areas and baggage systems and new elevators and escalators at the B2 core. In addition retail concessions and passenger services were expanded and improved.



However, departure facilities in Terminal B have changed little since the terminal was dedicated. Since that time, there have been major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers. Terminal B consists of three concourses that connect the three satellites to the main terminal. The airline gates are located in the satellites. These

Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers, and to enhance international air carrier competition, it is necessary to expand airline check-in areas and baggage claim areas. Considering that additional ticket counters cannot be added on to the existing Departures level without increasing the terminal footprint requiring substantial terminal structural modification, the additional ticket counters will be added by converting the existing domestic baggage claim area to a ticketing area.

A new Domestic baggage claim area will be built on the operations level in an area that was previously used for vehicle parking. With the new parking restrictions, this area is presently underutilized. Additional space in front of the existing ticket counters on the Departures level will be achieved by shifting the ticket counters back and modifying the Departures level entrance doorways. The proposed project will utilize the existing vertical escalation (escalators, elevators, stairs), which may be supplemented with additional escalators. Additionally, a new ground transportation information center and waiting area will be provided in an expanded lobby on the operations level adjacent to the new Domestic baggage claim area. It is anticipated that Common Use Terminal Equipment (CUTE) will be designed into this portion of the Modernization Plan.

The costs outlined in this application are programmed for planning, design and construction of the terminal modernization.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Three (3) air carriers have certified agreement with this project. All three were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Five (5) air carriers certified disagreement with this project. One was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********
a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$122,000,000**
Bond Financing & Interest **$3,000,000**

*** SUBTOTAL PFC FUNDS: **$125,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

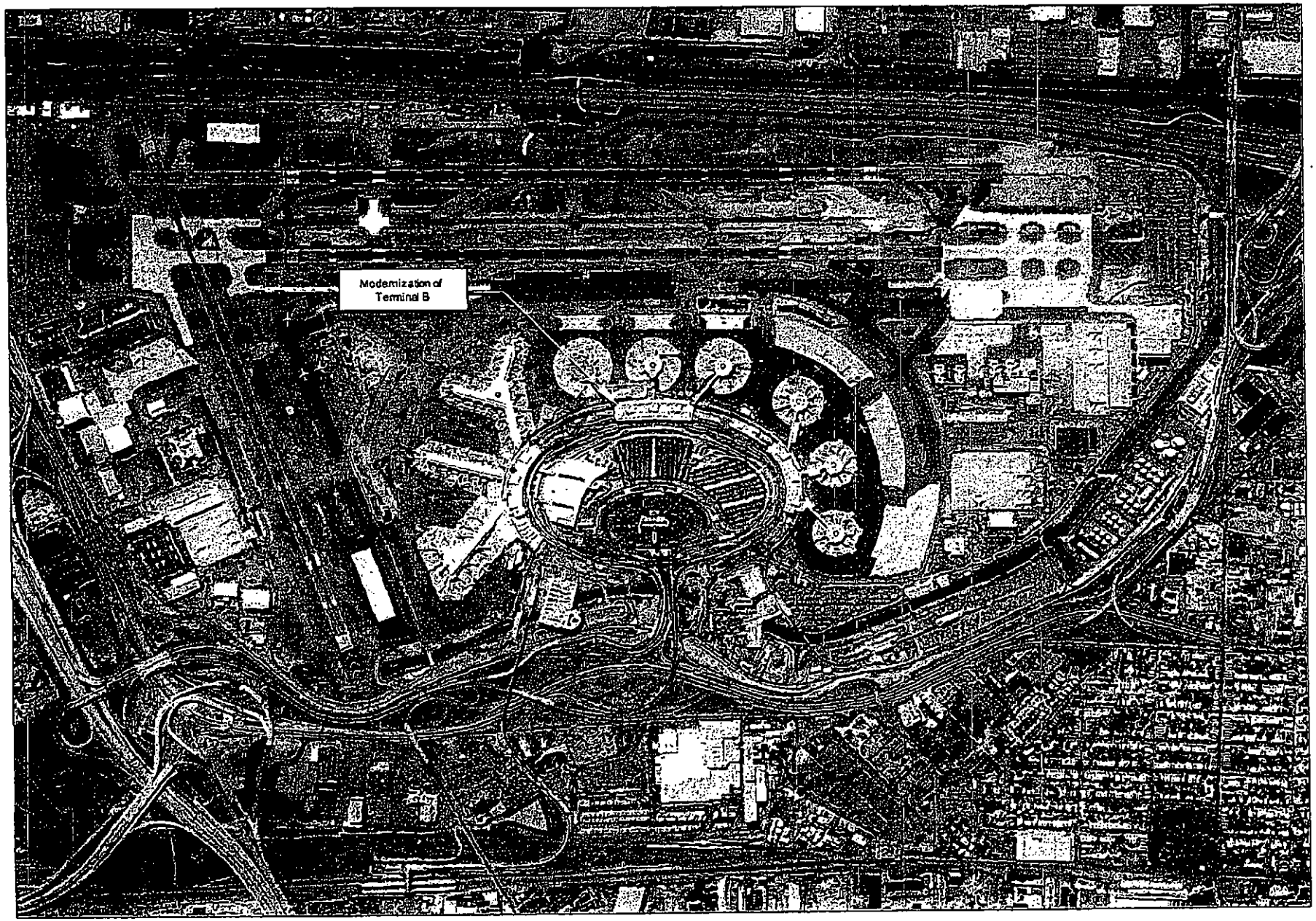
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **$53,244,000 (Port Authority Capital Funds)**

*** SUBTOTAL OTHER FUNDS: **$53,244,000**

*** TOTAL PROJECT COST: **$178,244,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
MODERNIZATION OF TERMINAL B

SECTION 7

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority in 2002 and an amendment in 2005.

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **September 11, 2001**
ESTIMATED PROJECT COMPLETION DATE: **September 30, 2002**
*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers certified agreement with this project. Of those 8, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A, AIP Grant previously awarded and pending amendment.**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

*****FOR FAA USE**********

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 8

Vertical Circulation Improvements in Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Vertical Circulation Improvements in Terminal A

4.a. PROJECT DESCRIPTION:
This project will construct new large capacity elevators serving all four levels of Terminal A. The project may also include new additional escalators connecting the baggage claim area to the lower level ground transportation and parking level. In addition, an enlarged lobby at the ground transportation and parking level will accommodate a new ground transportation area to accommodate the more than 45,000 arriving and departing passengers who utilize Terminal A during the course of an average day.

The existing elevators are undersized resulting in excessive congestion around elevators and baggage carts being used on escalators. Furthermore, the existing elevators and the escalators connecting the baggage claim area and the lower level ground transportation and parking level are not optimally located for passenger convenience and accessibility. Currently there are three banks of escalators and two small passenger elevators that can accommodate approximately six (6) passengers each connecting the arrivals, departures and HOV roadway/parking levels.

Vertical circulation improvements similar to those described here have been recently completed in Terminal B and the project has resulted in vast improvements in reducing passenger congestion and inconvenience, and has improved safety conditions within the terminal.

This project will complement and will not conflict with the Terminal A Expansion Project. In fact, this project is necessary even if the Terminal A Expansion project is not performed. Terminals A, B and C were all built at the same time and their designs are essentially the same. While Terminal A has changed relatively little, very substantial changes have been made in both Terminals B and C. Experience gained in the other two Terminals allows us to make similar improvements in Terminal A that will be compatible with any future Terminal expansion.

Despite the dramatic increase in passenger enplanements, certain critical elements of the Terminal remain essentially the same since it was completed in 1973 when passenger traffic was approximately three (3) million annual passengers.

As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the terminal. An important element for reducing congestion is achieved by enabling passengers to efficiently move through the terminal. This can be accomplished by strategically locating properly sized elevators and escalators along the main traffic areas that are vertically separated, where passengers transition from key areas within the terminal. In Terminal A this occurs between the ticketing area, the main concessions area and concourse level, the baggage claim area and the lower level ground transportation and parking level.

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

This project makes a significant contribution to the operation of Terminal A by alleviating existing congestion issues and improving passenger throughput in Terminal A. The existing six (6) passenger elevators are inadequate in number, size and location.

As passenger volumes increase at EWR, traffic congestion increases on the terminal frontage roadways. EWR's strategy for addressing this problem has been to remove unnecessary vehicles from the frontage roadways. To this end, a new HOV roadway and frontage was recently completed on the ground/operations level in front of the three terminals. At Terminals B and C, buses now pick up passengers on this lower level. However, at Terminal A, buses cannot yet utilize the new HOV frontage, as the existing vertical circulation within the building is inadequate to handle the volume of passengers loading and unloading from the buses. A peak hour passenger traffic study conducted in 2000 determined that 6% of arriving passengers traveled to the parking lots on the lower level. This percentage will increase to a total of 19% of arriving passengers once the new HOV frontage is in operation.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Of those seven, one (1) was a conditional agreement. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$29,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$31,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$31,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

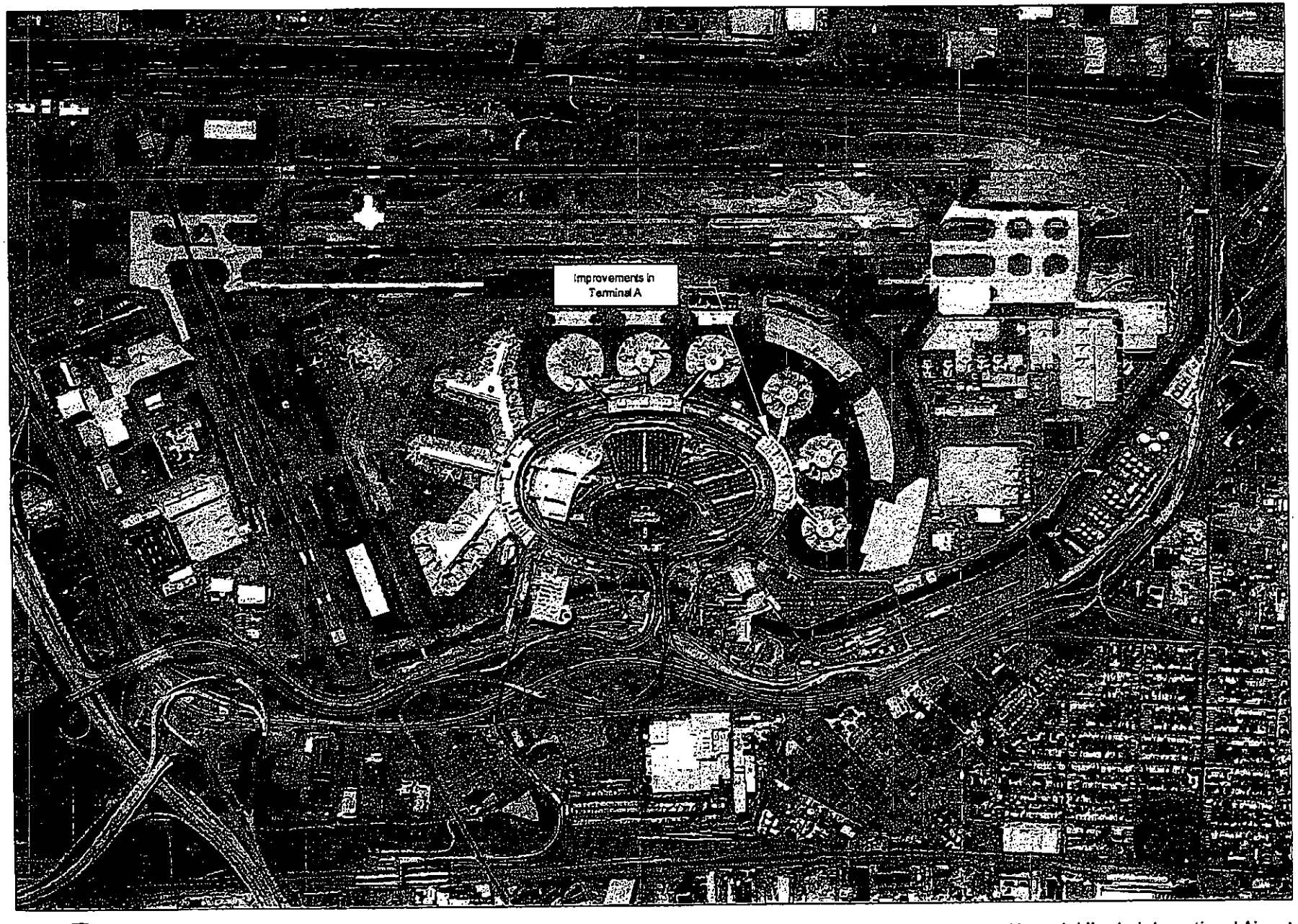
b. Comments:
****

*****FOR FAA USE**********
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):
****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
VERTICAL CIRCULATION IMPROVMENTS
IN TERMINAL A

SECTION 9

North Area Roadway Improvements

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
North Area Roadway Improvements

4.a. PROJECT DESCRIPTION:
This North Area Roadway Improvements Project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of auto and cargo truck traffic. This road is located on the Airport and will be used by current air cargo carriers, passenger airline cargo operations, and Airport patrons utilizing the adjacent long-term parking lot, known as Economy Lot P6. On a daily basis, airport passengers park approximately 800 automobiles in Economy Lot P6.

Project components consist of the relocation of existing parking lot entrance and exit toll plazas, increasing the radii of existing roadway curves, providing direct airport access from airline facilities, and significantly reducing the travel distance for cargo trucks traveling to the north side of the airport from Port Newark. This project will enhance traffic safety by providing a route for cargo truck traffic that will be used less frequently by other airport traffic than the route currently in use. In total, the project will modify approximately 3,600 linear feet of roadway.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
According to Airports Council International (ACI), EWR ranked 9th nationwide and 19th worldwide in total revenue cargo. In 2003, EWR shipped over 890,000 tons of cargo on domestic and international routes by 15 air cargo carriers and passenger airlines.

The existing cargo truck traffic must follow a lengthy and circuitous route to travel from Port Newark to the cargo areas on the north side of the airport on roadways that are not adequate to handle the mix of cargo trucks and other vehicles. The new route will be much more direct and the roadway will be wider to accommodate the larger vehicles used by the tenants in the North Cargo Area. The construction of this roadway will enhance safety by separating the cargo truck traffic from other airport traffic.

The reconfiguration and re-design of the North Area Roadway will increase safety for all vehicles using this exit, including airport patrons who park in the adjacent long term lot, Economy Lot P6. Presently, the tractor-trailers from the cargo areas are frequently forced to cross over into oncoming traffic when negotiating turns. Also, the existing traffic signal configuration, coupled with the restrictive airport exit, prevents the efficient flow of truck traffic from the Air Cargo Area through the Airport exit. Many times, tractor-trailer trucks are caught blocking vital intersections while waiting to pass through the existing traffic signal. This negatively impacts both air cargo commerce and traffic safety for airport passengers using Economy Lot P6.
*****FOR FAA USE **********
a. Is justification adequate? YES [ ] NO [ ].

b. Comments:
****

7. SIGNIFICANT CONTRIBUTION:
According to ACI, EWR ranked 9th nationwide and 19th worldwide in total revenue cargo. In 2003, EWR shipped over 890,000 tons of cargo on domestic and international routes by 15 air cargo carriers and passenger airlines.

The significant contribution of this project is that it will enhance vehicular traffic safety by separating cargo traffic from other airport traffic while providing a more direct and efficient route for cargo handlers to travel to and from the airport. On a daily basis, air passengers park approximately

800 automobiles in Economy Lot P6. This project will improve the operational safety and efficiency of tractor-trailers accessing the cargo areas and automobiles accessing the long-term parking lot.

There are currently 15 airlines providing cargo service operating at EWR that hauled over 890,000 tons of cargo in 2003. There are two (2) dedicated air cargo carriers along with the cargo operations of eleven (11) passenger airlines residing in the multi-tenant cargo building located in the North Area. The North Area Roadway Improvement project will allow these carriers to more efficiently utilize standard 53-foot tractor-trailers to transfer cargo to and from the Airport. Presently, these trucks are limited on the current roadway system requiring the carriers to make additional trips using smaller trucks.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the North Area Roadway Improvement Project is to enhance safety and reduce airport roadway congestion by further separating cargo truck traffic from other airport passenger auto traffic by providing a more direct route from the Port of Newark to the North Cargo Area of EWR and for air passengers entering and exiting Economy Lot P6.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);

[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **January 2007**
ESTIMATED PROJECT COMPLETION DATE: **2009**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [**X**] NO [ ]
b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Two (2) air carriers certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **Six (6) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$10,500,000**
Bond Financing & Interest **$500,000**

*** SUBTOTAL PFC FUNDS: **$11,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$11,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********
a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

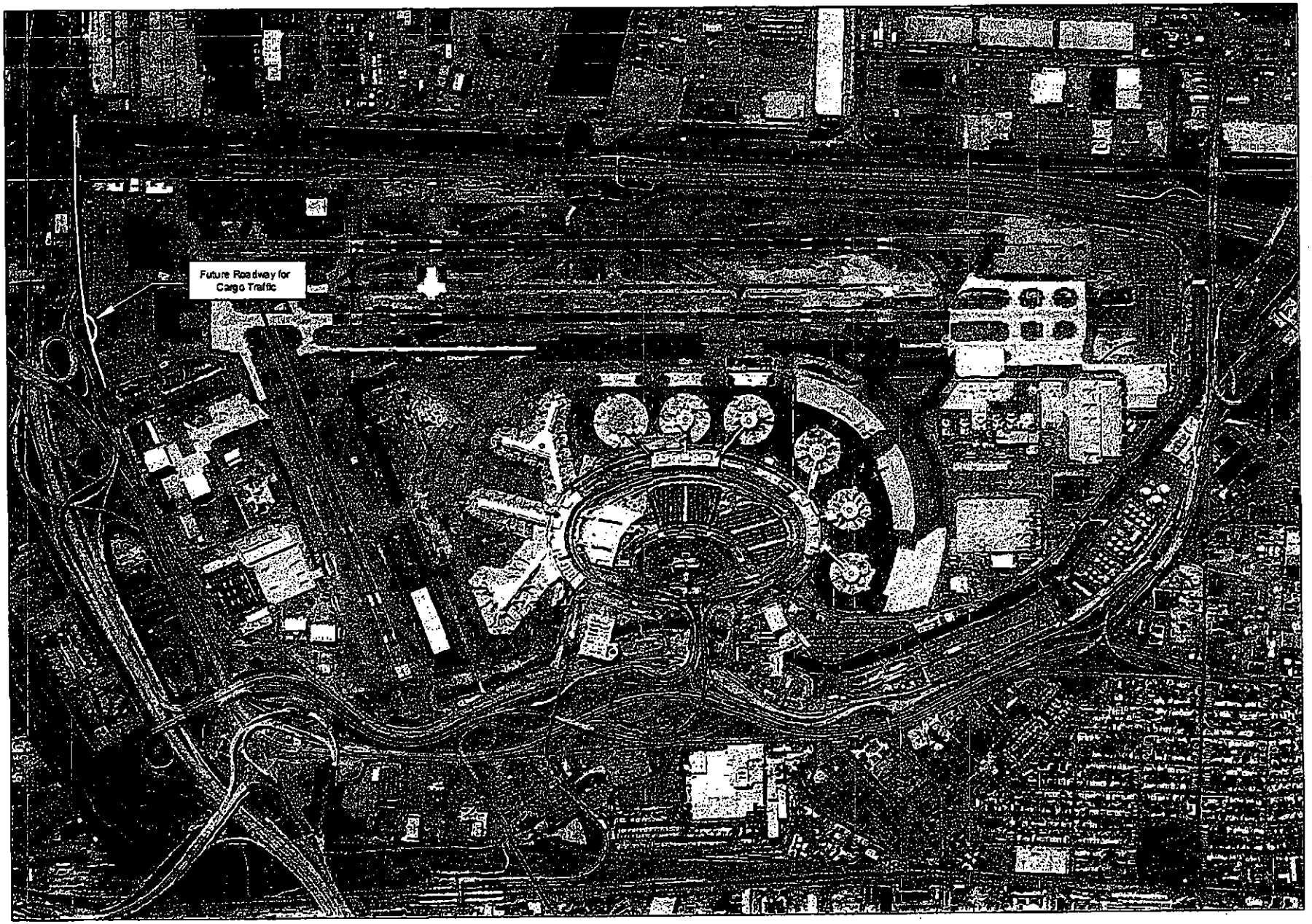
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
NORTH AREA ROADWAY IMPROVEMENTS

SECTION 10

Upgrade Navigational Aids R/W 22R – 22L

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Upgrade Navigational Aids R/W 22R – 22L

4.a. PROJECT DESCRIPTION:
This project is designed to enhance the navigational aids (NAVAIDS) on R/W 22R and 22L. R/W 22R presently has a Category (CAT I) Instrument Landing System (ILS) approach and this project will upgrade the existing, earlier generation localizer and glideslope equipment to modern Mark XX equipment. This will improve the reliability of the ILS during Instrument Flight Rules (IFR) conditions.

The improvement to the R/W 22L NAVAIDS includes an upgrade from the existing CAT I approach to CAT III approach. This requires the installation of modern Mark XX localizer and glideslope equipment and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF-2). These two projects will improve the ILS system performance while enhancing the IFR capacity of the Airport.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*

$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hour during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights experience significant delays.

Meeting the current and anticipated aircraft operations demand, the ILS on R/W 22R is comprised of early model localizer and glideslope equipment that was installed in the late 1970's. Although the equipment operates within prescribed parameters, it is becoming increasingly labor intensive to maintain the ILS signal integrity within established FAA parameters. Since the existing equipment was originally installed, great strides have been made in ILS technology that have increased the accuracy and reliability of the equipment, while reducing overall maintenance requirements.

Along with labor-intensive maintenance, the operational specifications for the early generation ILS require that accumulated snow be kept no higher than 6". If snow is allowed to accumulate higher than 6", the ILS internal monitors will shut the system down. This can create a critical situation during periods when the system is needed most by aircraft on final approach. During heavy snow periods, it is difficult for snow removal crews to maintain both the pavements and the 22R ILS areas clear of accumulated snow. The newer generation ILS allows up to 12" of snow to accumulate before removal is required. This provides additional time for snow removal crews to respond without the ILS going off-line.

The Mark XX ILS will reduce overall maintenance requirements while allowing snow removal crews additional time to remove accumulated snow from the ILS areas.

The instrument approach on R/W 22L is currently a CAT I. Presently, R/W 4R is the only runway equipped with a CAT III system. During CAT III conditions, R/W 4R is the only runway that can accommodate arriving aircraft. If a system malfunction occurs on R/W 4R during CAT III weather conditions, the airport is essentially closed until weather conditions improve. This is particularly of concern when prevailing weather conditions restrict visibility to CAT III minimums.

The CAT III upgrade on R/W 22L will require new Mark XX localizer and glideslope equipment and the installation of an ALSF-2. A significant portion of the existing infrastructure will be reused for the CAT III upgrade thereby minimizing construction costs.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 8,994. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 qualifies for an ILS with an approach light system. The value for EWR is 8,994, which well exceeds the ILS ratio limit.

Typically, the FAA purchases and installs ILS equipment. However, the Port Authority will purchase and install the equipment to rectify the operational issues with the existing NAVAIDS equipment on this runway. Therefore, the Port Authority is requesting funds to support the construction, purchase and installation of the CAT III equipment. The equipment purchased and installed will be fully compatible with FAA procured equipment. The system will be turned over to the FAA when the installation is complete and commissioned to FAA standards. This project has been coordinated with the FAA and the FAA has authorized the Port Authority to purchase and install the NAVAIDS equipment. See FAA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the

airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hour during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights experience significant delays. The very latest in NAVAIDS technology will be used to maximize the capacity of the Airport and to ensure the reliability of NAVAIDS performance.

This project provides the latest generation Mark XX ILS equipment on R/W 22R to support the existing CAT I approach. This equipment provides unprecedented reliability and allows snow removal crews additional time to clear the ILS area of accumulated snow.

The CAT III installation on R/W 22L provides for ILS redundancy and allows air traffic controllers additional flexibility in assigning runways to inbound aircraft. In this way, delays can be reduced and congestion alleviated.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 8,994. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 8,994, which well exceeds the ILS ratio limit.

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]

Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance ILS system performance on R/W 22R while expanding CAT III ILS capability to R/W 22L. This will improve the capacity of the Airport while providing additional flexibility during reduced visibility conditions.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2006**
ESTIMATED PROJECT COMPLETION DATE: **2008**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **February 2006**

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$9,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [X] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [X]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

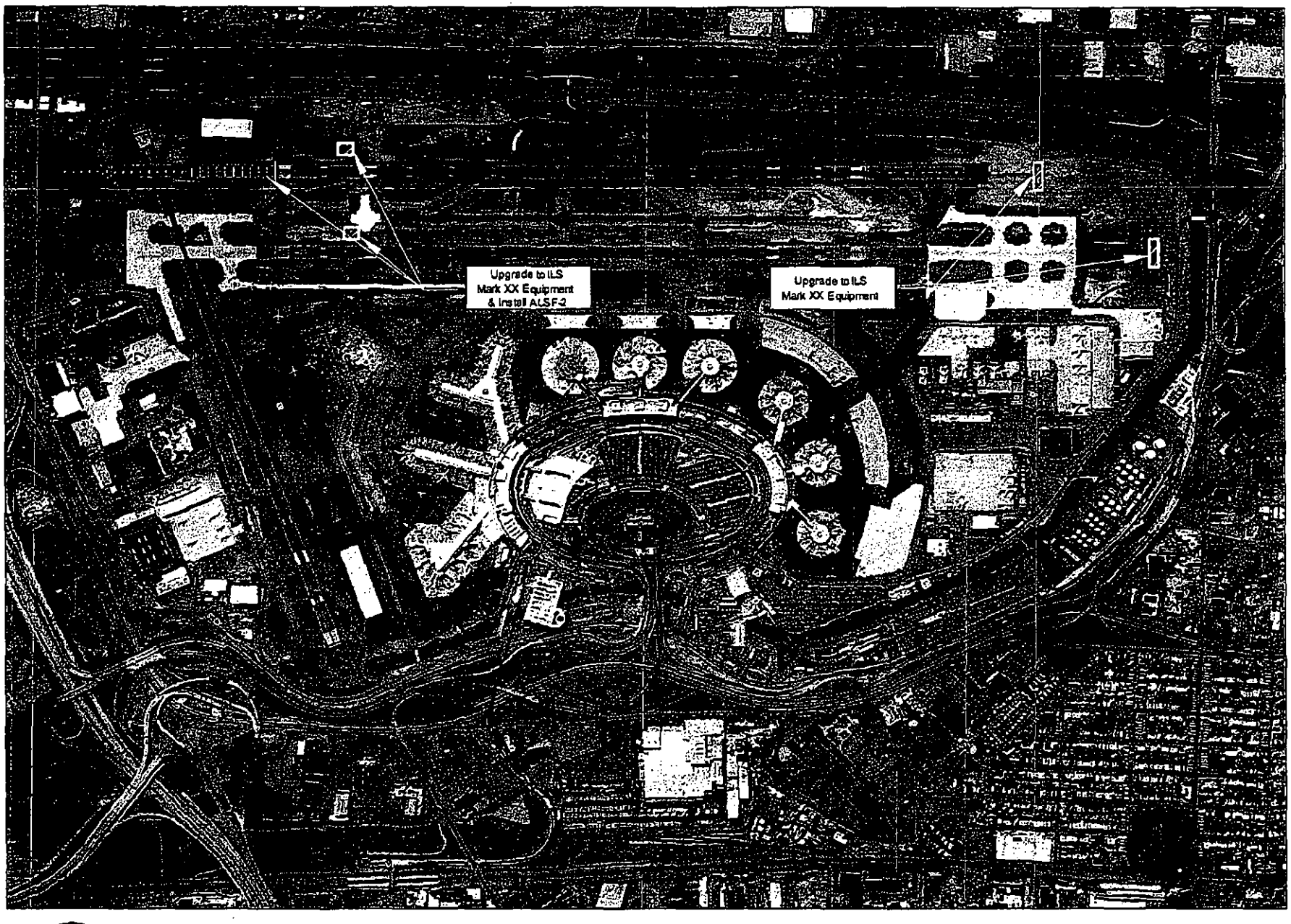
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
UPGRADE NAVIGATIONAL AIDS
ON R/W 22R - 22L

SECTION 11

Upgrade Navigational Aids on R/W 4L

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Upgrade Navigational Aids on R/W 4L

4.a. PROJECT DESCRIPTION:
This project is designed to enhance the navigational aids (NAVAIDS) on R/W 4L. The NAVAIDS improvement to R/W 4L includes an upgrade from the existing Category I (CAT I) to CAT III Instrument Landing System (ILS). This requires the installation of modern Mark XX localizer and glideslope equipment and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF-2).

b. If applicable for terminal projects,
1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places

EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

There is currently a CAT I instrument approach on R/W 4L. Presently, R/W 4R is the only runway equipped with a CAT III system. During weather conditions that warrant CAT III conditions, R/W 4R is the only runway that can accommodate arriving aircraft. During snow removal operations when visibility is typically low, aircraft must hold while the Runway is treated, causing flight delays in the system. If R/W 4L were CAT III capable then aircraft would just transition to that runway and no operational impacts would occur. Also, if a system malfunction occurs on R/W 4R during CAT III conditions, then the airport would be essentially closed for arrivals until the equipment is repaired or weather conditions improve.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hour during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights experience significant delays.

The CAT III upgrade on 4L will require new Mark XX localizer and glideslope equipment and the installation of an ALSF-2. A significant portion of the existing CAT I infrastructure will be reused for the CAT III upgrade, thereby minimizing construction costs. The installation of CAT III on R/W 4L will provide for system redundancy and air traffic control flexibility during CAT III conditions.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 5,750. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 5,750, which well exceeds the ILS ratio limit.

Typically, the FAA purchases and installs ILS equipment. However, the Port Authority will purchase and install the equipment to address the potential delay issues. Therefore, the Port Authority is requesting funds to support the construction, purchase and installation of the CAT III equipment. The equipment purchased will be fully compatible with FAA procured equipment. The system will be turned over to the FAA when the system is installed and commissioned to FAA standards. This project has been coordinated with the FAA and the FAA has authorized the Port Authority to purchase and install the NAVAIDS equipment. See FAA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hours during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights are delayed significantly. The very latest in NAVAIDS technology will maximize the capacity of the Airport and to ensure the reliability of NAVAIDS performance through the installation of the most modern ILS equipment.

The CAT III capability on R/W 4L provides for CAT III ILS redundancy and allows air traffic controllers additional flexibility in assigning runways to inbound aircraft during CAT III weather conditions.

During Instrument Flight Rule (IFR) conditions, winds at EWR generally favor an approach from the south. Presently, there is CAT III capability on R/W 4R only. In the event of an aircraft incident or equipment failure on R/W 4R during CAT III conditions, the Airport will be closed to arrivals until

visibility improves. Therefore, the addition of CAT III equipment on R/W 4L will provide a significant contribution to aircraft operations during reduced visibility conditions.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 5,750. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 5,750, which well exceeds the ILS ratio limit.

Typically, the FAA purchases and installs ILS equipment. However, the Port Authority will purchase and install equipment to address the potential delay issues. Therefore, the Port Authority is requesting funds to support the construction, purchase and installation of the CAT III equipment. The equipment purchased will be fully compatible with FAA procured equipment. The system will be turned over to the FAA when the system is installed and commissioned to FAA standards. This project has been coordinated with the FAA and the FAA has authorized the Port Authority to purchase and install the NAVAIDS equipment. See FAA support letter included in Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance ILS system performance while expanding CAT III ILS capability to R/W 4L. This will improve the overall capacity of the Airport while providing additional flexibility during reduced visibility conditions.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **July 2008**
ESTIMATED PROJECT COMPLETION DATE: **2009**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[X] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **February 2006**

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].
b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Seven (7) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **One (1) air carrier has certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

*****FOR FAA USE**********

a. Comments:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$9,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:

Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

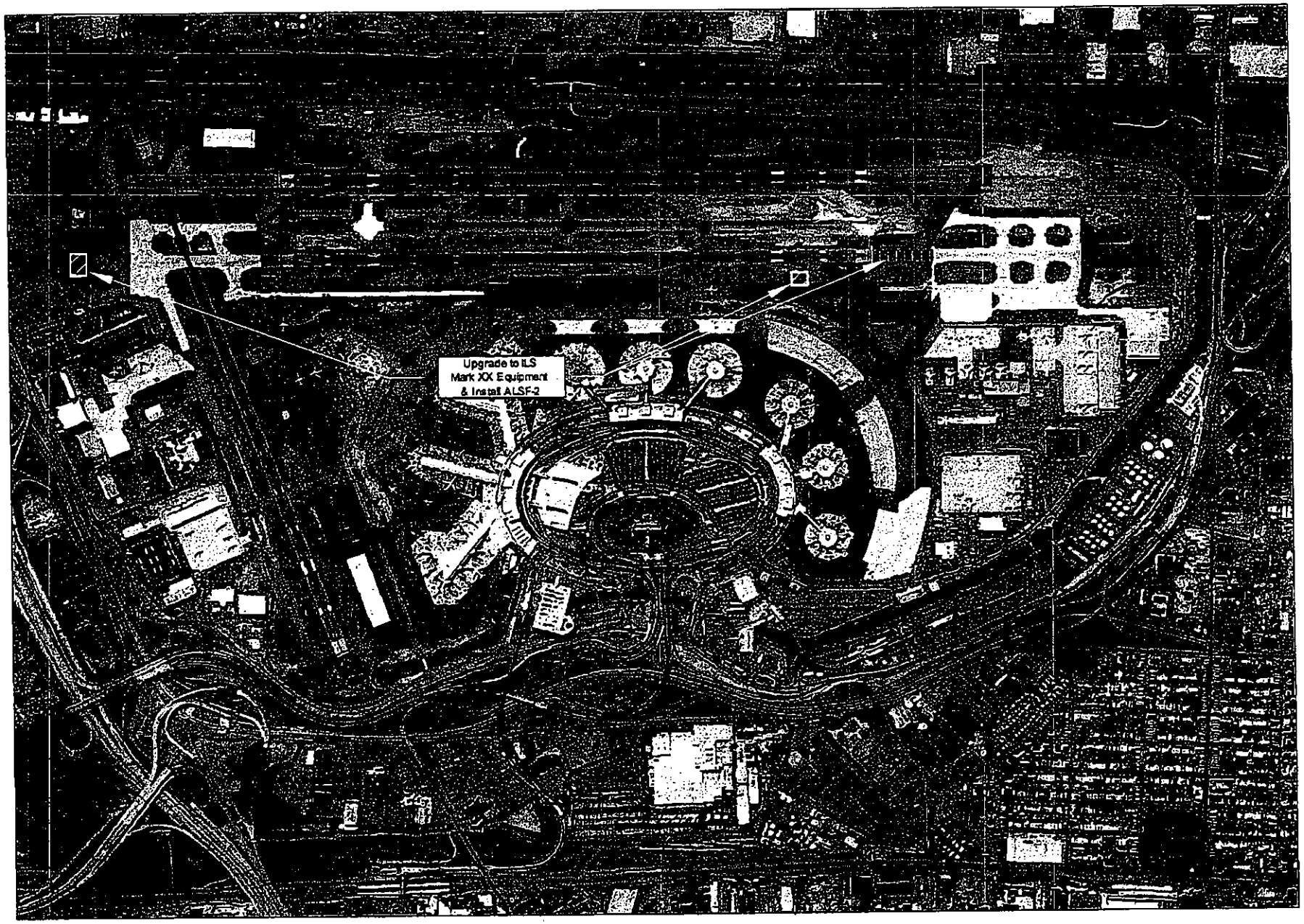
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
UPGRADE NAVIGATIONAL AIDS
ON R/W 4L

SECTION 12

Improvements to Runway Safety Areas

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Improvements to Runway Safety Areas

4.a. PROJECT DESCRIPTION:
The Improvements to Runway Safety Areas (RSA) project will enhance the dimensional standards on Runways 11 and 29 for compliance with FAA standards for RSA's. The RSA's for Runways 11 and 29 presently does not meet FAA standards and are not easily expandable due to the location of the New Jersey Turnpike/Interstate 95 to the east and Route 1 & 9 and significant industrial development to the west.

This project will implement a recommendation of the RSA Study with the express purpose of improving the RSA for R/W 11-29. Implementation will include the construction of RSA Study recommendations that are in compliance with FAA standards.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters ___, gates ___, and baggage facilities ____.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

*****FOR FAA USE **********
a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] **$4.50[X]** (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:

The FAA requires that airport sponsors bring RSA up to FAA standards by October 2007. The Port Authority is conducting an analysis of each runway end and is developing viable alternatives for RSA improvements that meet FAA standards while complementing the existing airline operations. The current condition of the RSA for R/W 11-29 includes numerous incompatible objects, such as buildings, blast fences, and roads. In addition, there are a number of terrain areas that exceed gradient standards for positive or negative slopes. The RSA study is in the final stage of completion and includes construction feasibility, cost estimates and environmental analysis for the preferred RSA improvement that the Port Authority will utilize for initiating construction.

It is anticipated that planning and environmental documentation of the preferred RSA alternatives will be completed in 2005 and construction will be completed in 2006. For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

This project will provide an added level of safety for air passenger aircraft operations. By constructing Runway Safety Areas that meet current standards the Airport will be complying with an FAA mandate that requires compliance with prescribed safety area dimensions by 2007.

It is anticipated that planning and environmental documentation of the preferred RSA alternatives will be completed in 2005 and construction will be completed in 2006. For the status of Runway Safety Area projects at EWR, please see Attachment A *Airport Capital Improvement Plan* and Attachment I *Additional Information.*

*****FOR FAA USE **********

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:
****

8. PROJECT OBJECTIVE:

The objective of the Runway Safety Area Project is to enhance aircraft and passenger safety by bringing the RSA's up to FAA standards by applying FAA approved recommendations.

*****FOR FAA USE **********

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:
****

9. FOR FAA USE (Public agencies go to 10)**********

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **December 2006**
ESTIMATED PROJECT COMPLETION DATE: **2008**

*****FOR FAA USE**********

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **February 2006**

*****FOR FAA USE**********

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:
****

12. LIST CARRIERS CERTIFYING AGREEMENT: **Eight (8) air carriers have certified agreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.***

13. LIST CARRIERS CERTIFYING DISAGREEMENT: **None**

*****FOR FAA USE**********

a. Comments:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$10,500,000**
Bond Financing & Interest **$1,500,000**

*** SUBTOTAL PFC FUNDS: **$12,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement Discretionary

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$12,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

*****FOR FAA USE**********

a. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

d. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

e. Comments.

****

15. BACK-UP FINANCING PLAN: N/A

*****FOR FAA USE**********

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

****

*****FOR FAA USE**********

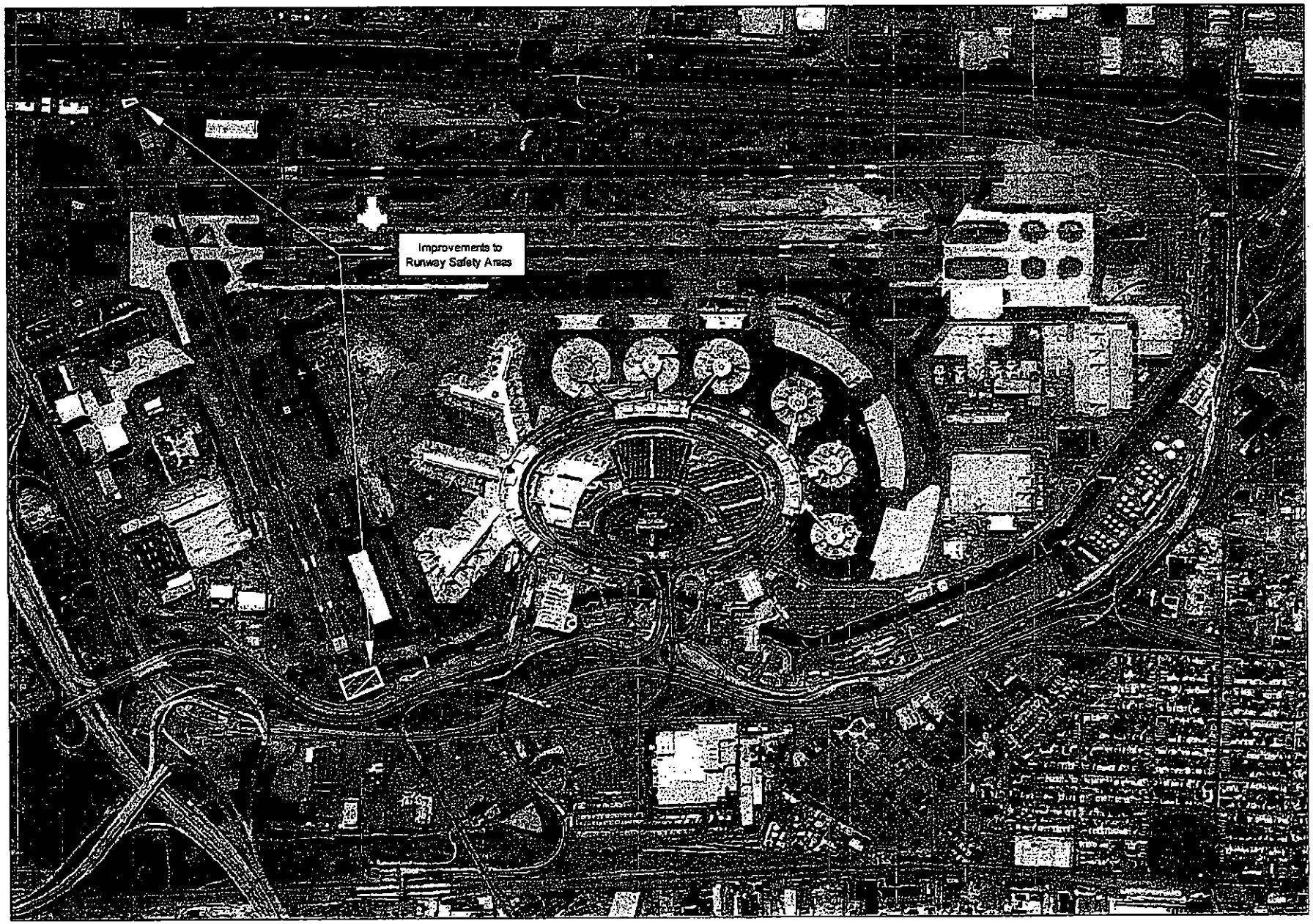
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

****

Application Reviewed by:

Name	Routing Symbol	Date



THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
IMPROVEMENTS TO RUNWAY SAFETY AREAS

ATTACHMENT C

AIRCARRIER CONSULTATION INFORMATION

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SECTION 1 – Draft PFC Application and Consultation Notification Sent to Air Carriers

SECTION 2 – Consultation Meeting Materials – Presentation Slides

SECTION 3 – Consultation Meeting Materials – Draft Application Revisions

SECTION 4 – Consultation Meeting – Sign-in Sheets for May 17th, 18th and 20th, 2004

SECTION 5 – Consultation Meeting – Transcribed Meeting Notes

SECTION 1

Draft PFC Application and Consultation Notification Sent to Air Carriers

Draft PFC Application

The Draft PFC Application was sent by overnight delivery to all air carriers and foreign air carriers operating at Newark Liberty International Airport, John F. Kennedy International Airport and LaGuardia Airport. Delivery confirmation was provided by the overnight courier to ensure that each air carrier had at least 30 days to review the PFC Application before the Consultation Meetings scheduled for May 17th, 18th and 20th.

The Draft PFC Application included the cover letter that described the Consultation Meeting time, date and location. The Draft Application included Exhibit A, which described the PFC Exempted Air Carriers. Exhibit B described the anticipated PFC revenue, annual and cumulative collections, at the rate of $4.50 per passenger. Exhibit C included the Attachment B Project Information.

Before the Consultation Meeting, Exhibits A and B were revised and copies were provided to the airlines at the consulting meeting. The revised copies of Exhibits A and B are included in this application under *Attachment C Materials Presented to Air Carriers at the Consultations – PowerPoint Presentation and Revised Handouts.*

Following the consultation meetings, the airlines had 30 days to provide written comments on the draft application. Port Authority responses to these written comments are provided in *Attachment H – Responses to Air Carrier Comments.*

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT
225 PARK AVENUE SOUTH, 9TH FLOOR
NEW YORK, NY 10003
(212) 435-3703
(212) 435-3833 FAX

April 15, 2004

TO: Air Carriers and Foreign Air Carriers Serving:
John F. Kennedy International Airport (JFK)
Newark Liberty International Airport (EWR)
LaGuardia Airport (LGA)

Subject: Application for Authority to Impose and Use Passenger Facility Charge Revenue for:
Airside and Landside Development Projects at JFK, EWR and LGA

The Port Authority of New York and New Jersey (PANYNJ) will be conducting a consultation meeting with air carriers and foreign air carriers prior to submitting an application to the FAA for authority to impose and use a Passenger facility Charge (PFC) revenue at JFK, EWR and LGA for various airside and landside development projects. There will be separate consultation meetings describing the PFC projects for each airport. The consultation meetings are scheduled for each airport as follows:

EWR: May 17, 2004 @ 9:30 am
Newark Liberty International Airport
General Manager's Conference Room, Building 1

JFK: May 18, 2004 @ 9:00 am
Ramada Inn at John F. Kennedy International Airport
Jamaica, NY

LGA: May 20, 2004 @ 10:00 am
LaGuardia Airport
Hangar 7, Operations Conference Room

The PANYNJ is requesting an exemption for the requirement to collect PFC's for the following airline classifications:

EWR: Non-Scheduled/On-Demand Air Carriers
~~Commuters or~~ Small Certificated Air Carriers

large

JFK: Non Scheduled/On-Demand Air Carriers
Commuters or Small Certificated Air Carriers

LGA: Non-Scheduled/On-Demand Air Carriers

The individual airlines included in these classifications represent less than 1% of total passenger enplanements for each respective airport. The individual airlines are identified in Exhibit "A".

The PANYNJ will be submitting an application for $4.50 PFC Projects to the FAA for authority to impose and use a PFC at EWR, JFK and LGA. Total estimated PFC revenue is $815,000,000. The charge effective date is December 2004 and the charge expiration date is March 2011. A breakdown of the anticipated PFC Revenue is included in Exhibit "B"

The carriers are reminded that FAR 158.23c requires that carriers provide written acknowledgement of receipt of this notice within 30 days of issuance. Furthermore, carriers have 30 days from the meeting date to provide written certification of agreement or disagreement with the proposed project. Carriers failing to

provide timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project are considered to have certified their agreement.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

A draft PFC Application is provided in Exhibit "C" for each airline's review and comment. The projects described in the application are tailored to enhance the operational capabilities of each airport while resolving potential capacity issues. Further detail on these projects will be provided at each airport's PFC consultation. Airlines are encouraged to attend the meeting to discuss pertinent issues related to each project at that time.

Thank you for your attention.

Sincerely,

William R. DeCota
Director
Aviation Department

EXHIBIT A

PFC Exempted Airlines

Exhibit "A"
Airlines Exempt from Passenger Facility Charge Collection

The Port Authority is requesting that certain airlines be exempted from the requirements to collect PFC's. These airlines are included in distinct operational categories that include: "Non-Schedule/On-Demand Carriers", "Commuters or Small Certificated Air Carriers", and "Other Charter Carriers". The airlines in these categories represent a very small portion of the total passenger enplanements for each airport. It is believed that the minimal PFC revenues to be collected from these carriers does not justify the administrative burden which would be imposed on the carriers and the airport in collecting and accounting for the revenues. The FAA ACAIS database gives total enplanements for each carrier operating at EWR, JFK and LGA. The carriers included in the three classes described above represent passenger enplanements of less than 1% of the total passenger enplanements for each airport.

The names of the carriers, to the extent known, and their estimated annual enplanements are shown in the following tables:

Newark Liberty International Airport Airline	Annual Enplanements
Buxmont Aviation Services, Inc.	6
Flight International,Inc.	5
Air Lexington, Inc.	3
Aero Charter, Inc.	2
Kinsey Interests, Inc.	2
Penn Air, Inc.	2
Florida Jet Services, Inc.	1
Wellsville Flying Services, Inc.	1
Atlantic Coast Airlines	54,905
Chautauqua Airlines, Inc.	21,155
Mesa Airlines, Inc.	6,425
Champlain Enterprises, Inc.	5
Allegheny Commuter Airlines	0
North American Airlines, Inc.	4,389
Planet Airways	2,029
Miami Air International	1,671
Pace Airlines	1,370
Falcon Air Express, Inc.	284
Transmeridian Airlines	147
T.E.M. Enterprises, Inc.	64
Allegiant Air	34
Air Atlanta Icelandic	1,805
Air Comet S.A.	516
Bradley Air Services Ltd.	137
Total Enplanements	**94,758**
Percent of Total Airport Enplanements	**0.66%**

JFK International Airport Airline	Annual Enplanements
Leading Edge Aviation, Inc.	20
Buxmont Aviation Service, Inc.	16
Aerodynamics, Inc.	15
Florida Jet Service, Inc.	12
JIB, Inc.	5
Kinsey Interests, Inc.	2
Atlantic Coast Airlines	68,859
United Express	0
American Eagle	0
Pace Airlines	16,383
Air Tran Airlines	40
Gulf Air Co, G.S.C.	0
Polar Airlines	0
Royal Air Maroc	29,416
Air Atlanta Icelandic	2,862
Cayman Airways Ltd.	140
Vanguard Airlines	0
Total Enplanements	**117,770**
Percent of Total Airport Enplanements	**0.88%**

LaGuardia Airport Airline	Annual Enplanements
Champlain Enterprises, Inc.	2,165
Total Enplanements	**2,165**
Percent of Total Airport Enplanements	**0.02%**

EXHIBIT B

Anticipated PFC Revenue

Exhibit "B"
Anticipated Passenger Facility Charge Revenue

The following table describes anticipated PFC revenue from charge effective date through charge expiration date.

Port Authority of New York and New Jersey

Anticipated Passenger Facility Charge Revenue

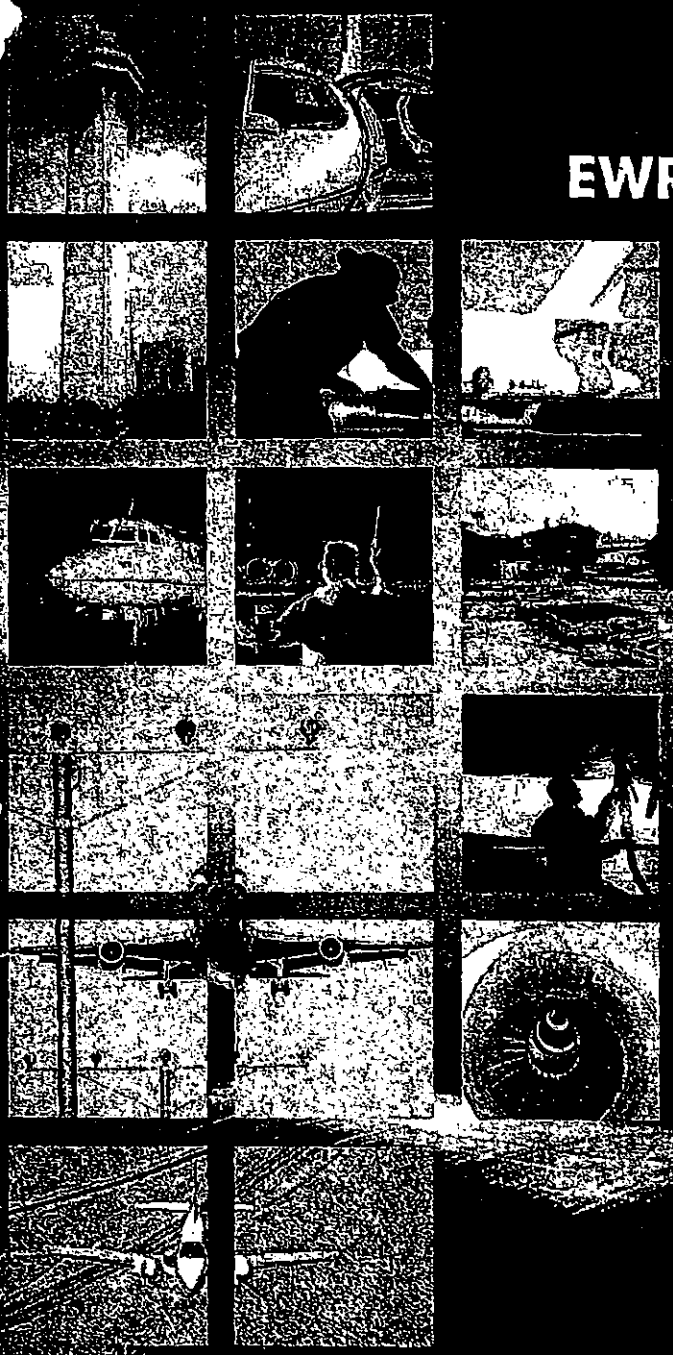
Annual and Cumulative Collections at $4.50

Annual Collections (in thousands)	2005	2006	2007	2008	2009	2010	2011
Newark Liberty International Airport (EWR)	$ 34,435	$ 21,160	$ 21,774	$ 65,780	$ 67,149	$ 69,233	$ 1,247
LaGuardia Airport (LGA)	$ 25,623	$ 15,574	$ 18,035	$ 48,036	$ 49,148	$ 50,532	$ 807
John F. Kennedy International Airport (JFK)	$ 38,780	$ 24,153	$ 25,121	$ 76,695	$ 79,493	$ 82,645	$ 1,501
Total Annual	$ 98,839	$ 60,887	$ 62,929	$ 190,491	$ 195,788	$ 202,411	$ 3,655

Cumulative Collections (in thousands)	2005	2006	2007	2008	2009	2010	2011
Newark Liberty International Airport (EWR)	$ 34,435	$ 55,595	$ 77,369	$ 143,129	$ 210,279	$ 279,512	$ 280,759
LaGuardia Airport (LGA)	$ 25,623	$ 41,198	$ 57,232	$ 105,268	$ 154,414	$ 204,946	$ 205,854
John F. Kennedy International Airport (JFK)	$ 38,780	$ 62,933	$ 88,054	$ 164,749	$ 244,242	$ 326,887	$ 328,388
Total Cumulative	$ 98,839	$ 159,726	$ 222,655	$ 413,146	$ 608,935	$ 811,345	$ 815,000

Draft for Review

PFC Application
EWR, JFK and LGA Airports



Prepared for:

THE PORT AUTHORITY OF NY & NJ

The Port Authority of NY & NJ
225 Park Avenue south, 9th Floor
New York, NY 10003

Prepared by:

LB

20 Corporate Woods Blvd.
Albany, New York 12211

April 15, 2004

NEWARK LIBERTY INTERNATIONAL AIRPORT

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SECTION 4 - Perimeter Security Project

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SECTION 6 - Modernization of Terminal B

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SECTION 8 - Vertical Circulation Improvements in Terminal A

SECTION 9 - North Area Roadway Improvements

SECTION 10 - Upgrade Navigational Aids R/W 22R – 22L

SECTION 11 - Upgrade Navigational Aids on R/W 4L

SECTION 12 - Improvements to Runway Safety Areas

SECTION 1

Runway Extension Drainage Infrastructure

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway Extension Drainage Infrastructure

4.a. PROJECT DESCRIPTION:
The Runway Extension Drainage Infrastructure Project represents a continuation of the Primary Runway Extension Project completed in 1999 that extended R/W 4L-22R from 8,200 feet to 11,000 feet. The Runway Extension Drainage Infrastructure Project will improve the drainage characteristics of the northeast area of the Airport through the construction of additional storm drain lines. The design of the drainage system will include approximately 4,000 linear feet of new piping along with additional storm drain inlets that will be designed consistent with recommendations detailed in previous drainage studies conducted in support of the Runway 4L-22R pavement extension project.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project is required to modify the storm sewer system to provide adequate drainage for the R/W 4L-22R northern extension, associated new taxiway pavement and for existing development adjacent to R/W 11-29 and the adjacent taxiways. As part of the runway extension, 20 acres of pavement was constructed at the intersection of R/W 11-29 and R/W 4L-22R. The runoff associated with this increased impervious surface exceeds the available capacity of the existing storm sewer system, resulting in improper drainage of the subgrade beneath the newly constructed pavement. This inability of the subgrade to properly drain will result in a reduced lifespan of the pavement in this area and longer and more frequent closures of R/W 11-29 and R/W 4L-22R for pavement repairs.
****

7. SIGNIFICANT CONTRIBUTION:
Runways 4R-22L and 4L-22R are the primary runways at EWR and over 1,200 aircraft operations occur on these runways on a daily basis. At 11,000 feet, R/W 4L-22R is the longest runway at EWR and is the primary departure runway. R/W 11-29 is a secondary runway used by commuter

and regional jet aircraft. In 2003, over 405,000 aircraft operations occurred on the airport and the FAA has reported that EWR was the 3rd most delayed airport in the nation.

This project represents a significant contribution to the Airport by improving the storm drainage system on the north side of the airport, in the vicinity of the intersection of R/W 4L-22R and R/W 11-29. The already overloaded storm drainage system is incapable of accommodating the additional flow generated by the 20 acres of new runway and taxiway pavement that was constructed in 1999.

This project is significant in order to reduce both the extent and frequency of future runway and taxiway reconstruction and repairs in the critical R/W 4R-22L and R/W 11-29 intersection. If and when runway repairs are needed at this location, major arrival and departure delays occur at EWR that will ripple throughout the National Aerospace System (NAS).

****

8. PROJECT OBJECTIVE:

The objective of the project is to improve the drainage characteristics of the north area and to extend the life of the runway and taxiway pavement in the area, and particularly at the intersection of R/W 4R-22L and R/W 11-29. This area is critical due to the fact that the thresholds for all three runways are located in this area. When pavement repairs are needed at this location, major arrival and departure delays occur at EWR that ripple throughout the National Aerospace System (NAS).

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$28,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$30,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$30,000,000**
***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

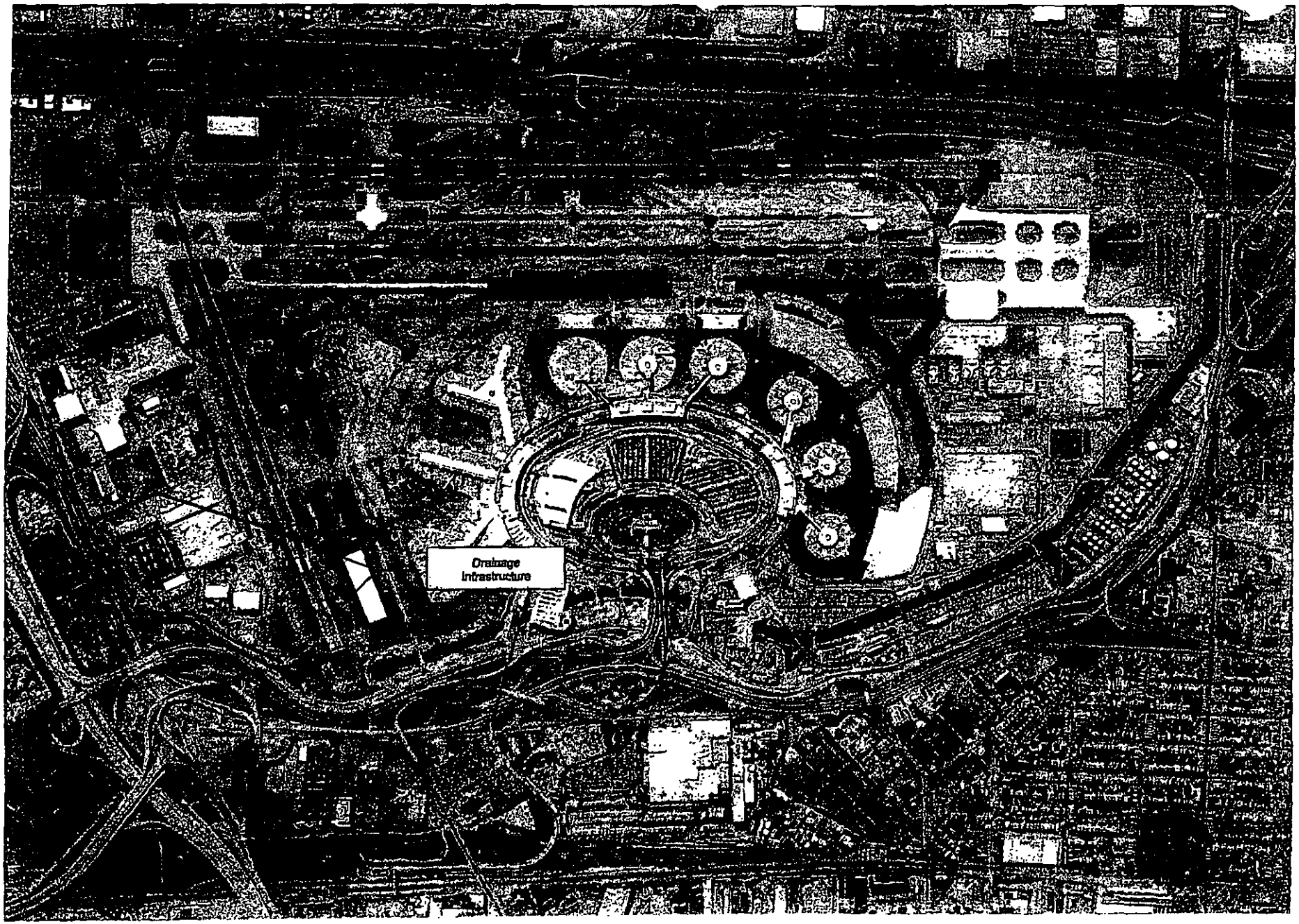
b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]
d. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
****

Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY EXTENSION
DRAINAGE INFRASTRUCTURE

SECTION 2

Runway /Taxiway Pavement Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway/Taxiway Pavement Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of a pavement rehabilitation on R/W 4L-22R, 4R-22L, and T/W P. The project will incorporate fillet widening on selected taxiways to accommodate long wheel-based aircraft such as the Boeing 777 and the Airbus A340-600. Other aspects of the project include Surface Movement Guidance and Control System (SMGCS) expansion, associated drainage, airfield signage and marking improvements. The SMGCS improvements include additional taxiway centerline lighting to guide aircraft from the runway to the terminal gates areas during severely limited visual conditions, and additional runway stop bars to further reduce the likelihood of runway incursions.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
Runway 4R-22L and 4L-22R are the primary runways at EWR and Taxiway P is the parallel taxiway positioned between the two runways. For each year, over the past several years, approximately 1,200 daily aircraft operations are conducted on R/W 4L-22R and 4R-22L and Taxiway P with aircraft that vary in size from the largest variants of the 747 to Regional Jet aircraft. The asphalt pavement for the runways and taxiways is structurally sound. However, the wearing course is beginning to exhibit signs of age related stress cracking.

As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural sections of the runway and taxiway pavement and permit safe and efficient aircraft operations. By rehabilitating the runways and taxiways before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. Some selective structural repairs will be made on an as

needed basis, but an overall pavement reconstruction is not required at this time.

In addition, there are a number of runway and taxiway fillets that do not meet design standards for the Airbus A340-600 and the Boeing 777. some of these aircraft have recently entered regular scheduled airline service at EWR. Therefore, as the pavements are being rehabilitated, select fillets will be widened to accommodate aircraft with wheelbases longer than typical air carrier aircraft, such as the Boeing 777 and the Airbus A340-600.

While the runway and taxiway pavements are closed for construction, the lighting systems will be upgraded with modern lighting system components. This will include runway centerline and touchdown zone lighting, edge lights, taxiway centerline and edge light fixtures. Along with the pavement lighting, runway guard lights will be installed at key runway/taxiway intersections in support of low-visibility operations as part of the Airport's Surface Movement Guidance and Control System (SMGCS) Plan. By expanding the centerline and taxiway edge lighting systems, airfield safety and efficiency will be enhanced by providing additional low-visibility taxiway routes to the air carriers during SMGCS operations.

In addition to the SMGCS lighting, new runway guard lights will be installed to reduce the likelihood of runway incursions and further enhance airfield safety.

****

7. SIGNIFICANT CONTRIBUTION:

Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

This project is vitally important to ensure the safe and efficient operation of aircraft at EWR and to accommodate future operations. If the pavement is not rehabilitated, the structural section of the runway and taxiway pavements will further degrade, precipitating an erosion of the pavement structural sections.

If the repairs are not made and the pavement structure deteriorates beyond a simple rehabilitation, the runways and taxiways will have to be closed for

significant periods of time for a major reconstruction to be performed that will bring the pavement strength up to the required load bearing capabilities.

In addition to the required pavement rehabilitation, there are several runway and taxiway intersections where aircraft with long wheelbases have difficulty negotiating turns due to inadequate fillet design. The main landing gear of aircraft such as the B-777 routinely cross onto low-strength taxiway shoulder areas during turning operations because the fillet radius is not adequate to accommodate these aircraft. Approximately 4,000 operations occur each year of the B-777 aircraft.

In order for the B-777 aircraft to negotiate turns in a safe manner, the aircraft must taxi at a slower than optimal speed thereby reducing capacity on the airport and contributing to departure and arrival delays. With the completion of the project, air carriers operating long-wheel based aircraft will be able to operate on all airfield areas at EWR in a similar manner without having to conduct modified operational procedures.

In addition to the pavement improvements, this project will expand the current SMGCS system by installing additional taxiway centerline and edge lighting. This will allow additional low visibility taxiway routes to be designated for use during visibility conditions that occur during CAT II and CAT III operations. Furthermore, runway guard lights will be installed at key runway and taxiway intersections to reduce the likelihood of runway incursions.

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8. PROJECT OBJECTIVE:

This project will preserve the runway and taxiway pavement, reduce congestion, improve low visibility operations, and permit normal maneuvering by long wheel-based aircraft. This project will enhance airfield capacity, improve safety and reduce delays.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:
PFC FUNDS:
Bond Capital **$58,000,000**
Bond Financing & Interest **$2,000,000**
*** SUBTOTAL PFC FUNDS: **$60,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$60,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level **[X]** OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
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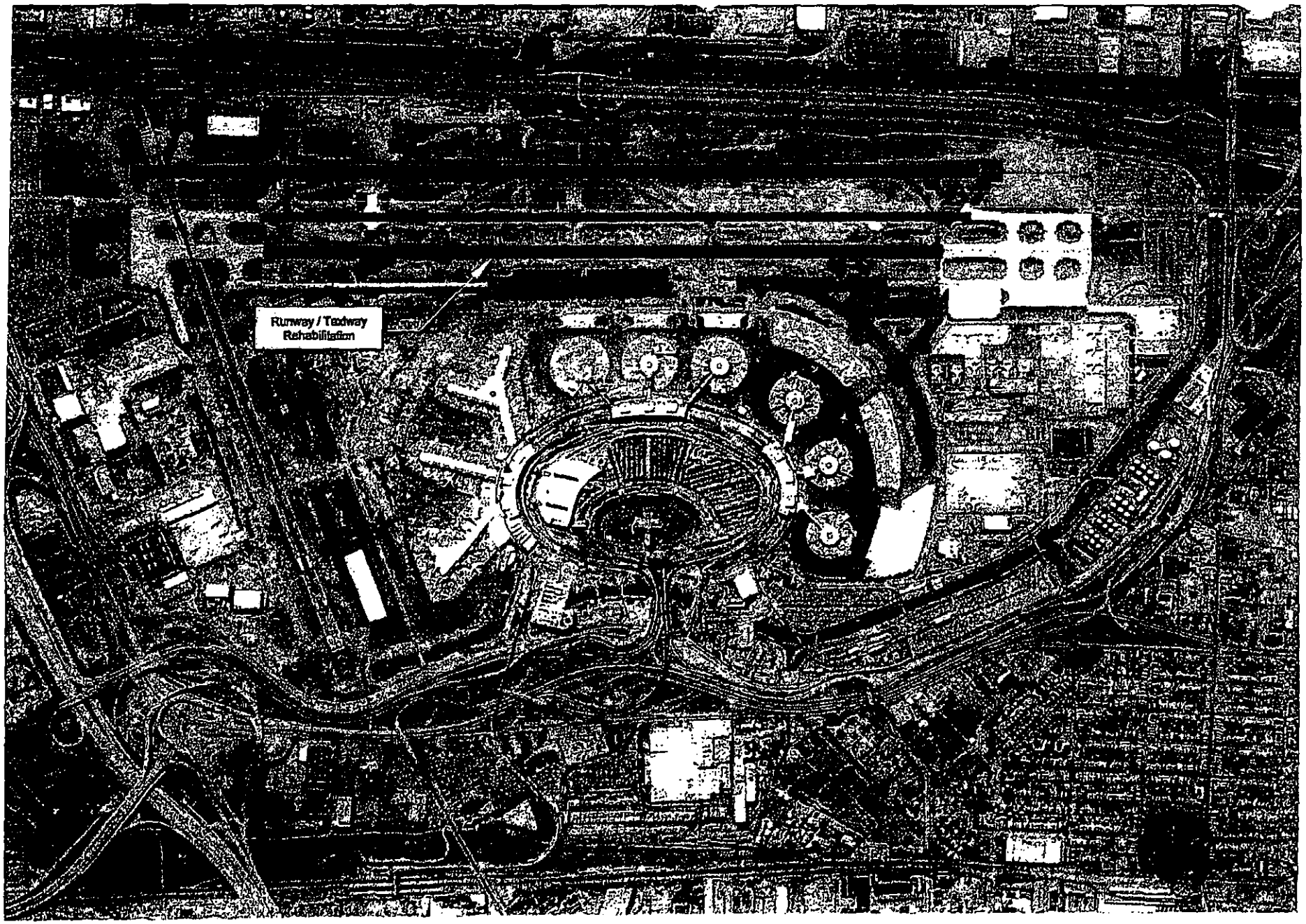
Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
RUNWAY / TAXIWAY REHABILITATION PROJECT

SECTION 3

Airfield Expansion Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Airfield Expansion Project

4.a. PROJECT DESCRIPTION:
This project includes the planning, design and construction of airfield enhancements on the airport's north side to better accommodate Group V aircraft currently in EWR's fleet mix. These improvements will include apron, taxiway fillet, and taxiway enhancements designed to meet Group V standards.

The design for this project will also include an extensive rehabilitation of the two existing airfield lighting switch houses and the construction of a third additional airfield lighting switch house at the south end of the airport. Modifications to airfield marking, lighting and signage will be performed as required. Taxiways A and B will be reconfigured from the existing 250 foot centerline separation to 267 feet to meet current FAA standards. The Terminal C apron will be reconfigured to provide a 138-foot separation between Taxiway A to meet Taxiway Object Free Area standards. The approximate 29 acres of the airfield, commonly referred to as the Ballpark, which contains an area for Remain Overnight (RON) aircraft parking, the former Port Authority Administration Building, and the old air traffic control tower, will be converted to a concrete hardstand upon the demolition of the existing structures.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to

expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

This project is vitally important to ensure the safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Taxiways A and B are not adequately separated to accommodate operation of Group V aircraft in the vicinity of the Terminal C Concourses. This restriction prevents the simultaneous use of taxiways thereby reducing the overall capacity of the airfield.

Furthermore, the expanded ramp space will provide additional Remain Overnight (RON) parking spaces. Presently, there is a daily demand for 32-35 RON parking spaces. A majority of these spaces are provided by the three existing hardstand areas located southeast of Terminal A, and situated between the Terminal and the airfield. In total, these existing hardstand areas can accommodate up to 30 aircraft. If RON demand exceeds that amount, which typically occurs, the remaining aircraft are parked at terminal gates during hours in which the gates are vacant.

As aircraft are prepared for flight, airport staff must continually relocate RON aircraft to make room for additional aircraft or to free up gates. As a result, aircraft are typically towed several times to different parking areas on the airfield as parking spaces are shifted from one aircraft to another. Each time an RON aircraft is towed, the capacity of the airfield to accommodate an operating aircraft is reduced. The project will construct an additional 13 RON parking spaces that will accommodate current and future RON demand while eliminating or significantly reducing the requirement to relocate RON aircraft.

An important component of the project will rehabilitate the two existing airfield lighting switch houses and construct a third new airfield lighting switch house. The existing switch houses are inadequate to accommodate the transformers and constant current regulators required to energize all of the airfield lighting components. Furthermore, a third switch house is required to accommodate the additional airfield lighting equipment and to provide system redundancy in the event of a system failure.

This project will contribute to the reduction of delays by removing the operational restrictions in place while Group V aircraft operate around the Terminal C Concourses. The hardstand area is needed to provide adequate parking for RON aircraft.

****

7. SIGNIFICANT CONTRIBUTION:

This project will greatly improve airfield efficiency by expanding the useable airfield pavement within the existing airfield boundaries by a total of 29 acres. The 29 acres will allow the reconfiguration of the existing taxiway network and will provide additional aircraft parking areas. This airfield enhancement will allow a reduction in delays at EWR by increasing taxiway separations to meet Group V standards stipulated in FAA airfield design criteria. Currently, FAA statistics reveal that EWR is the 3rd most delayed airport in the nation. This project will remove operational restrictions when Group V aircraft taxi in the vicinity of Terminal C by permitting simultaneous aircraft taxi operations in the vicinity of the Terminal C Concourses. The project will also provide expanded RON aircraft parking space.

This project is vitally important to ensure the safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Approximately 7,000 operations by Group V aircraft occur at EWR each year. The taxiways are not adequately separated to accommodate the operation of Group V aircraft in the vicinity of Terminal C Concourses. This restriction prevents the simultaneous use of taxiways thereby reducing the overall capacity of the Airfield.

Presently, Remain Overnight (RON) parking spaces are limited to the three hardstand areas adjacent to Terminal A. These hardstands can accommodate up to 30 aircraft. RON demand above that number requires aircraft to be parked at vacant terminal gates. There is typically an average daily demand for 32-35 RON parking spaces. As aircraft are prepared for flight, airport staff must continually relocate RON aircraft to make room for additional aircraft or to free up gates. As a result, aircraft must be towed several times to different parking areas on the airfield as parking spaces are shifted from one aircraft to another. Each time an RON aircraft is towed, the capacity of the airfield to accommodate an operating aircraft is reduced. Additional RON spaces will accommodate current and future RON demand while reducing the requirement to relocate RON aircraft.

Furthermore, the expanded ramp space will provide up to 13 additional RON parking spaces. There is currently a demand for 32-35 RON parking spaces each night. This demand requires aircraft to be parked in all of the designated RON spaces along with unoccupied terminal gates. Daily demand for RON spaces has been fairly consistent at 2.5% of daily operations. This trend is expected to continue and with operations projected to grow at an annual rate of 1.7%, the capacity of EWR to accommodate future RON aircraft will be extremely limited if this project is not undertaken.

An important component of the project will rebuild the two existing airfield lighting switch houses and construct a third new airfield lighting switch house.

The existing switch houses are inadequate to accommodate the transformers and constant current regulators required to energize all of the airfield lighting components. This project therefore includes the construction of a third additional switch house. The switch house will be furnished with high-voltage transformers and constant-current regulators, and will be equipped with an emergency generator to power the airfield lighting in case of main power loss. Airfield lighting system redundancy is required as part of CAT II and CAT III instrument landing system requirements.

8. PROJECT OBJECTIVE:
The project objectives are to add capacity and redundancy to the existing airfield lighting systems and to reconfigure airfield taxiways and aircraft parking areas to improve efficiency. This will reduce aircraft delays and enhance airfield capacity by increasing taxiway centerline separations to meet Group V aircraft standards for aircraft in the existing and anticipated fleet mix at EWR.

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9. FOR FAA USE (Public agencies go to 10)**********
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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$75,000,000**
Bond Financing & Interest **$10,000,000**

*** SUBTOTAL PFC FUNDS: **$85,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **(Port Authority Capital Funds) $79,970,000**

*** SUBTOTAL OTHER FUNDS: **$79,970,000**

*** TOTAL PROJECT COST: **$164,970,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

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15. BACK-UP FINANCING PLAN: **N/A**

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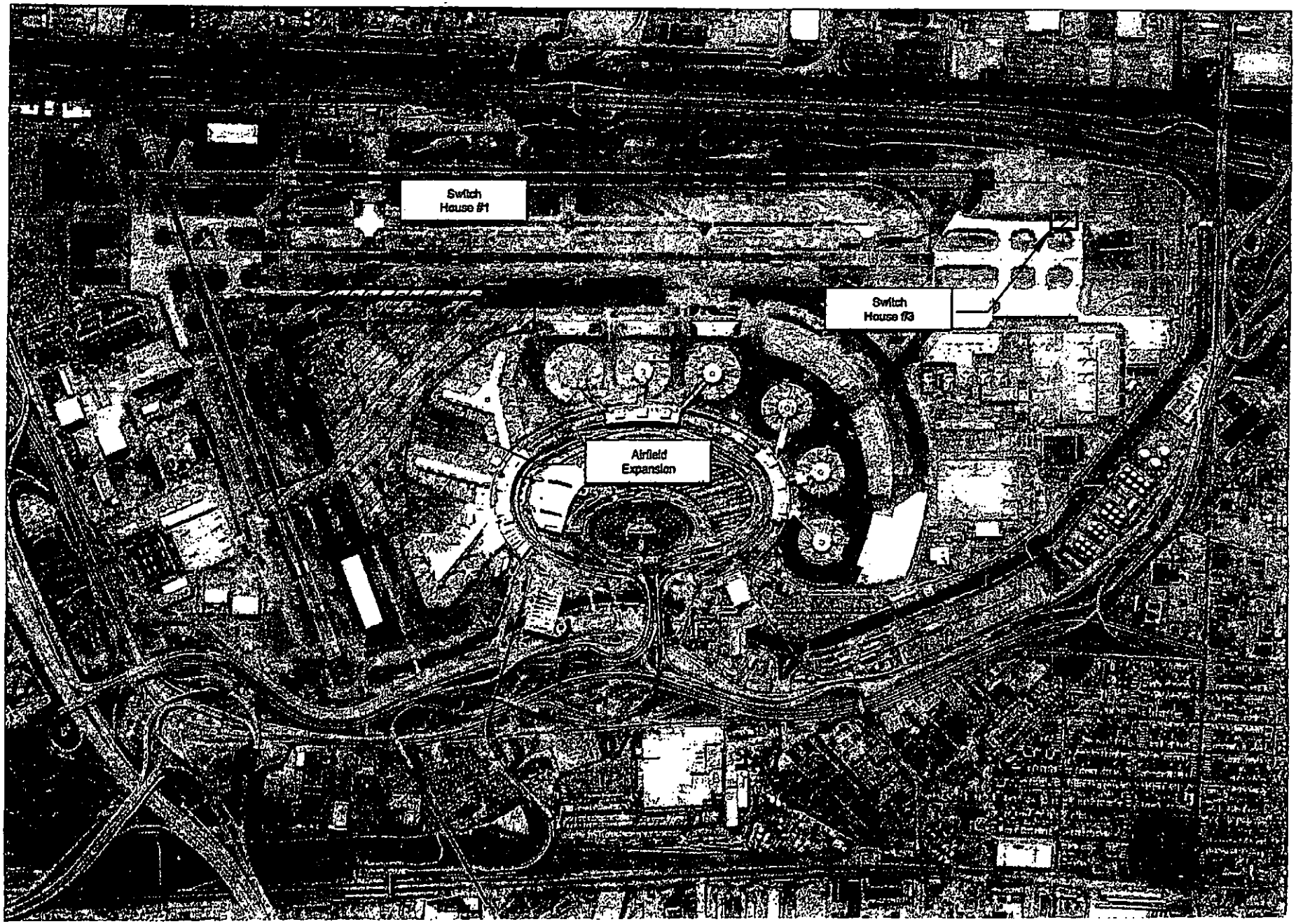
Application Reviewed by:

Name	Routing Symbol	Date



The Lo[illegible]ger Group, Inc.

Newark Liberty International [illegible]ort
AIRFIELD EXPANSION [illegible]T

[illegible] OF NY & NJ

SECTION 4

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at EWR. The project will complement overall security measures and will be coordinated with the EWR Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion.

The details of this project are consistent with the FSD Security Plan for EWR.
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7. SIGNIFICANT CONTRIBUTION:
This project is vitally important to enhance the security posture of EWR. New technologies will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of

high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The Federal Security Director (FSD) has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The details of this project are consistent with the FSD Security Plan for EWR.

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8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$8,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
****

Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

AUTHORITY OF NY & NJ

Newark Liberty International Airport
PERIMETER SECURITY PROJECT

SECTION 5

Project to Plan for Expanded Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
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1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Project to Plan for Expanded Terminal A

4.a. PROJECT DESCRIPTION:
This project consists of the planning and preliminary design for improvements to Terminal A that will enhance passenger processing efficiency, improve security, provide additional gates and space for new entrant airlines, and expand gates areas to meet anticipated passenger demand.

Since Terminal A was completed in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal A concourse complex. These areas now experience significant passenger congestion due to the recent security mandates that require additional security staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to analyze and develop preliminary designs for the following terminal improvement concepts aimed at alleviating existing passenger congestion and accommodating future growth. The analysis and preliminary design is anticipated to include the following concepts:

- **Modify existing ticketing areas to improve interior circulation;**
- **Add gates and ticket counters to fulfill the EWR Competition Plan;**
- **Expand the existing terminal footprint and reconfigure the existing gate layout to include additional gates;**
- **Provide space for improved passenger screening points;**
- **Improve vertical circulation throughout the terminal building;**
- **Relocate baggage claim facilities to ground level;**
- **Convert existing baggage claim facilities to ticketing areas;**
- **Modify outbound baggage belt systems and provide for in-line checked baggage screening, and,**
- **Provide replacement airline ticket office space to replace office space lost during modifications to existing ticket counter areas.**

Each of these proposed terminal improvements are focused on reducing passenger congestion in the terminals, improving security functions,

accommodating new entrant carriers, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority for the Airport.

The Terminal A Expansion program will utilize the results of this study as a basis for further design development. The costs associated with this initial planning effort will be approximately 1% - 2% of the total project cost that is expected to be in the range of $1 billion – $1.5 billion.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **112**, gates **28**, and **7** baggage facilities.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that EWR's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

As a result of this substantial growth, the Port Authority has undertaken a major rehabilitation of Terminal A that represents the largest enhancement of the Terminal since it was completed in 1973. The Terminal "Re-lifing" Project began in 1999 and was designed to upgrade passenger conveniences and modernize systems within the Terminal building and was completed in 2003. Although the "Relifing" Project has greatly elevated the passenger's experience in the Terminal, more extensive rehabilitation is required to alleviate existing passenger congestion issues and accommodate anticipated passenger growth over the long-term. There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. The nature of the reconfiguration is not yet defined, but is anticipated to address the issues identified in the Project Description.

A major element driving the expansion of the Terminal is the Airport's Competition Plan. The Competition Plan is designed to enhance competition on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines. According to Port Authority Statistics, 31% of domestic flights scheduled at the Airport occur on competitive routes. Currently, the goals of maximizing consumer choice are being met through higher utilization of Terminal facilities such as ticket counters and gates.

However, this high utilization results in reduced levels of service for air passengers. The long-term solution to meet the goals of the Competition Plan is to provide additional gates and ticket counters in order to accommodate demand without reducing passenger service levels. Currently a high percentage of the Airport's gates are exclusively controlled through leases by Master Airlines. Master Airlines are scheduled airlines that have entered into a long-term exclusive lease agreement for defined space within the Terminals. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates at EWR are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that the additional capacity at Terminal A be operated on a short-term, common-use basis so as to provide the flexibility required to improve competition.

Overall, the goals of the project are to provide adequate accommodations for security personnel and equipment, enhance passenger level of service, and redirect passenger flows for more efficient routing through the terminal complex.

This Terminal A Expansion Planning will be divided into two phases. The first phase of the planning effort will address project definition, conceptual design, construction feasibility, environmental documentation, financing costs, and overall program management.

The second phase will further refine the conceptual design completed in the first phase. This will include conceptual plans, cost estimates, and construction and terminal operations phasing plan.

It is anticipated that Phase 1 and Phase 2 planning will be conducted over a 3-4 year period. Total construction of the Terminal A Expansion is projected to cover a 5-6 year period with total costs estimated in the $1

billion – $1.5 billion range. Costs for this initial planning will be approximately 1% - 2% of the total estimated construction cost.

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

The project under consideration is critical to ensure that Terminal A capacity meets forecasted demand levels. Terminal A "Re-lifing" was conducted from 1999 to 2003 and included relocation of a variety of airlines; additional ticket counters; new and improved food services, and retail shops; new baggage handling system; new and refurbished airline passenger lounge; new lighting, and improvements to basic infrastructure of the terminal. The project to plan for an expanded Terminal A will further update and expand terminal facilities. Although present passenger enplanement levels are down from the Year 2000 peak, passenger enplanements are expected to surpass the Year 2000 peak by Year 2007.

Additionally, the operating environment for the airlines has significantly changed since the Terminal was originally constructed. Major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers requires that the terminal layout be reconsidered. Terminal A consists of three concourses that connect three satellites. The airline gates are located in the satellites. The satellites are identified as Satellite A1, A2, and A3, all of which are dedicated to domestic passenger arrivals and departures, along with a small number of international departures.

The present configuration of Terminal A creates a number of congestion problems for passengers moving through the terminal. Passengers entering the terminal are confronted by queues of passengers waiting to check in at the airline ticket counters. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the terminal. Compounding the congestion problem, it is difficult for passengers to easily discern the correct queues they should enter for their airline. In addition, passenger congestion in the departure area may have

more serious consequences during emergency incidents within the terminal.

As passengers progress from the ticketing areas to their respective concourses, they are confronted with additional congestion in the security screening areas. The existing concourse connectors are narrow and were never designed to accommodate the level of security that is presently conducted at the security checkpoints. Along with passenger convenience issues, there are airline competition issues at stake that will also be addressed as part of the Terminal A Expansion design. In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan, it is necessary to expand the ticketing areas and construct additional gates.

The existing ticketing areas cannot be expanded without increasing the terminal footprint and requiring substantial structural modification. Thus additional ticket counter space will be constructed by expanding the existing grade level lobby. In the past, this lobby was used for vehicle parking. With the new parking restrictions, this area is presently underutilized. The proposed project will utilize the existing vertical circulation (i.e. escalators, elevators, and stairs) and the area will incorporate both arrival and departure functions. This will include baggage check in, ticketing, and ground transportation information center. It is anticipated that Common Use Terminal Equipment (CUTE) will be incorporated into the design. Furthermore, it is anticipated that a fourth terminal concourse will have to be added in order to accommodate an increase in the number of gates.

This Terminal A Expansion Planning will be divided into two phases. The first phase of the planning effort will address project definition, conceptual design, construction feasibility, environmental documentation, financing costs, and overall program management.

The second phase will further refine the conceptual design completed in the first phase. This will include conceptual plans, cost estimates, and construction and terminal operations phasing plan.

It is anticipated that Phase 1 and Phase 2 planning will be conducted over a 3-4 year period. Total construction of the Terminal A Expansion is projected to cover a 5-6 year period with total costs estimated in the $1 billion to $1.5 billion range. Costs for this initial planning will be approximately 1% - 2% of the total estimated construction costs.

****

8. PROJECT OBJECTIVE:

The objectives of the project are to define terminal expansion concepts and develop stage 1 designs for an expansion of terminal A to enhance security

procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition as described earlier in this section.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$19,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$20,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$20,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

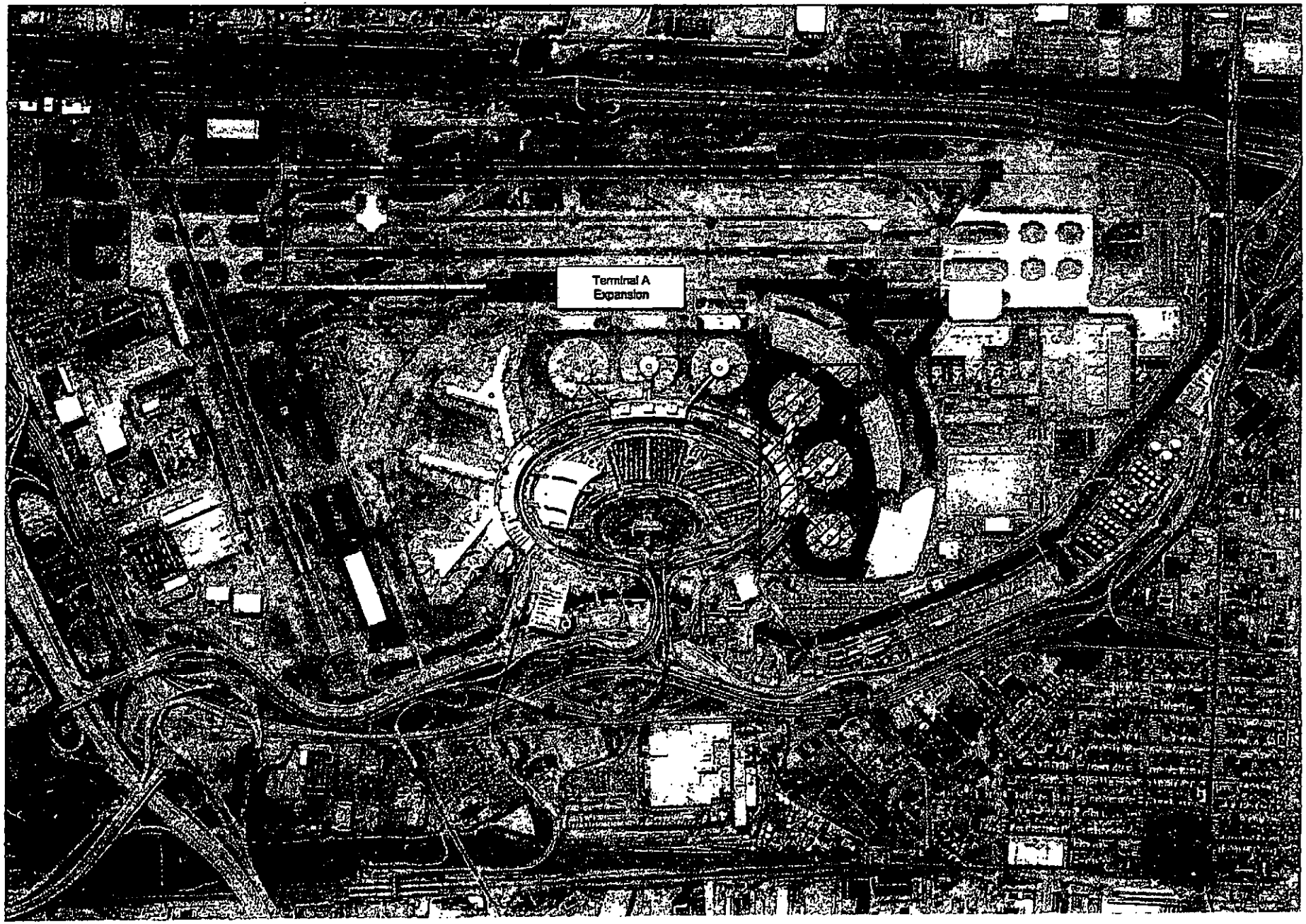
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date



The Lo' ' 'rger Group, Inc.

OF NY & NJ

Newark Liberty International Airport
PROJECT TO F OR
EXPANDED TE, .NAL A

SECTION 6

Modernization of Terminal B

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Modernization of Terminal B

4.a. PROJECT DESCRIPTION:
Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates that required additional staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the ticketing areas out to the boarding areas. To achieve these goals, the project will include:

- **Construction of a new Baggage Claim area on the Operations level;**
- **Enlarging an existing Lobby on the Operations level and installing a new ground transportation center;**
- **Demolition of the existing Domestic Baggage Claim area and construction of new check-in counters in this location;**
- **Modifications to the existing Departures Level Check-In and queuing areas;**
- **Modifications to accommodate In-Line Baggage screening; and,**
- **Congestion and Security Improvements at the International Arrivals Area.**

This project is focused on reducing passenger congestion in the terminals, improving security functions, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **110**, gates **24**, and baggage facilities **4**.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities__.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

Despite the opening of a new Federal Inspection Station (FIS) facility in 1996, substantial increases in security measures and the dramatic increase in passenger enplanements, the departure facilities for Terminal B remain essentially as they were when the terminal was dedicated in 1973. For example, the concourses leading from the ticketing areas to the gates are very narrow and were not designed to accommodate passenger screening staff and equipment.

As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. This modernization will enhance passenger level of service, provide adequate accommodations for security personnel and equipment, and redirect passenger flows for more efficient routing through the terminal complex.

****

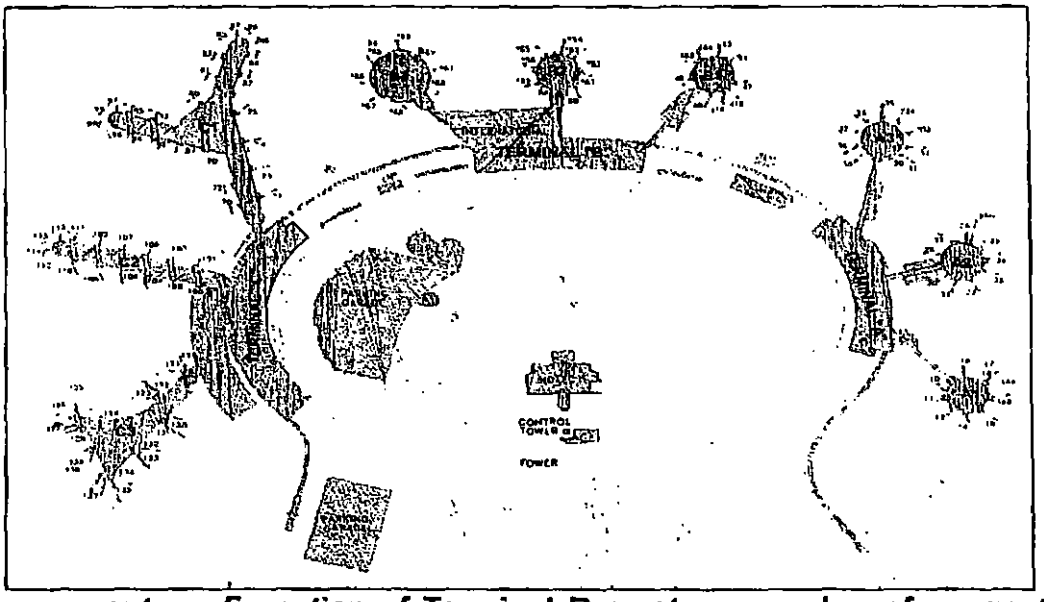
7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

As a result of this substantial growth, Terminal B, which was dedicated in 1973, has undergone several significant modifications to improve passenger services. The latest projects in Terminal B involved the creation

of new International Arrivals facilities at Satellites B2 and B3, including a new FIS facility, the modernization of the gate areas, boarding areas and baggage systems and new elevators and escalators at the B2 core. In addition retail concessions and passenger services were expanded and improved.

However, departure facilities in Terminal B have changed little since the terminal was dedicated. Since that time, there have been major changes in security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers. Terminal B consists of three concourses that connect the three satellites to the main terminal. The airline gates are located in the satellites. These satellites are identified as Satellite B1, B2, and B3. Satellite B1 handles mainly domestic arrivals and departures with limited international departures. Satellites B2 and B3 accommodate predominately international arrivals and departures.



The present configuration of Terminal B creates a number of congestion problems for passengers moving through the terminal. These problems are apparent when passengers attempt to enter the terminal from the curb front through the existing entrance doors. Passengers entering the terminal are further congested by the queue of passengers waiting to check in with their respective airline. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the terminal.

As passengers progress from the ticketing areas to their respective concourse, they are confronted with congestion in the security screening areas. The existing concourse connectors are narrow and were never designed to accommodate the level of security that is presently conducted at the security checkpoints. Additional security concerns occur in the

International Arrivals Area. Presently, passengers can inadvertently reenter the sterile area from the non-sterile area via a baggage cart return area. As a short-term measure, the Port Authority has stationed guards to prevent non-screened passengers from entering the sterile area. The reconfiguration of International Arrivals Area will remove this potential and eliminate the need for additional guard posts.

Along with the security concerns in the International Arrivals Area, the current passenger routing from the arrivals area to the meeter-greeter area may allow screened and non-screened passengers to commingle. The reconfiguration of the International Arrivals Area will include direct routing for destination passengers to reach the meeter-greeter areas and for interline passengers to connect with their continuing flights.

In addition to the passenger convenience issues, there are airline competition issues at stake that will also be addressed in the Terminal B Modernization. A major element driving the modernization of the Terminal is to enhance domestic and international airline competition. For domestic airline competition, the Airport has developed an Airline Competition Plan designed to enhance consumer choice on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines. According to Port Authority statistics, 31% of domestic flights scheduled at the Airport occur on competitive routes. Although an Airline Competition Plan is not required for international service, the Airport has applied a similar principal to provide consumers with maximum travel alternatives on international routes. Currently, the goals of maximizing consumer choice for both international and domestic routes are being met through higher utilization of terminal facilities, such as ticket counters and gates.

However, this high utilization of terminal facilities results in lower levels of service for air passengers. The long-term solution to meet the goals of the Airline Competition Plan is to provide additional ticket counters in order to accommodate demand without reducing passenger service levels. Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers, and to enhance international air carrier competition, it is necessary to expand airline check-in areas and baggage claim areas. Considering that additional ticket counters cannot be added on to the existing Departures level without increasing the terminal footprint requiring substantial terminal structural modification, the additional ticket counters will be added by converting the existing Domestic baggage claim area to a ticketing area. A new Domestic baggage claim area will be built on the operations level in an area that was previously used for vehicle parking. With the new parking restrictions, this area is presently underutilized.

Additional space in front of the existing ticket counters on the Departures level will be achieved by shifting the ticket counters back and modifying the Departures level entrance doorways. The proposed project will utilize the existing vertical escalation (escalators, elevators, stairs), which may be supplemented with additional escalators. Additionally, a new ground transportation information center and waiting area will be provided in an expanded lobby on the operations level adjacent to the new Domestic baggage claim area. It is anticipated that Common Use Terminal Equipment (CUTE) will be designed into this portion of the Modernization Plan.

The costs outlined in this application are programmed for planning, design and construction of the terminal modernization.

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8. PROJECT OBJECTIVE:

The objectives of the project are to enhance security procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition.

****

9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$122,000,000**
Bond Financing & Interest **$3,000,000**
*** SUBTOTAL PFC FUNDS: **$125,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **(Port Authority Capital Funds) $53,244,000**
*** SUBTOTAL OTHER FUNDS: **$53,244,000**

*** TOTAL PROJECT COST: **$178,244,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

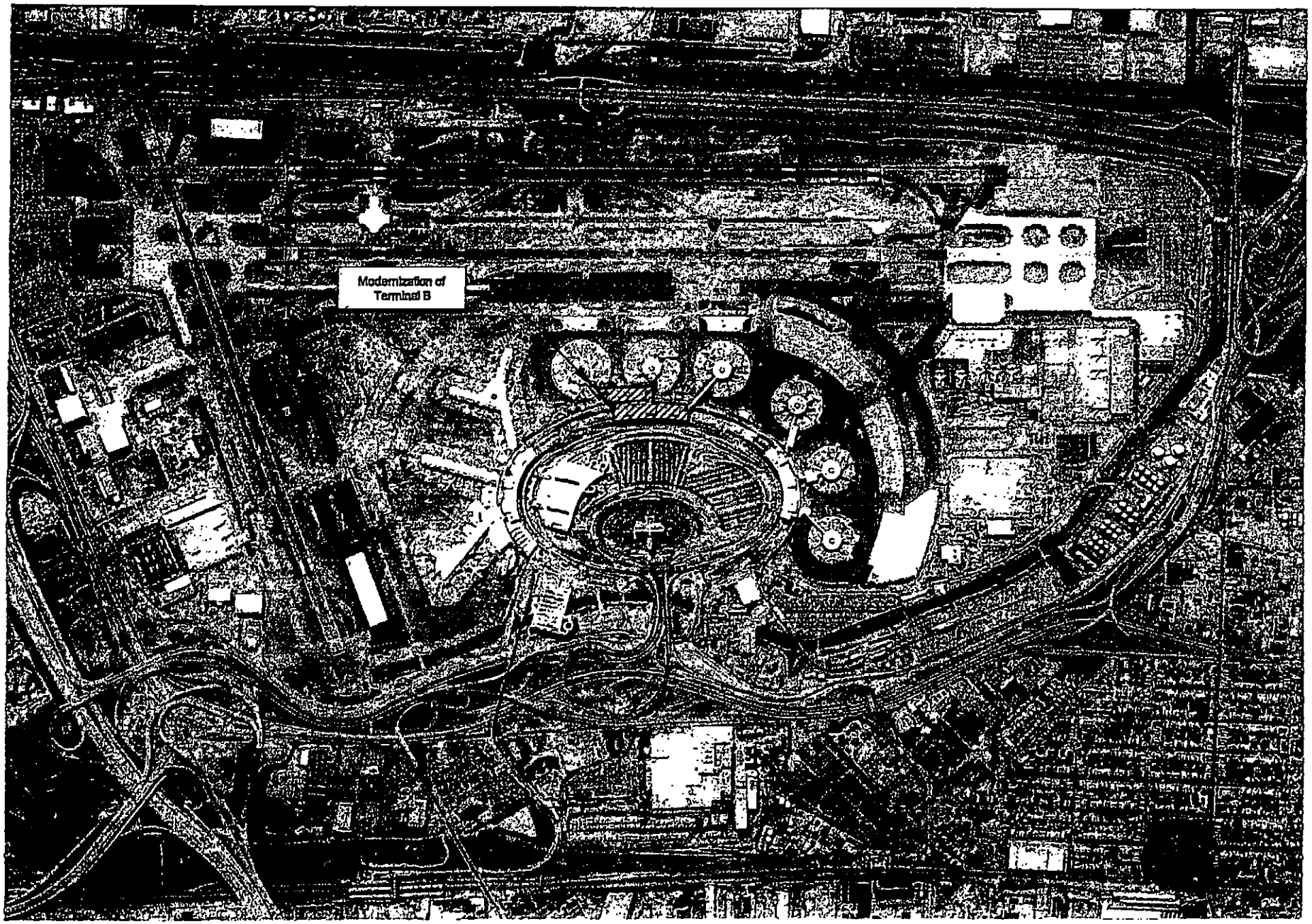
c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]
****

15. BACK-UP FINANCING PLAN: **N/A**
*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

Application Reviewed by:

Name Routing Symbol Date



The Lc rger Group, Inc.

Newark Liberty Internation oort
MODERNIZATION OF TE L B

OF NY & NJ

SECTION 7

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:

The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by the Port Authority for security services provided by Port Authority Police and outside security services for overtime pay, and hiring of additional officers.

****

7. SIGNIFICANT CONTRIBUTION:
In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stopgap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects

that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can be funded.

****

8. PROJECT OBJECTIVE:

The objectives of the project are to reimburse the Port Authority for funds expended on security measure post September 11th 2001. This will allow the funding of projects that the Port Authority is obligated to accomplish under FAA Grant Assurances.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE:
    ESTIMATED PROJECT COMPLETION DATE:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS: **$9,000,000**
Bond Capital $
Bond Financing & Interest $

*** SUBTOTAL PFC FUNDS: **$9,000,000**

EXISTING AIP FUNDS:
Grant # **3-34-0027-81-02** Grant Funds in Project **$3,083,814**

*** SUBTOTAL EXISTING AIP FUNDS: **$3,083,814**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$3,083,814**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$12,083,814**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 8

Vertical Circulation Improvements in Terminal A

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

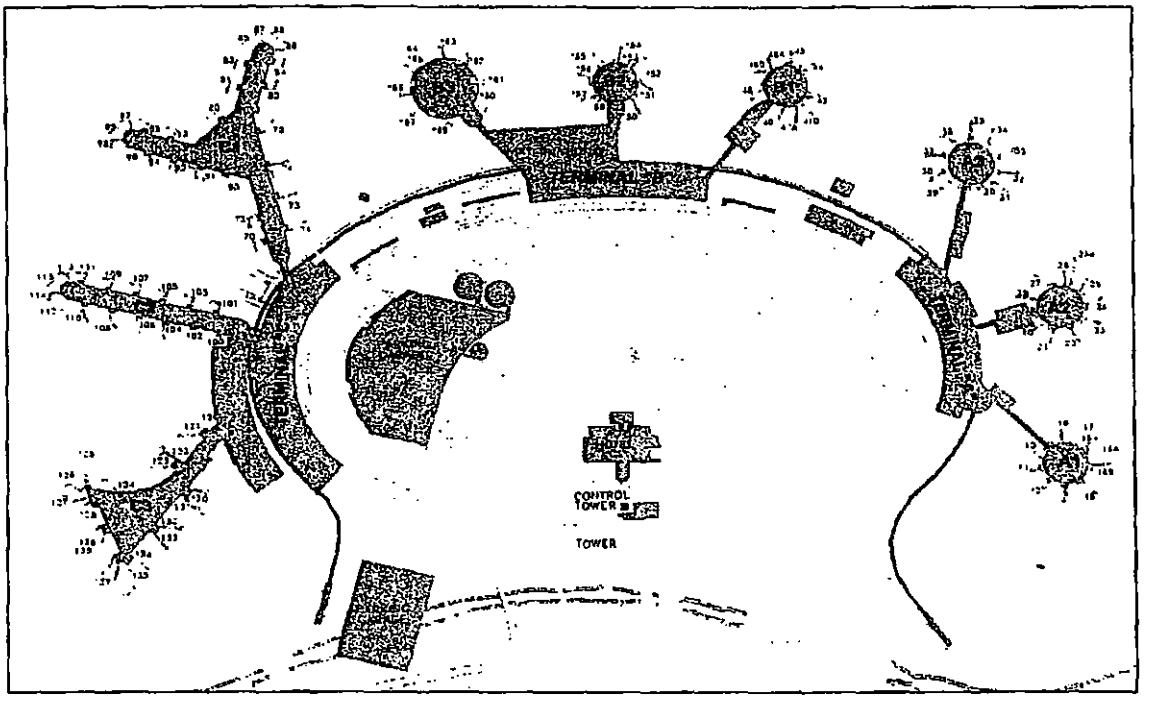
2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Vertical Circulation Improvements in Terminal A

4.a. PROJECT DESCRIPTION:
This project will construct new large capacity elevators serving all four levels of Terminal A. The project may also include new escalators connecting the baggage claim area to the lower level ground transportation and parking level. In addition, an enlarged lobby at the ground transportation and parking level will accommodate a new ground transportation area. Over 45,000 arriving and departing passengers utilize Terminal A during the course of an average day. The existing elevators are undersized resulting in excessive congestion around elevators and baggage carts being used on escalators. Furthermore, the existing elevators and the escalators connecting the baggage claim area and the lower level ground transportation and parking level are not optimally located for passenger convenience and accessibility.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.



Despite the dramatic increase in passenger enplanements, certain critical elements of the Terminal remain essentially the same since it was completed in 1973. As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the terminal. An important element for reducing congestion is achieved by aiding passengers to efficiently move through the terminal. This can be accomplished by strategically locating properly sized elevators and escalators along the main traffic areas that are vertically separated, where passengers transition from key areas within the terminal. In Terminal A this occurs between the ticketing area, the main concessions area and concourse level, the baggage claim area and the lower level ground transportation and parking level.

****

7. SIGNIFICANT CONTRIBUTION:

This project makes a significant contribution to the operation of Terminal A by alleviating existing congestion issues and improving passenger throughput in Terminal A. The existing elevators are inadequate in number, size and location and are responsible for creating passenger bottlenecks at key areas throughout the Terminal.

****

8. PROJECT OBJECTIVE:

The objective of the project is to improve vertical circulation within Terminal A by installing modern elevators and escalators, as required, that are designed to serve the current daily passenger demands while accommodating future passenger growth. The modern elevators and escalators will include the latest safety and security features and will be

appropriately sized and located at key areas to assist passengers in efficiently transitioning between levels within the Terminal.

****

9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2007**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$29,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$31,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$31,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:

a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level **[X]** OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

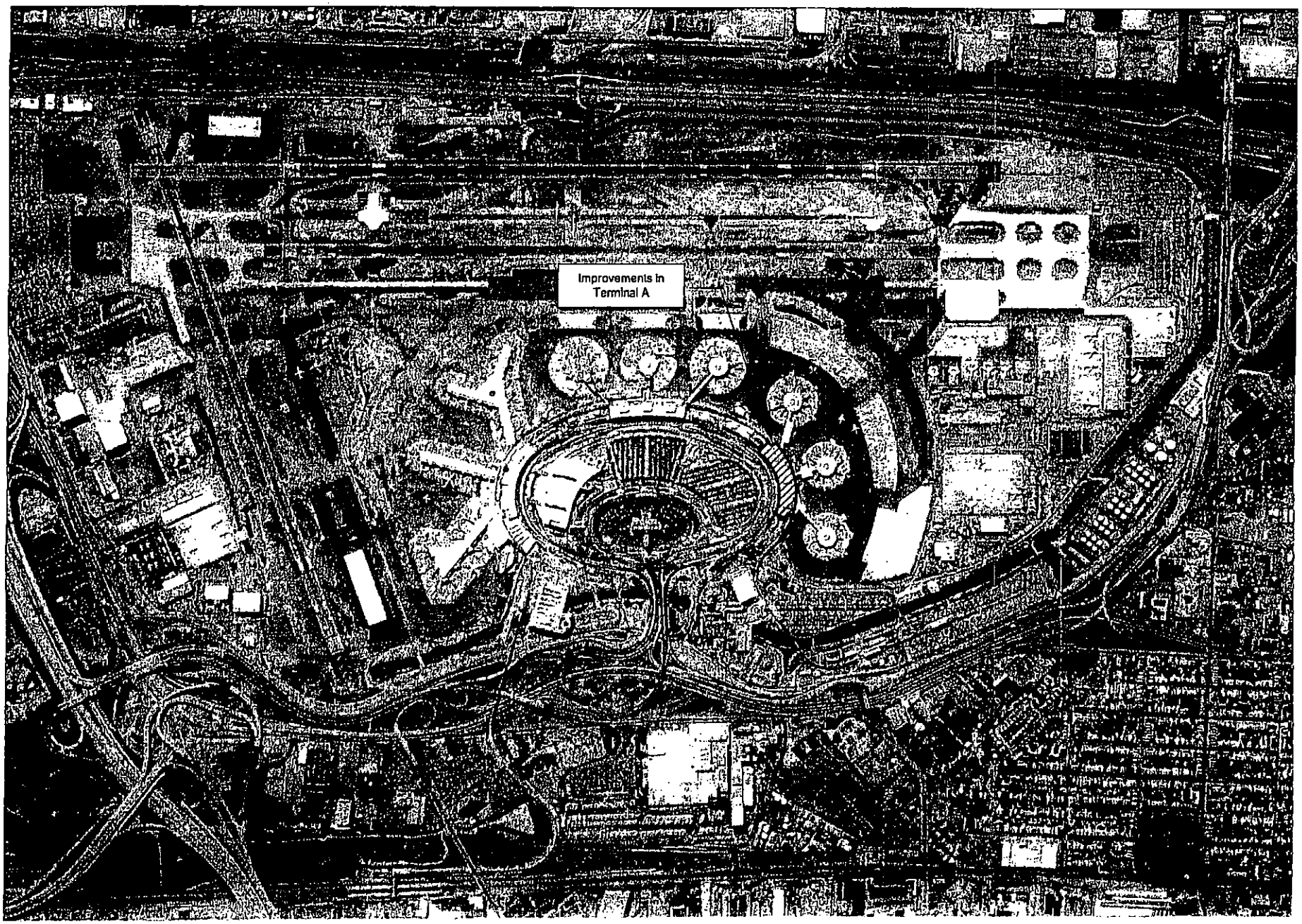
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

OF NY & NJ

Newark Liberty International Airport
VERTICAL CIRCULATION IMPRO 3
IN TE NAL A

SECTION 9

North Area Roadway Improvements

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
North Area Roadway Improvements

4.a. PROJECT DESCRIPTION:
This North Area Roadway Improvements Project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of cargo truck traffic between the North Cargo Area of EWR and the Port of Newark. This road is located on the Airport and will be used by current air cargo carriers and other Airport tenants.

Project components consist of the relocation of existing parking lot entrance and exit toll plazas, increasing the radii of existing roadway curves, providing direct airport access from airline facilities, and significantly reducing the travel distance for cargo trucks traveling to the north side of the airport from Port Newark. This project will enhance traffic safety by providing a route for cargo truck traffic that will be used less frequently by other airport traffic than the route currently in use. In total, the project will modify approximately 3,600 linear feet of roadway.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:
According to Airports Council International (ACI), EWR ranked 9th nationwide and 19th worldwide in total revenue cargo. In 2003, EWR shipped over 890,000 tons of cargo on domestic and international routes by 15 air cargo carriers.

The existing cargo truck traffic must follow a lengthy circuitous route to travel from Port Newark to the cargo areas on the north side of the airport on roadways that are not adequate to handle the mix of cargo trucks and other vehicle types. The new route will be much more direct and the roadway will be wider to better handle the larger vehicles used by the tenants in the North Area. The construction of this roadway will enhance safety by separating the cargo truck traffic from other airport traffic. This

project will also increase efficiency by providing a direct route to and from the airport for this traffic.

****

7. SIGNIFICANT CONTRIBUTION:

According to Airports Council International (ACI), EWR ranked 9th nationwide and 19th worldwide in total revenue cargo. In 2003, EWR shipped over 890,000 tons of cargo on domestic and international routes by 15 air cargo carriers.

The significant contribution of this project is that it will enhance vehicular traffic safety by separating cargo traffic from other airport traffic while providing a more direct and efficient route for cargo handlers to travel to and from the airport.

There are currently 15 cargo carriers operating at EWR that hauled over 890,000 tons of cargo in 2003. There are 6 dedicated air cargo carriers operating at the Airport. Two of these operators (Airborne and DHL) are located in the multi-tenant cargo building located in the North Area. The North Area Roadway Improvement project will allow these carriers to more efficiently utilize standard 53-foot tractor-trailers to transfer cargo to and from the Airport. Presently, these trucks are limited on the current roadway system requiring the carriers to make additional trips using smaller trucks.

****

8. PROJECT OBJECTIVE:

The objective of the North Area Roadway Improvement Project is to enhance safety and reduce airport roadway congestion by further separating cargo truck traffic from other airport traffic by providing a more direct route from the Port of Newark to the North Cargo Area of EWR.

****

9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2005**
    ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$10,500,000**
Bond Financing & Interest **$500,000**

*** SUBTOTAL PFC FUNDS: **$11,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$11,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

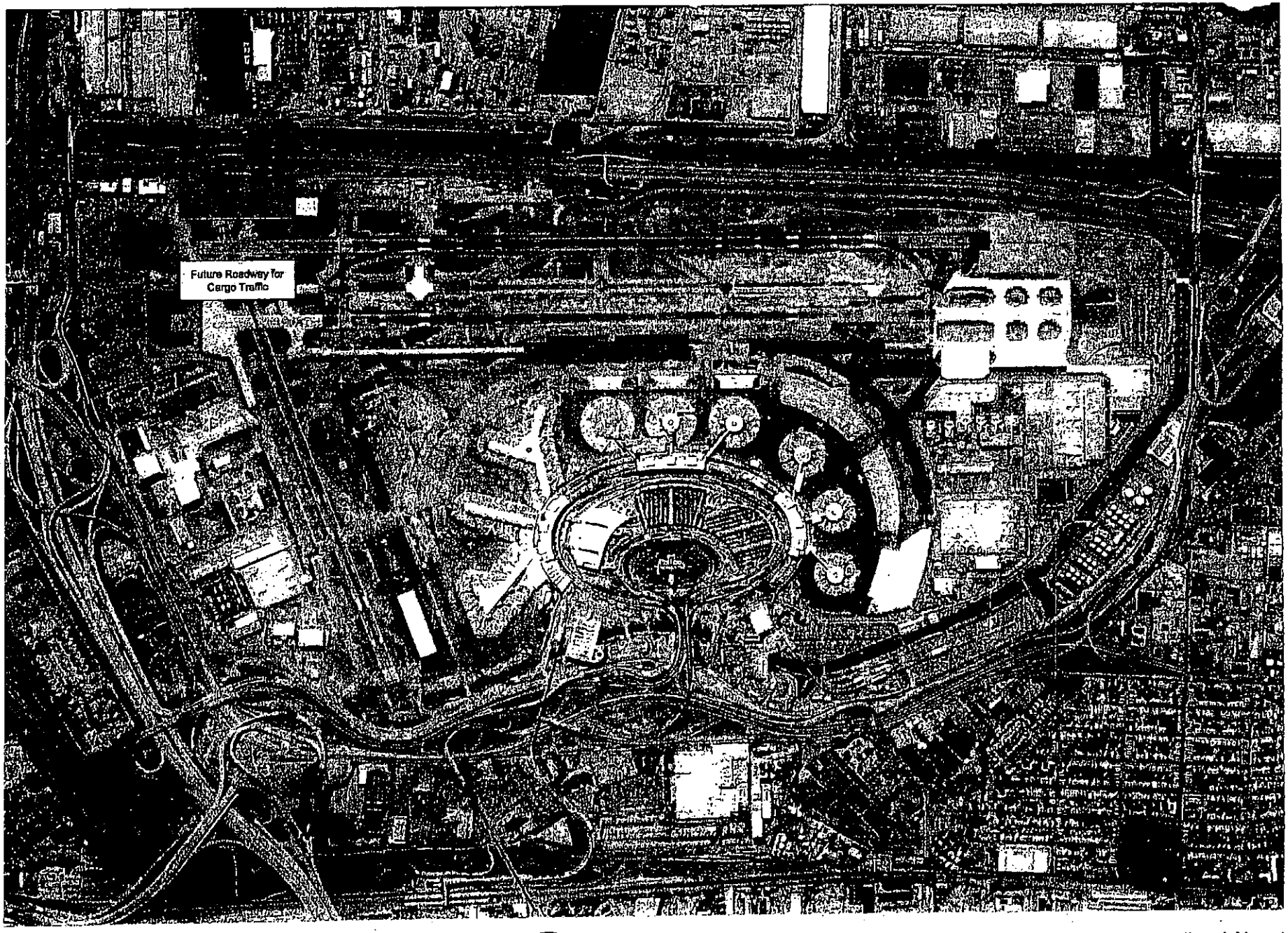
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name Routing Symbol Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
NORTH AREA ROADWAY IMPROVEMENTS

SECTION 10

Upgrade Navigational Aids R/W 22R – 22L

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE** [X] IMPOSE AND USE[ ] USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Upgrade Navigational Aids R/W 22R – 22L

4.a. PROJECT DESCRIPTION:
This project is designed to enhance the navigational aids (NAVAIDS) on R/W 22R and 22L. R/W 22R presently has a Category (CAT I) Instrument Landing System (ILS) approach and this project will upgrade the existing, earlier generation localizer and glideslope equipment to modern Mark XX equipment. This will improve the reliability of the ILS during Instrument Flight Rules (IFR) conditions.

The improvement to the R/W 22L NAVAIDS includes an upgrade from the existing CAT I approach to CAT III approach. This requires the installation of modern Mark XX localizer and glideslope equipment and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF-2). These two projects will improve the ILS system performance while enhancing the IFR capacity of the Airport.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Meeting the current and anticipated aircraft operations demand, the ILS on R/W 22R is comprised of early model localizer and glideslope equipment that was installed in the late 1970's. Although the equipment operates within prescribed parameters, it is becoming increasingly difficult to maintain the ILS signal integrity within established FAA parameters. Since the existing equipment was originally installed, great strides have been made in ILS technology that have increased the accuracy and reliability of the equipment.

In addition to maintenance concerns, the operational specifications for the early generation ILS require that accumulated snow be kept no higher than 6". If snow is allowed to accumulate higher than 6", the ILS internal monitors will shut the system down. This can create a critical situation during periods when the system is needed most by aircraft on final approach. During heavy snow periods, it is difficult for snow removal crews to maintain both the pavements and the 22R ILS areas clear of accumulated snow. The newer generation ILS allows up to 12" of snow to accumulate before removal is required. This provides additional time for snow removal crews to respond without the ILS going off-line.

The Mark XX ILS will resolve the maintenance concerns while allowing snow removal crews additional time to remove accumulated snow from the ILS areas.

The instrument approach on R/W 22L is currently a CAT I. Presently, R/W 4R is the only runway equipped with a CAT III system. During CAT III conditions, R/W 4R is the only runway that can accommodate arriving aircraft. If a system malfunction occurs on R/W 4R during CAT III weather conditions, the airport is essentially closed until weather conditions improve. In addition, during CAT III conditions, air traffic controllers are limited to using R/W 4R only as there is no other option for arriving aircraft. This is particularly of concern when prevailing weather conditions restrict visibility to CAT III minimums.

The CAT III upgrade on 22L will require new Mark XX localizer and glideslope equipment and the installation of an ALSF-2. A significant portion of the existing infrastructure will be reused for the CAT III upgrade thereby minimizing construction costs.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 8,994. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 8,994, which well exceeds the ILS ratio limit.

Typically, the FAA purchases and installs ILS equipment. However, the Port Authority will purchase and install equipment to rectify the operational issues with the existing NAVAIDS equipment on this runway. Therefore, the Port Authority is requesting funds to support the construction, purchase and installation of the CAT III equipment. The equipment purchased will be fully compatible with FAA procured equipment. The system will be turned over to the FAA when the system is installed and commissioned to FAA standards.

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hour during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights experience significant delays. The very latest in NAVAIDS technology will be used to maximize the capacity of the Airport and to ensure the reliability of NAVAIDS performance.

This project resolves the ILS reliability issue by providing the latest generation Mark XX ILS equipment on R/W 22R to support the existing CAT I approach. This equipment provides unprecedented reliability and allows snow removal crews additional time to clear the ILS area of accumulated snow.

The CAT III installation on R/W 22L provides for ILS redundancy and allows air traffic controllers additional flexibility in assigning runways to inbound aircraft. In this way, delays can be reduced and congestion alleviated.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 8,994. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 8,994, which well exceeds the ILS ratio limit.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance ILS system performance on R/W 22R while expanding CAT III ILS capability to R/W 22L. This will improve the overall safety and capacity of the Airport while providing additional flexibility during reduced visibility conditions.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2005**
    ESTIMATED PROJECT COMPLETION DATE: **2007**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **2006**

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:

Bond Capital **$9,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
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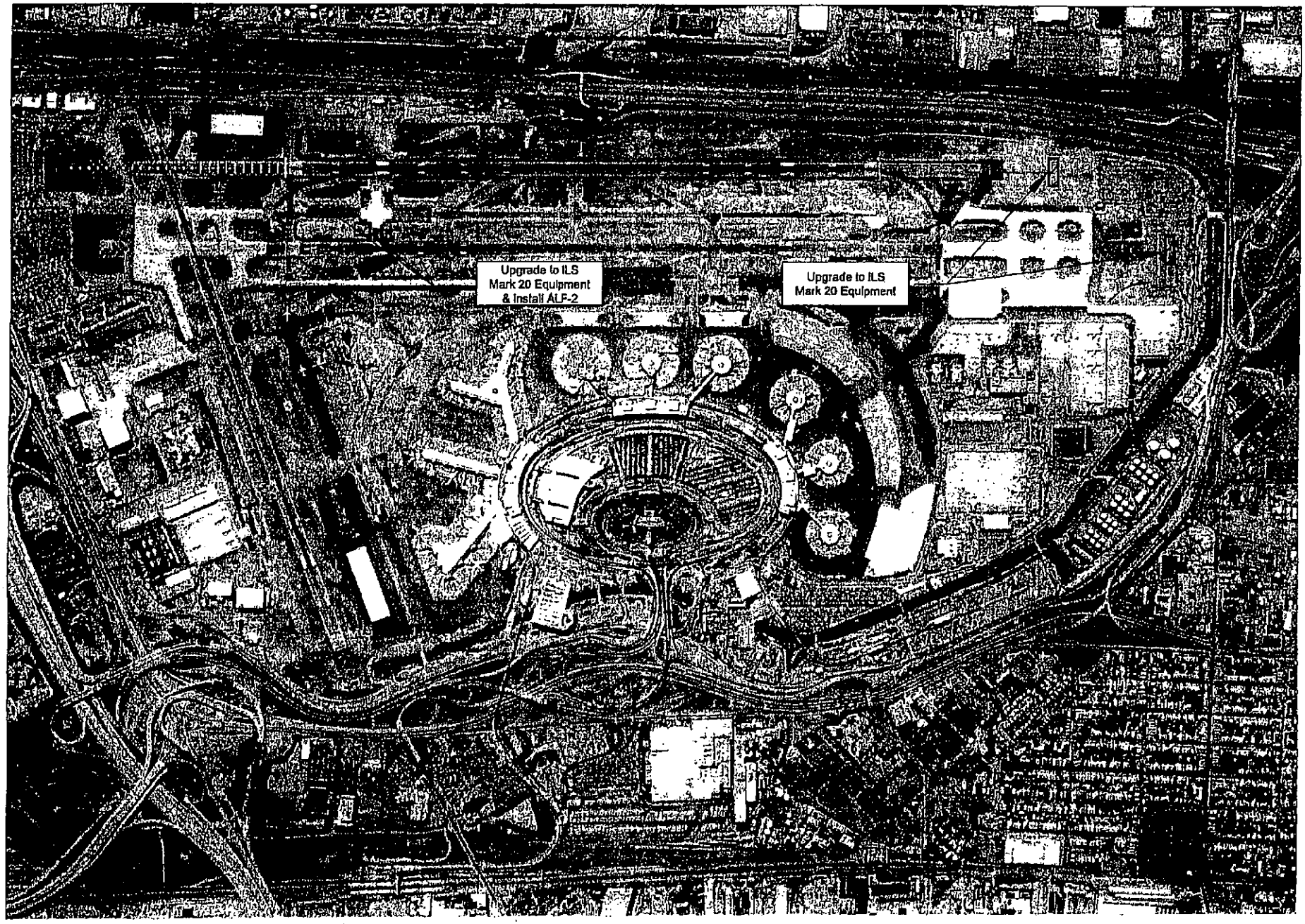
Application Reviewed by:

Name Routing Symbol Date



The Louis Berger Group, Inc.

OF NY & NJ

Newark Liberty International Airport
UPGRADE NAVIGATIO' OS
ON R/W - 22L

SECTION 11

Upgrade Navigational Aids on R/W 4L

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE[ ] USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Upgrade Navigational Aids on R/W 4L

4.a. PROJECT DESCRIPTION:
This project is designed to enhance the navigational aids (NAVAIDS) on R/W 4L. The NAVAIDS improvement to R/W 4L includes an upgrade from the existing Category I (CAT I) to CAT III Instrument Landing System (ILS). This requires the installation of modern Mark XX localizer and glideslope equipment and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF-2).
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

There is currently a CAT I instrument approach on R/W 4L. Presently, R/W 4R is the only runway equipped with a CAT III system. During weather conditions that warrant CAT III conditions, R/W 4R is the only runway that can accommodate arriving aircraft. During snow removal operations when visibility is typically low, aircraft must hold while the Runway is treated, causing large backlogs in the system. If Runway 4L was CAT III capable then aircraft would just transition to that runway and no operational impacts would occur. Also, if a system malfunction occurs on R/W 4R

during CAT III conditions, then the airport would be essentially closed for arrivals until the equipment is repaired or weather conditions improve.

The CAT III upgrade on 4L will require new Mark XX localizer and glideslope equipment and the installation of an ALSF-2. A significant portion of the existing CAT I infrastructure will be reused for the CAT III upgrade, thereby minimizing construction costs. The installation of CAT III on R/W 4L will provide for system redundancy and air traffic control flexibility during CAT III conditions.

Typically, the FAA purchases and installs ILS equipment. However, the Port Authority will purchase and install equipment to rectify the operational issues with existing NAVAIDS equipment on this runway. Therefore, the Port Authority is requesting funds to support the construction, purchase and installation of the CAT III equipment. The equipment purchased will be fully compatible with FAA procured equipment. The system will be turned over to the FAA when the system is installed and commissioned to FAA standards.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 5,750. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 5,750, which well exceeds the ILS ratio limit.

****

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

Presently, the Visual Flight Rules (VFR) capacity of the Airport is 92 –108 flights per hour. This drops to 74-78 flights per hours during IFR conditions. According to FAA statistics, scheduled traffic at EWR exceeds capacity for five to seven hours per day, during IFR weather. Furthermore, on adverse weather days about 18% of EWR flights are delayed significantly. The very latest in NAVAIDS technology will maximize the capacity of the Airport and to ensure the reliability of NAVAIDS performance.

The CAT III capability on R/W 4L provides for CAT III ILS redundancy and allows air traffic controllers additional flexibility in assigning runways to inbound aircraft during CAT III weather conditions.

During Instrument Flight Rule (IFR) conditions, winds at EWR generally favor an approach from the south. Presently, there is CAT III capability on R/W 4R only. In the event of an aircraft incident or equipment failure on R/W 4R during CAT III conditions, the Airport will be closed to arrivals until visibility improves. Therefore, the addition of CAT III equipment on R/W 4L will provide a significant contribution to aircraft operations during reduced visibility conditions.

FAA Order 7031.2C, Airways Planning Standard Number One - *Terminal Air Navigation Facilities and Air Traffic Control Services* provides further justification for the installation of upgraded ILS equipment. This Order describes a ratio formula the FAA uses to justify ILS installation with approach lights. This ratio considers the total number of instrument operations compared with total aircraft operations and multiplied using an FAA designed runway design factor.

After applying the EWR Aircraft Operations, obtained from FAA Operational Data for Year 2002 and 2003, the ratio value is 5,750. Based on criteria from FAA Order 7031.2C, an airport with a ratio greater than 1.00 is qualified for an ILS with an approach light system. The value for EWR is 5,750, which well exceeds the ILS ratio limit.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance ILS system performance while expanding CAT III ILS capability to R/W 4L. This will improve the overall safety and capacity of the Airport while providing additional flexibility during reduced visibility conditions.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: 2005
ESTIMATED PROJECT COMPLETION DATE: 2007

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **2006**

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$9,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

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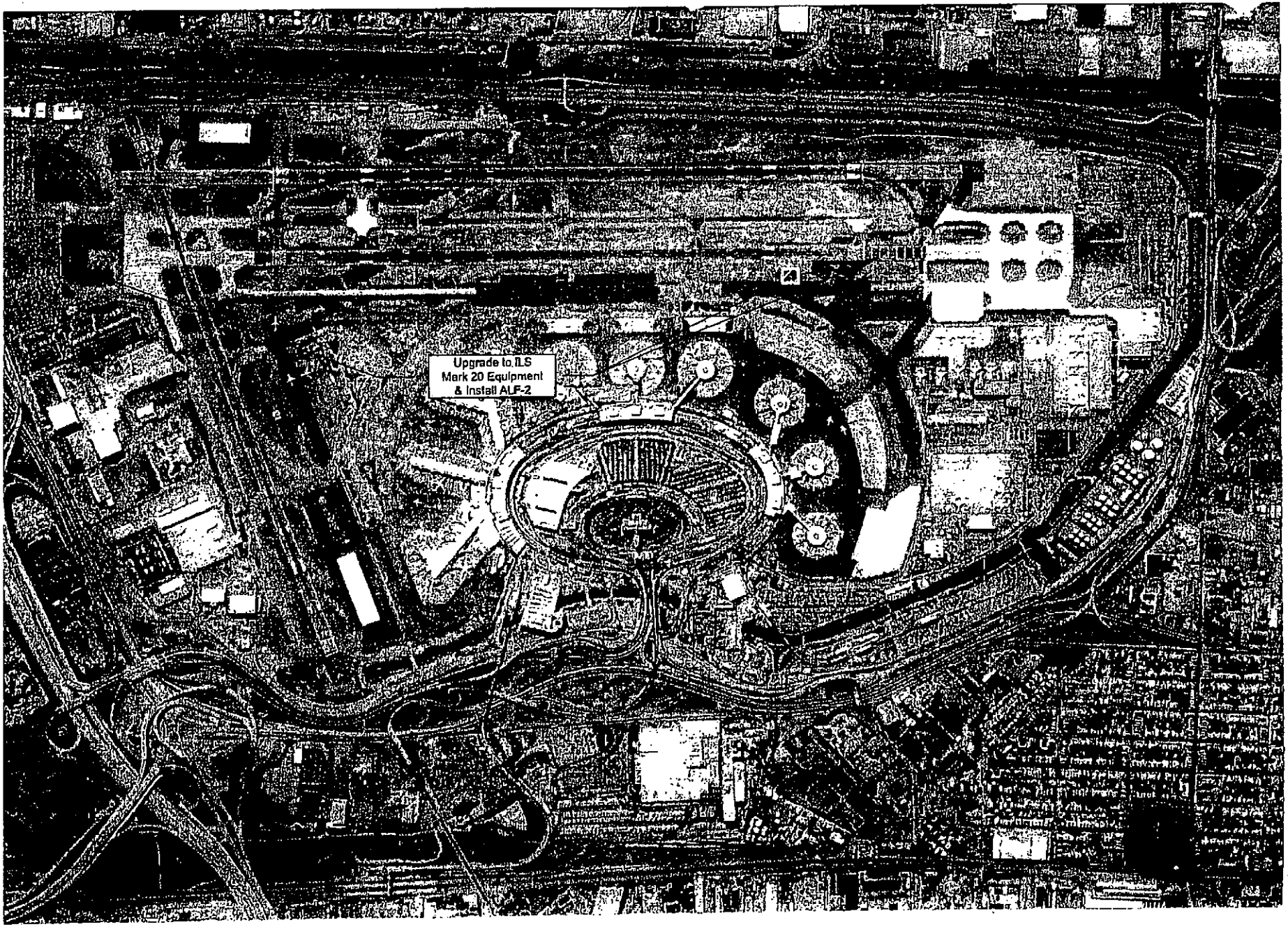
Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
UPGRADE NAVIGATIONAL AIDS
ON R/W 4L

SECTION 12

Improvements to Runway Safety Areas

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), Newark, New Jersey

2. CHECK ONE: **IMPOSE [X]** IMPOSE AND USE [ ] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Improvements to Runway Safety Areas

4.a. PROJECT DESCRIPTION:
The Improvements to Runway Safety Areas (RSA) project will enhance the dimensional standards on Runways 11 and 29 for compliance with FAA safety standards for RSA's and improve the RSA for parallel R/W's 4-22. The RSA for Runways 11 and 29 presently do not meet FAA standards and are not easily expandable due to the location of the New Jersey Turnpike/Interstate 95 to the east, Route 1&9 and significant industrial development to the west.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:
The FAA requires that airport sponsors bring RSA up to FAA standards by October 2007. The Port Authority has recently conducted an analysis of each runway end and is developing viable alternatives for RSA improvements that meet FAA standards while complementing the existing airline operations. The study includes construction feasibility, cost estimates and environmental analysis for all alternatives. Based on the analysis contained in the study, a viable alternative will be selected and the project will construct the selected alternative.

****

7. SIGNIFICANT CONTRIBUTION:
EWR has experienced substantial domestic and international air passenger growth since 1989. Currently, Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is

anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers through 483,000 aircraft operations by Year 2013.

This project will provide an added level of safety for air passenger aircraft operations. By constructing Runway Safety Areas that meet current standards the Airport will be complying with an FAA mandate that requires compliance with prescribed safety area dimensions by 2007.

****

8. PROJECT OBJECTIVE:
The objective of the Runway Safety Area Project is to enhance aircraft and passenger safety by bringing the RSA's up to FAA standards by applying FAA approved alternatives.

****

9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2005**
ESTIMATED PROJECT COMPLETION DATE: **2006**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA: **2006**

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$10,500,000**
Bond Financing & Interest **$1,500,000**

*** SUBTOTAL PFC FUNDS: **$12,000,000**
EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: **2005** Entitlement **$8,000,000** Discretionary $

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$8,000,000**

OTHER FUNDS:

State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$20,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level **[X]** OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

*****FOR FAA USE**********
a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:
****

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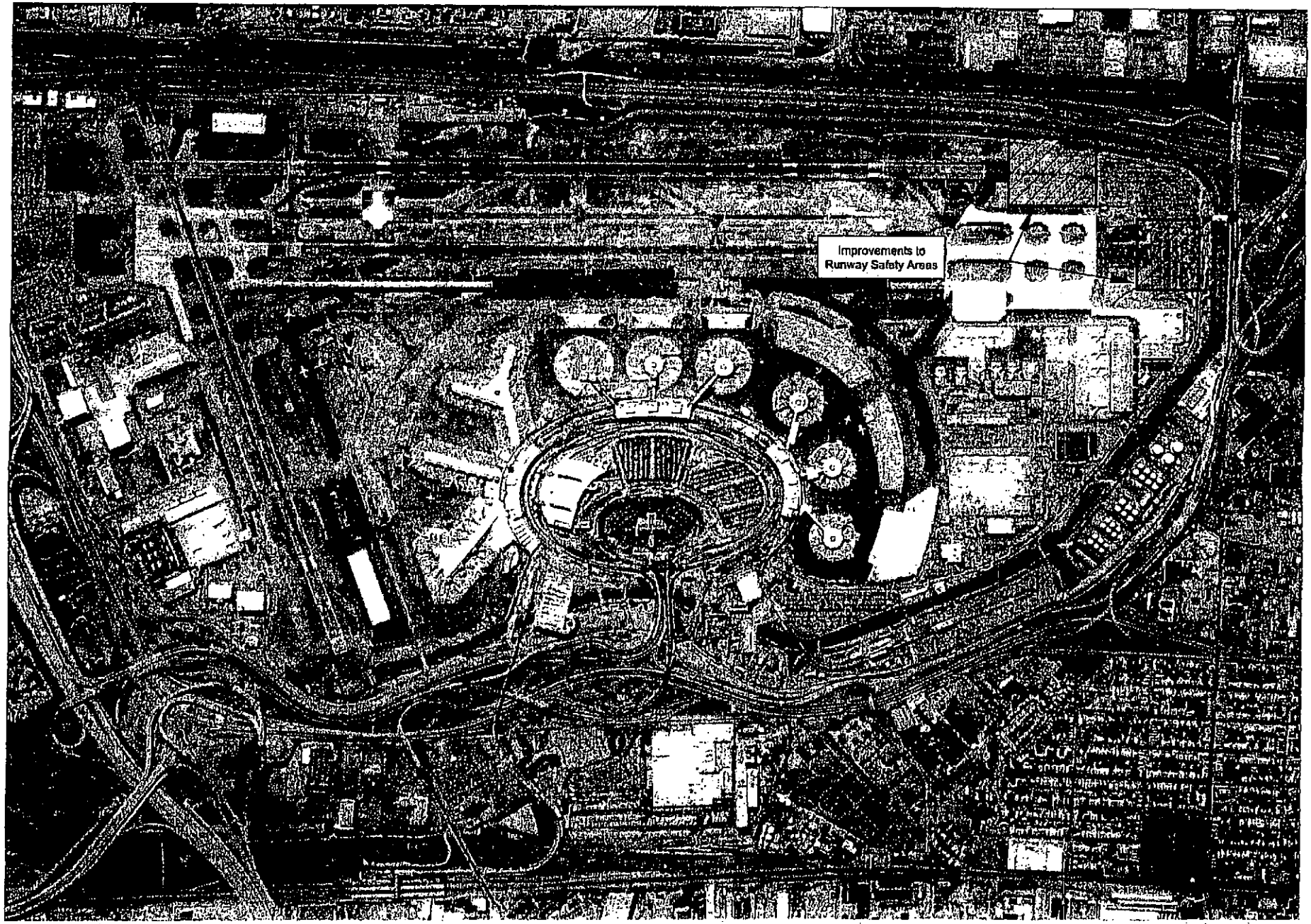
Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

OF NY & NJ

Newark Liberty International Airport
IMPROVEMENTS TO RUNWAY SAFETY S

JOHN F. KENNEDY INTERNATIONAL AIRPORT

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SECTION 1

Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

4.a. PROJECT DESCRIPTION:
Taxiways A and B are the primary circulation taxiways to the passenger terminals at JFK. This project will provide necessary clearance between Taxiway A and the adjacent restricted service road by relocating the taxiway centerline. In addition, the project will widen the taxiway throats and rehabilitate the asphalt and concrete pavement of Taxiway A to provide a 20-year design life and to strengthen the pavement to withstand regular passage of the Airbus A380 and also rehabilitate T/W B pavement. T/W B will not have to be relocated.

The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in September 2006. A program of airfield improvement projects is necessary to safely accommodate the physical size and operational characteristics of the A380. The taxiway relocation, in addition to providing adequate separation between T/W A and the restricted vehicle service road, will shift the existing taxiway shoulders to meet FAA Group VI design standards for the A380. The mission of this program is to complete all phased implementation of the projects within budget and prior to the arrival of the A380. The T/W B pavement is nearing the end of its design life and requires rehabilitation to prevent excessive deterioration of the pavement structural section.

The taxiway pavement, including shoulders, pavement markings, drainage, signing, lighting, of the 21,913-foot long T/W A are to be rehabilitated and centerline relocated (approximately sixteen feet). The pavement will be designed to accommodate higher wheel loads, increase the lateral clear zone to an existing Restricted Service Road (RSR), and accommodate larger turning radii associated with the A380. Twenty-two cross taxiways connecting to T/W B and the throats to the aprons will be widened to 100 feet. The RSR will be strengthened for the full width of the throat where aircraft will cross to access the apron.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

6. PROJECT JUSTIFICATION:

On the airfield, T/W A forms the inner ring of a concentric circle of taxiways that consists of T/W A and T/W B, centered around the 880 acre Central Terminal Area (CTA). The taxiways were originally constructed in the 1960's and 1970's. Taxiways A and B provide an efficient route for aircraft to taxi between the CTA, the airfield and the north, south and east side of the Airport. The current dimension of T/W A relative to T/W B allows simultaneous two-way traffic by Group V aircraft.

Although pavement maintenance and repair is performed on a regular basis, the T/W's A and B pavement are nearing the end of their useful lives. A pavement evaluation performed in June 2003 indicated that the pavement-wearing surface over extensive portions of the taxiway is beginning to exhibit signs of significant deterioration that cannot be rectified through routine maintenance. If this deterioration is permitted to continue, the pavement subgrade will degrade requiring a full reconstruction of the pavement. A full reconstruction will cost significantly more in terms of construction and operations, result in the closure of large portions of T/W A and B, and increase airline congestion and delays.

Along with the pavement, the project will include the replacement and improvement of incidental items such as taxiway edge lighting component replacement, modern signage, improved drainage, and new pavement markings.

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7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnects the terminal buildings with the runways. A key component of the taxiway system is T/W A and T/W B. Encircling the Central Terminal Area (CTA), T/W A and B is critical to providing efficient routing of aircraft from the passenger terminals to any location on the airport via a network of taxiways radiating out from the T/W A & B ring. At JFK, nearly every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A & B during its operation.

T/W A forms the inner ring of a concentric circle of taxiways made up of T/W A and T/W B and centered around the 880 acre Central Terminal Area (CTA). The taxiways were originally constructed in the 1960's and 1970's. T/W A and B provide an efficient route for aircraft to taxi between the CTA, the airfield and the north, south and east side of the Airport. The current dimension of T/W A relative to T/W B allows simultaneous two-way traffic by Group V aircraft.

Although pavement maintenance and repair is performed on a regular basis, the pavements are nearing the end of their useful lives. A pavement evaluation performed in June 2003 indicated that the pavement-wearing surface is beginning to exhibit signs of significant deterioration that cannot be rectified through routine maintenance. If this deterioration is permitted to continue, the pavement subgrade will degrade requiring a full reconstruction of the pavement. A full reconstruction will cost significantly more in terms of construction and operational impacts, result in the closure of large portions of T/W A and B, and increase airline congestion and delays.

Along with pavement rehabilitation, the project will include the replacement and improvement of incidental items such as taxiway edge lighting component replacement, modern signage, improved drainage, and new pavement markings.

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8. PROJECT OBJECTIVE:

This project will widen and rehabilitate T/W A by relocating the taxiway centerline and will rehabilitate T/W B pavement. The project will include widening of taxiway throats and rehabilitation of the taxiway pavement to accommodate the A380 aircraft. Other improvements include lighting, signage, drainage and marking. This project will support the continued safe and efficient routing of aircraft between the terminal areas and the runway/taxiway system.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
ESTIMATED PROJECT COMPLETION DATE: **2007**

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11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
12. LIST CARRIERS CERTIFYING AGREEMENT:
13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$85,000,000**
Bond Financing & Interest **$5,000,000**
*** SUBTOTAL PFC FUNDS: **$90,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**
*** TOTAL PROJECT COST: **$90,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

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15. BACK-UP FINANCING PLAN: **N/A**

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Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RELOCATION AND REHABILITATION OF
TAXIWAY A AND REHABILITATION OF T/W B

SECTION 2

Construction of Taxiway A and P Connector

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
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1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Construction of Taxiway A and Taxiway P Connector

4.a. PROJECT DESCRIPTION:
Taxiway A is one of two primary circulation taxiways allowing access to the passenger terminals at JFK from the runway complex. This project will construct a new taxiway that will connect Taxiways A and P and provide aircraft with a safe and efficient taxiway route between R/W 13R-31L and the terminal areas.

With the current taxiway configuration, R/W 13R-31L is closed to arriving aircraft when aircraft are transitioning from the main parallel taxiway to T/W A. This problem is exacerbated during peak activity periods when large aircraft must be cleared to taxi from T/W P to T/W A. This situation reduces airfield capacity and presents an unnecessary safety concern.

The new taxiway connector will be designed and constructed to accommodate the A380, which is anticipated to enter service at the Airport in 2006, serving airlines in Terminals 1 and 4. Construction of the Taxiway A and P Connector will provide a taxiway that has load bearing capabilities and adequate separation required to accommodate Design Group VI aircraft, like the A380, while allowing uninterrupted runway operation.

Construction of the Taxiway A and P connector will include paved shoulders, pavement markings, signing, and lighting.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
On the airfield, Taxiway A forms the inner ring of a concentric circle of taxiways that consists of T/W A and T/W B, centered around the 880 acre Central Terminal Area (CTA). The taxiways, as well as the connectors, were originally constructed in the 1960's and 1970's. Taxiway A and P Connector will provide an efficient route for aircraft to taxi between the CTA, the airfield and Runway 13R-31L.

The present taxiway configuration leading from the terminal areas to R/W 13R-31L is not adequate to accommodate passage by aircraft that are simultaneously departing the terminal areas and exiting R/W 13R-31L. This situation creates congestion and contributes to overall delays on the airport. By constructing this new taxiway, air traffic controllers will have an alternate means of efficiently routing aircraft through the taxiway complex.

Along with the pavement, the project will include the realignment and replacement of items such as taxiway edge lighting component replacement, modern signs, and new pavement markings.

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation in 2003, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers with total aircraft operations at 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnects the terminal buildings with the runways. A key component of the taxiway system is T/W A, T/W B and its connectors. Encircling the Central Terminal Area (CTA), T/W A is critical to providing efficient routing of aircraft from the passenger terminals to Runway 13R-31L for departures and arrivals. At JFK, nearly every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A during its operation.

Taxiway A forms the inner ring of a concentric circle of taxiways that consists of T/W A and T/W B, centered around the 880 acre Central

Terminal Area (CTA). The taxiways as well as connectors were originally constructed in the 1960's and 1970's. Taxiway A and P Connector will provide an efficient route for aircraft to taxi between the CTA and Runway 13R-31L. The new taxiway will allow aircraft operations to occur without reducing runway capacity and eliminating congestion at the T/W P and T/W A intersection.

Along with the pavement, the project will include the realignment and replacement of items such as taxiway edge lighting component replacement, modern signs, and new pavement markings.

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8. PROJECT OBJECTIVE:

This project will construct the Taxiway A and P Connector to allow unrestricted operations between the CTA and R/W 13R-31L. The project will incorporate design criteria to accommodate the A380 aircraft. Other improvements include lighting, signage, and marking. This project will support the continued safe and efficient routing of aircraft between the terminal areas and the runway/taxiway system.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2005**
    ESTIMATED PROJECT COMPLETION DATE: **2006**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

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12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

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14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$3,200,000**
Bond Financing & Interest **$800,000**

*** SUBTOTAL PFC FUNDS: **$4,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$4,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
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15. BACK-UP FINANCING PLAN: **N/A**
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Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
CONSTRUCTION OF TAXIWAY A
AND P CONNECTOR

SECTION 3

Reconstruction and Strengthening of Taxiways A and B Bridges

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
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1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reconstruction and Strengthening of Taxiways A and B Bridges

4.a. PROJECT DESCRIPTION:
This project will reconstruct and strengthen the two pairs of bridges that serve Taxiways A and B in the vicinity of the Van Wyck Expressway (Bridges J11 & J12) and the JFK Expressway (Bridges J13 & 14), where those roadways enter the Central Terminal Area (CTA). The bridge deck and girders will be replaced and strengthened to accommodate existing aircraft fleet mix and the A380.

The approaches to the T/W A and T/W B Bridges will be repaved to match the cross-slope and profile of the bridges. Paving on the bridge approaches is anticipated not to exceed two hundred feet on each approach. The bridge foundations are not affected so all reconstruction will be above ground. Each pair of bridges for T/W A and T/W B will be closed simultaneously for reconstruction and strengthening. Aircraft will use T/W B bridges when T/W A bridges are closed and vice versa. The expressways will be closed and traffic diverted for intermittent periods during reconstruction. The road closures will be planned to ensure continuous availability of access/egress roads serving the CTA. All construction requiring full closure of the bridges will be accomplished between mid-September and mid-June to ensure that taxiway bridges are available during summer peak periods.
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5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
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6. PROJECT JUSTIFICATION:
The Reconstruction and Strengthening of the T/W A and T/W B Bridges is important to ensure the safe and efficient operation of wide body aircraft such as B777, A340-600 and the A380. The bridges were constructed in the 1960's and as a result are nearing the end of their useful lives. Currently, the bridges are load restricted for certain aircraft currently in use at JFK.

Since original construction, the bridges have received regular maintenance designed to preserve the structure and decking in an effort to maintain the load bearing capabilities of each bridge. However, a significant reconstruction and strengthening project is now required that will preserve and enhance the bridges in a manner that will ensure another 30 years of service. Recently, field studies have been completed that demonstrate a clear need to rehabilitate and strengthen the bridges to meet the load requirements of the current aircraft fleet mix and to accommodate the anticipated future aircraft fleet mix.

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7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region and is growing faster than the national average. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average annual growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% annual passenger enplanement growth. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers with total aircraft operations at 375,000.

Supporting this level of passenger and aircraft operational activity is a complex network of taxiways and taxilanes that interconnects the terminal buildings with the runways. A key component of the taxiway system is T/W A and T/W B. These two taxiways are critical in providing safe and efficient routing of aircraft from passenger terminal, aircraft maintenance and cargo areas. On JFK, every air carrier, air cargo, and passenger commuter aircraft uses some part of T/W A and T/W B during its operation.

Constructed in the 1960's, T/W A and T/W B form a concentric circle of taxiways centered around the 880 acre Central Terminal Area (CTA) and provide a safe and efficient route for aircraft to taxi between the CTA, air

cargo areas, aircraft maintenance areas, and the north and south side of the Airport. Each taxiway incorporates two bridges each that cross over the main access roads entering and exiting the Airport. The current dimensions of T/W A and T/W B relative to each other allows simultaneous two-way traffic by Group V aircraft.

The Taxiway Bridges constitute a vital link in the T/W A and T/W B ring. Without these bridges, several key areas on the Airport will be inaccessible. These areas include Terminals 8 and 9 where American Airlines conducts Domestic and International passenger service; aircraft maintenance hangars for United Airlines and American Airlines; and the air cargo area housing 31 domestic and international airline air cargo facilities. There are no alternative routes that allow access to these areas if the taxiway bridges are not available.

The reconstruction of the Taxiway A & B Bridges will allow the bridges to continue to be utilized by passenger and air cargo aircraft to access the apron areas serving Terminals 8 & 9, air cargo and aircraft maintenance areas. Presently, the Bridges are load restricted reducing B-777 and A340 taxiing operations to eight per day by airlines operating from Terminals 8 & 9. These restrictions result in congestion on the runways and taxiways and can potentially result in safety hazards as aircraft must hold or are rerouted to alternate taxiways. The reconstruction project will be designed to accommodate current aircraft and future aircraft expected to operate at JFK.

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8. PROJECT OBJECTIVE:

This project is required to rehabilitate the taxiway bridges in order to restore unrestricted aircraft accessibility to the taxiways and tenant spaces located between the JFK and VanWyck Expressways. It also allows for the safe and efficient routing of aircraft between the terminal areas and the runway and taxiway system. It is anticipated that this project will be conducted during the taxiway rehabilitation project.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2007**

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11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

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12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:

Public Agency Reasons for Proceeding:

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14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$$39,700,000**
Bond Financing & Interest **$300,000**

*** SUBTOTAL PFC FUNDS: **$40,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**
*** TOTAL PROJECT COST: **$40,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

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15. BACK-UP FINANCING PLAN: **N/A**

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Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
RECONSTRUCTION AND STRENGTHENING
OF TAXIWAYS A AND B BRIDGES

SECTION 4

Runway 13L-31R Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
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1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway 13L- 31R Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project consists of pavement rehabilitation along the entire length of R/W 13L-31R, and pavement rehabilitation of the northern end of R/W 4L-22R. R/W 13L-31R is currently 10,000 feet long by 150 feet wide and was originally constructed in the 1960's. The asphalt concrete pavement is routinely inspected and crack sealed as needed. However, the pavement is deteriorating due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt rehabilitation must be performed to extend the life of the pavement.

As part of the Runway 13L-31R Rehabilitation Project edge lighting, centerline fixtures, signage, drainage, pavement markings and shoulders will be modified as needed. The design will include provisions to maximize construction activity during overnight hours to minimize operational impacts to airlines.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
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6. PROJECT JUSTIFICATION:
The Runway 13L-31R Rehabilitation Project is critical to ensure the safe and efficient operation of air passenger and air cargo aircraft. The runway was originally constructed in the 1960's and as a result is nearing the end of its useful life.

Since original construction, regular maintenance and periodic pavement overlaying has been conducted to preserve the runway pavement structural section and subgrade. However, as a result of a pavement assessment conducted in June of 2003 as part of the pavement management system, it had been noted that the pavement is beginning to exhibit signs of significant cracking and age related stress. In order to prevent further deterioration, it is imperative that the pavement be

rehabilitated to prevent the need for a full-depth pavement reconstruction. The pavement rehabilitation will be designed to meet the load requirements of the current aircraft fleet mix.

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

In order to support this level of activity, all runways at JFK must be fully operational and not subject to load restrictions that would constrain the types of aircraft or number of operations occur on any of the runways. A constraint on any runway would have a ripple effect that would impact other airports in the New York Region and airports throughout the nation.

The R/W 13L-31R Rehabilitation Project is critical to ensure the continued and unrestricted utilization of the Runway. This runway measures 10,000 feet by 150 feet and is equipped with a Category I ILS. Because of these capabilities, R/W 13L-31R is one of the primary use runways on JFK, particularly during inclement weather conditions.

The proposed pavement overlay design not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade. Presently, the runway's asphalt pavement is structurally sound. However, the wearing course is beginning to exhibit signs of age related stress cracking. As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement and preserve the structural sections of the runway. By

rehabilitating the runways before more extensive pavement degradation occurs, the structural section will be preserved thereby eliminating the need for more extensive pavement reconstruction. Some selective structural repairs will be made as needed, but an overall pavement reconstruction is not required at this time.

The asphalt overlay will ensure the continued use of this runway without the need for major reconstruction. If the runway is required to be taken out of service for a prolonged period for reconstruction, the implications may result in flight delays and added congestion affecting air travel nationwide. Indeed this has been experienced on a national level on several occasions in the past when runways had to be closed due to aircraft incidents or during periods of extreme weather.

The project described here seeks to avoid any such nationwide system delays. The pavement is structurally sound and can be rehabilitated without lengthy reconstruction. The pavement will not be widened as part of this project. The existing 150-foot runway width is adequate to accommodate Group V aircraft. The project will be conducted during off-peak hours and the limited traffic that does occur during these hours will be routed to other available runways. If the project is not performed, the wearing surface of the pavement will continue to degrade resulting in a more complex and lengthy reconstruction that will seriously impact the airlines and the National Aerospace System.

Failure to implement this rehabilitation at this time could result in a much more costly and disruptive full-depth reconstruction resulting in the loss of significant capacity during inclement weather conditions, not only for JFK but also for LGA and EWR as well.

****

8. PROJECT OBJECTIVE:

The objective of the project is to rehabilitate the runway pavement to preserve the pavement structure and prevent the need for a full-depth reconstruction. The runway rehabilitation will prevent the need for extensive runway closures and will reduce delay impacts on the New York Airport System and the National Airport System (NAS).

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

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11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

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12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:

*****FOR FAA USE**********

a. Comments:

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14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$33,600,000**
Bond Financing & Interest **$2,400,000**
*** SUBTOTAL PFC FUNDS: **$36,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$36,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

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15. BACK-UP FINANCING PLAN: **N/A**

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Application Reviewed by:

Name	Routing Symbol	Date

The Lou' Berger Group, Inc.

OF NY & NJ

John F. Kennedy International Airport
RUNWAY 13L REHABILITATION

SECTION 5

Planning Project for the Rehabilitation and Widening of R/W 13R

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
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1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE [X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Planning Project for the Rehabilitation and Widening of R/W 13R

4.a. PROJECT DESCRIPTION:
This project will plan a pavement rehabilitation and widening for R/W 13R-31L. The runway is currently 14,572 feet long by 150 feet wide and was originally constructed in the 1960's. The runway is routinely inspected and crack sealed as needed. However, the pavement is deteriorating due to age related stress. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, an asphalt overlay will be constructed to extend the life of the pavement and to accommodate the loads from anticipated aircraft.

The Planning Project for the Rehabilitation and Widening of R/W 13R will also include pavement widening and the relocation of lighting, signage, drainage, marking and shoulders. The pavement will be widened to 200' to accommodate the Airbus A380, a Design Group VI aircraft, which is scheduled to enter service at JFK in 2006. Lighting, shoulder pavement, drainage, signing and striping will be repositioned and upgraded as needed. In addition, the project will examine alternatives to resolve ice damming that occurs on the south edge of the runway during winter months. The project planning will include examination of methods to maximize construction activities during overnight hours thereby minimizing operational impacts to airlines.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The Planning Project for the Rehabilitation and Widening of R/W 13R is vital to ensure the safe and efficient operation of air passenger and air cargo aircraft. The runway was originally constructed in the 1960's and is nearing the end of its pavement life.

Since original construction, regular maintenance has been conducted to preserve the runway pavement structural section and subgrade. However,

as a result of a recent evaluation study, it has been noted that the pavement is beginning to exhibit signs of significant cracking and age related stress. In order to prevent further deterioration, it is imperative that the pavement be rehabilitated to prevent the need for a full-depth pavement reconstruction. The pavement rehabilitation will be planned to meet the load requirements of the current aircraft fleet mix and to accommodate the anticipated future aircraft fleet mix.

In addition to the pavement condition issue, during the winter months there is a recurring problem of ice damming along the southern edge of the runway adjacent to Jamaica Bay. Ice damming is caused by large slabs of ice being driven past the shoreline by tidal action occurring on the Bay. This presents a Foreign Object Damage (FOD) potential to jet engines, particularly to outboard engines on large four-engine aircraft. This project will include engineering modifications that will prevent ice slabs from encroaching onto the runway pavement.

Along with the pavement rehabilitation, the project will include widening to accommodate the Airbus A380 aircraft that is expected to be in service with eight air passenger and air cargo airlines currently operating at JFK in late 2006. It is anticipated that the pavement will be widened from the current 150 feet to 200 feet in accordance with Group VI design standards as stipulated by the FAA.

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

In order to support this level of activity, all runways at JFK must be fully operational and not subject to load restrictions that would constrain the types of aircraft or number of operations occur on any of the runways. A constraint on any runway would have a ripple effect that would impact other airports in the New York Region and airports throughout the nation.

This project is critical to ensure the continued unrestricted utilization of R/W 13R-31L. This runway currently measures 14,572 feet by 150 feet and is equipped with a Category I ILS. The width expansion will allow the runway to accommodate the A-380. There are eight passenger air carriers and air cargo carriers currently operating at JFK who will be taking delivery of the A380 in 2006.

R/W 13R-31L is one of the longest runways in the northeast, and along with R/W 13L-31R, is one of the primary use runways on JFK. The proposed pavement overlay not only preserves the surface pavement but will also prevent deterioration and subsequent damage to the pavement sub-grade. The asphalt overlay will ensure the continued use of this runway. Failure to implement this rehabilitation at this time could result in a much more costly and disruptive full-depth reconstruction resulting in the loss of significant capacity during inclement weather conditions, not only for JFK but also for LGA and EWR as well.

The widening aspect of the project is required to accommodate the A380, which is scheduled to enter service in 2006. Presently, there are eight airline tenants at JFK that are launch customers for the A380 and those airlines have indicated that they will be operating the A380 from JFK. In order to accommodate the A380 and the airlines that will operate the aircraft, it is imperative to begin the planning process to ensure that the Airport is capable of meeting the required demands of the New Large Aircraft.

In addition to the pavement condition issue, during winter months there is a recurring problem of ice damming along the southern edge of the runway adjacent to Jamaica Bay. This is caused by large slabs of ice being driven past the shoreline by tidal action occurring on the Bay. This presents a Foreign Object Damage (FOD) potential to jet engines, particularly to outboard engines on large four-engine aircraft. This project will include engineering modifications that will prevent ice slabs from encroaching onto the runway.

It is expected that the pavement will be widened from the current 150 feet to 200 feet in accordance with Group VI design standards as stipulated by the FAA. The runway was originally designed to 200 feet width and was subsequently reduced to 150 feet as there were no Group VI aircraft

operating at JFK. In anticipation of the A380, there is a distinct need to provide a runway that meets Group VI standards. This will require modification of the runway edge lighting system to relocate the edge light fixtures outside of the runway edge, along with new signage and markings.
****

8. PROJECT OBJECTIVE:
The objective of the project is to complete planning efforts to accommodate the A380 and at the same time to rehabilitate the runway pavement to preserve the pavement structure and prevent the need for a full-depth reconstruction. The runway rehabilitation will preclude the need for extensive runway closures and will reduce delay impacts on the New York Airport System and the National Airport System (NAS).
****

9. FOR FAA USE (Public agencies go to 10)**********
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
ESTIMATED PROJECT COMPLETION DATE: **2006**
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
****

12. LIST CARRIERS CERTIFYING AGREEMENT:
13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$4,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$5,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**

Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.
****

15. BACK-UP FINANCING PLAN: **N/A**
****

Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PLANNING PROJECT FOR THE REHABILITATION
AND WIDENING OF R/W 13R

SECTION 6

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:

This project will enhance perimeter and airport operations area (AOA) security at JFK. The project will complement overall security measures and will be coordinated with the JFK Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
This project is vitally important to enhance the security posture of JFK. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion.

The details of this project are consistent with the FSD Security Plan for JFK.
****

7. SIGNIFICANT CONTRIBUTION:
This project is vitally important to enhance the security posture of JFK. New technologies will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and

control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The Federal Security Director (FSD) has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The details of this project are consistent with the FSD Security Plan for JFK.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$8,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

THE PORT AUT OF NY & NJ

John F. Kennedy International Airport
PERIMETER SECURITY P T

SECTION 7

Infrastructure Study and Preliminary Design to Accommodate a New Terminal

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Infrastructure Study and Preliminary Design to Accommodate a New Terminal

4.a. PROJECT DESCRIPTION:
This project will conduct a study to examine the current infrastructure layout of the Central Terminal Area (CTA) at JFK in support of new terminal development in the vicinity of Terminals 5 and 6. The project will provide a detailed assessment of the utility systems and landside roadway network. The project will also analyze the interrelationship these features have with other terminals at the Airport and will explore solutions to enhance domestic and international passenger inter-terminal accessibility, while preserving the unique character of JFK.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The passenger market characteristics at JFK have changed significantly over the past three years resulting in a higher proportion of domestic passengers relative to international passengers. The cause of this may be attributed to a combination of factors including a worldwide downturn in international flights and the introduction of low-cost domestic carriers at JFK. Simultaneously, TWA ceased operations in Terminal 5, the landmark Eero Saarinen-designed terminal and the building has since remained vacant.

The study will consider the infrastructure requirements for reconfiguring the terminal area in the vicinity of Terminals 5 & 6 to better accommodate passenger services and to allow for future terminal expansion. Study considerations will include an examination of:

- **Existing utilities;**
- **Roadway network;**
- **Auto Parking availability; and,**
- **AirTrain Access.**

All alternatives considered in the study will include an examination of adaptive reuse concepts for Terminal 5.

****

7. SIGNIFICANT CONTRIBUTION:

JFK International Airport consists of nine terminal buildings with a total of 175 gate positions. The Airport contributes approximately $22 billion in economic activity to the New York/New Jersey Region, which includes over $7 billion in wages and salaries. A major economic force, the Airport provides about 207,000 jobs through on and off Airport businesses and indirectly related business. Port Authority statistics indicate that over 280,000 aircraft operations occurred at the Airport in 2003, carrying nearly 32 million passengers to 127 domestic and international destinations. According to Port Authority statistics, JFK is the fastest growing airport in the New York Region. Although listed by the FAA as the 13th most delayed airport in the nation, this current activity level ranks JFK as #14 in the nation and #25 in the world for total number of air passengers.

Forecasts for passenger growth at JFK indicate that the Airport will grow faster than the national average. Currently, the FAA anticipates a 3.4% national average growth rate for passenger enplanements. However, JFK is expected to experience an average 3.6% growth rate. At this rate, the Airport will reach its pre-9/11 passenger enplanement levels by late 2004. This growth can mainly be attributed to expanded domestic passenger service by low fare airlines. By 2013, the Airport is expected to serve 43 million annual passengers through total aircraft operations of 375,000.

The passenger market at JFK has changed significantly over the past three years. In 2001, TWA ceased operations in Terminal 5, the landmark Eero Saarinen-designed terminal, and the terminal has since remained vacant. Simultaneously, Terminal 6 has experienced a dramatic growth in passenger enplanements.

The study will consider the infrastructure requirements for reconfiguring the terminal area in the vicinity of Terminals 5 & 6 to better accommodate passenger services and to allow for future terminal expansion. Study considerations will include an examination of:

- **Existing utilities;**
- **Roadway network;**
- **Auto Parking availability; and,**
- **Air Train Access.**

All alternatives considered in the study will include an examination of adaptive reuse concepts for Terminal 5.

****

8. PROJECT OBJECTIVE:
The objective of Infrastructure Study and Preliminary Design to Accommodate a New Terminal is to examine infrastructure requirements and develop plans to safely and efficiently accommodate domestic and international passenger growth at JFK.
****

9. FOR FAA USE (Public agencies go to 10)**********
****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
ESTIMATED PROJECT COMPLETION DATE: **2006**
****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:
****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:
****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$4,000,000**
Bond Financing & Interest **$1,000,000**

*** SUBTOTAL PFC FUNDS: **$5,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$5,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

The Louis Berger Group, Inc.

OF NY & NJ

John F. Kennedy International Airport
INFRASTRUCTURE STUDY AND PREL" Y
DESIGN TO ACCOMMODATE A NEW T. AL

SECTION 8

Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by the Port Authority for security services provided by Port Authority Police for overtime pay, hiring of additional officers, and procurement of security equipment.
****

7. SIGNIFICANT CONTRIBUTION:
In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stopgap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can be funded.
****

8. PROJECT OBJECTIVE:
The objectives of the project are to reimburse the Port Authority for funds expended on security staff and equipment for the period covering September 11th, 2001 to September 30th, 2002. This will allow the Port Authority to fund projects that it is obligated to accomplish under FAA Grant Assurances.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **N/A**
ESTIMATED PROJECT COMPLETION DATE: **N/A**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS: **$21,894,475**
Bond Capital $
Bond Financing & Interest $

*** SUBTOTAL PFC FUNDS: **$21,894,475**

EXISTING AIP FUNDS:
Grant **#3-36-0066-99-02** Grant Funds in Project **$2,894,455**

*** SUBTOTAL EXISTING AIP FUNDS: **$2,894,455**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total $**N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: $**N/A**

OTHER FUNDS:
State Grants $**N/A**
Local Funds $**N/A**
Other (please specify) $**N/A**

*** SUBTOTAL OTHER FUNDS: $**N/A**

*** TOTAL PROJECT COST: **$24,788,930**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

LA GUARDIA AIRPORT

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SECTION 6 - Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

SECTION 1

Central Terminal Building (CTB) Modernization Feasibility Study

ATTACHMENT B: PROJECT INFORMATION

****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Central Terminal Building (CTB) Modernization Feasibility Study

4.a. PROJECT DESCRIPTION:
This project will perform a feasibility analysis of the CTB Modernization at LGA. The project will analyze the construction and financial feasibility of a broad based terminal modernization plan that is designed to dramatically improve landside and airside access.

It is anticipated that the project will analyze a range of facility and infrastructure enhancements at LGA intended to accommodate future passenger growth. Included in the project will be an analysis of options for accommodating passenger growth at the airport. This element of the project will examine alternatives to modernizing the CTB that could be employed to absorb expected passenger growth. This alternative analysis will be used in the environmental assessment phase of the project.

The project also seeks to improve the level of passenger service in the CTB and associated concourses, while improving passenger safety and security and reducing congestion. Furthermore, the project is anticipated to assess a reconfiguration of the aircraft-parking apron to allow a broader range of aircraft to serve the airport and meet the needs of airlines and air passengers.

The project will analyze improvements that may require the displacement, expansion, and/or relocation of existing facilities, including: CTB Concourses; Hangars 1, 2 and 4; Cargo and Ground Service Equipment (GSE) facilities; aircraft Remain Overnight Parking (RON); Central Heating and Refrigeration Plant (CHRP), Central Electrical Substation, and public and employee vehicle parking lots. In addition, the project may involve the installation of a new hydrant fueling system. Furthermore, baggage facilities will be modified to provide in-line baggage screening to improve Transportation Security Administration (TSA) efficiency. Also, passenger screening will be improved and gates and holdroom areas will be upgraded to enhance passenger flows and allow access for larger, more fuel-efficient and cost-effective aircraft.

Alternative development programs addressing each of the project elements will be examined to determine their scope of work, operational benefits, constructability and project phasing, costs, financial viability and an analysis of environmental impacts. This will include an analysis of the displacement and relocation of airside functions such as:

- **Aircraft parking position configuration;**
- **Baggage handling services and curb-side check-in;**
- **Concession areas;**
- **Terminal Security;**
- **Hold Rooms; and,**
- **Passenger Boarding Facilities.**

Similarly, landside feasibility issues that must be addressed will include:

- **Terminal curb front impacts;**
- **Roadway realignment;**
- **Mass transit and taxi cab accommodation; and,**
- **Auto parking (employee and passenger).**

This study will be coordinated with the companion CTB Modernization Planning and Engineering Study in order to utilize existing data and designs and to eliminate duplication of effort. It is anticipated that the terminal development program resulting from this initial planning effort may involve total project costs in the $1 - $1.5 billion range and would be constructed over an 8-10 year timeframe.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **_116_**, gates **_37_**, and baggage facilities **_27_**.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
   $4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The CTB and associated concourses at LGA were put into service in 1964. The Concourses have changed little, with the exception of Concourse D, despite the enormous passenger enplanement growth the Airport has experienced since that time. As a result, the airlines serving LGA are constrained from expanding gate apron areas and holdroom space. Concessions and passenger screening areas do not meet current standards. In addition, due to the congested nature of the CTB, air carriers

are limited in their ability to upgrade their fleets to larger, more efficient aircraft.

This project represents the first phase of development for the CTB Modernization Program. It will involve the development and approval of a single program detailing: a review of passenger accommodation alternatives; the scope of the CTB Modernization Program; how the construction will be phased and implemented while normal terminal and airside operations are conducted: and how the Program will be financed and what roles the airlines, the Port Authority of NY & NJ, the TSA, the FAA, and other stakeholders will play in the implementation of the Program elements. It is anticipated that this project will be conducted over a 3-4 year period and will serve as the basis for commencing the companion CTB Modernization Planning and Design project.

****

7. SIGNIFICANT CONTRIBUTION:

LGA contributes $6.1 billion in economic activity to the New York/New Jersey metropolitan area. This includes 63,000 jobs generated through on and off-airport aviation and indirectly related businesses accounting for $2 billion in wages and salaries. According to Airports Council International, LGA is #21 nationwide for total U.S. passenger enplanements and is #39 worldwide for total passenger enplanements. In 2003, this Airport served 22,482,770 total enplaned passengers through 72 gates. Future projections indicate that LGA's passenger enplanements are expected to experience a 2.1% annual growth rate over the next ten years. By Year 2014, passenger traffic is expected to reach 29 million annual passengers.

LGA is an extremely congested Airport, with all facilities (runways, taxiways, terminals and parking areas) contained within a 680-acre area. As a result, there is no available space remaining to construct additional passenger handling facilities. However, in order to accommodate existing passenger demand and future passenger growth, it is necessary to expand and reconfigure the CTB. The most feasible option is to reconfigure and expand existing facilities at, and adjacent to, the CTB to realize more efficient use of available space.

The current configuration of the CTB consists of four concourses: Concourses A, B, C and D. These concourses have been in active passenger service since 1964 and, with the exception of Concourse D, have changed little despite the enormous growth the Airport has experienced since that time. These concourses are currently undersized for the existing levels of activity at the CTB. As a result, the airlines are currently artificially constrained thereby preventing smaller air carriers from expanding and serving larger numbers of passengers.

A range of alternatives will be considered for the project. As this is considered the initial phase of terminal enhancement, the alternatives defined in this phase will be used during the environmental analysis phase of the project. The alternatives analysis will consider several options for accommodating passenger growth on the Airport that will include a No-Action alternative.

The CTB Modernization Program is anticipated to provide expanded CTB Concourse areas and to reconfigure the existing concourses to better accommodate larger, more efficient aircraft at the gate aprons, TSA mandated security-screening areas in the terminal, and to allow for passenger traffic growth. The following paragraphs describe the program elements for the CTB Modernization at LGA.

The reconstructed concourses will take advantage of modern terminal design techniques that will result in vast improvements in passenger safety, service and amenities. The vision for the reconfigured concourses encompasses the concept of right-sizing the CTB with the airfield capacity and the current and projected passenger demand. The design will include the latest baggage screening equipment, expanded passenger screening areas, expanded concessions areas, larger passenger holdrooms, larger circulation spaces, increased bathroom facilities, and overall improved passenger processing.

On the apron side of the CTB, the concourses will be reconfigured to allow larger aircraft than are currently able to serve the gates. From a safety aspect, the reconfigured apron area between the concourses will improve aircraft separation and will support more efficient operation by allowing aircraft to taxi into the concourse under their own power. Currently, aircraft are required at many of the gates to be towed to their parking areas from the taxiway. Current bare minimum clearances provide tight space to accommodate fuel trucks, ground service equipment and catering vehicles.

It is anticipated that CTB concourse construction will be phased for each concourse in a manner that will minimize impacts to existing operations in the remaining terminal and ramp areas. CTB modifications may require the demolition and relocation of existing facilities. This will be assessed as part of the feasibility analysis.

An expanded Electrical Central Substation will be required for the larger distribution and increased loads anticipated to meet the demands of the CTB and associated concourses. Along with the electrical substation, an expansion of the existing Central Heating and Refrigeration Plant (CHRP), currently located in the eastern corner of the main terminal building, will be needed to provide for the additional heating and cooling demands of the

CTB. The size and possible relocation of the electrical substation and the CHRP will be thoroughly examined.

The CTB Modernization Program also envisions the replacement of RON aircraft parking spaces displaced by the terminal improvements. The feasibility studies and environmental analyses would also address potential hangar, GSE Maintenance facilities, cargo facilities, aircraft maintenance facilities, and roadway and vehicular parking impacts resulting from the CTB improvements.

The study will consider the technical and financial feasibility of a new Hydrant Fueling System. Currently, tanker trucks transport jet fuel over public roads from the fuel farm, which is located on the west side of the Airport. A Hydrant Fueling System will eliminate the safety and security issues related to the current fueling operations, and will improve fuel delivery to the aircraft.

The Central Terminal Building (CTB) Modernization Feasibility Study is critical to ensure that the recommended program for the CTB Modernization includes all necessary support projects and infrastructure enhancements. Without this analysis it would be difficult if not impossible to understand and quantify the construction, operational and environmental issues that must be accounted for before design starts on the modernization program.

****

8. PROJECT OBJECTIVE:

The objective of this project is to analyze all reasonable alternatives to address existing and forecast shortcomings at the CTB, develop a CTB Modernization Program incorporating the selected alternatives, and to secure the environmental approvals needed for the Program to move forward to implementation. The CTB Modernization Feasibility Study and Environmental Permitting project will be coordinated with the CTB Modernization Planning and Design project to develop conceptual and preliminary designs for the various elements of the Program.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:

Recap of Disagreements:
Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$13,500,000**
Bond Financing & Interest **$1,500,000**
*** SUBTOTAL PFC FUNDS: **$15,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $
*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**
*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**
*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$15,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

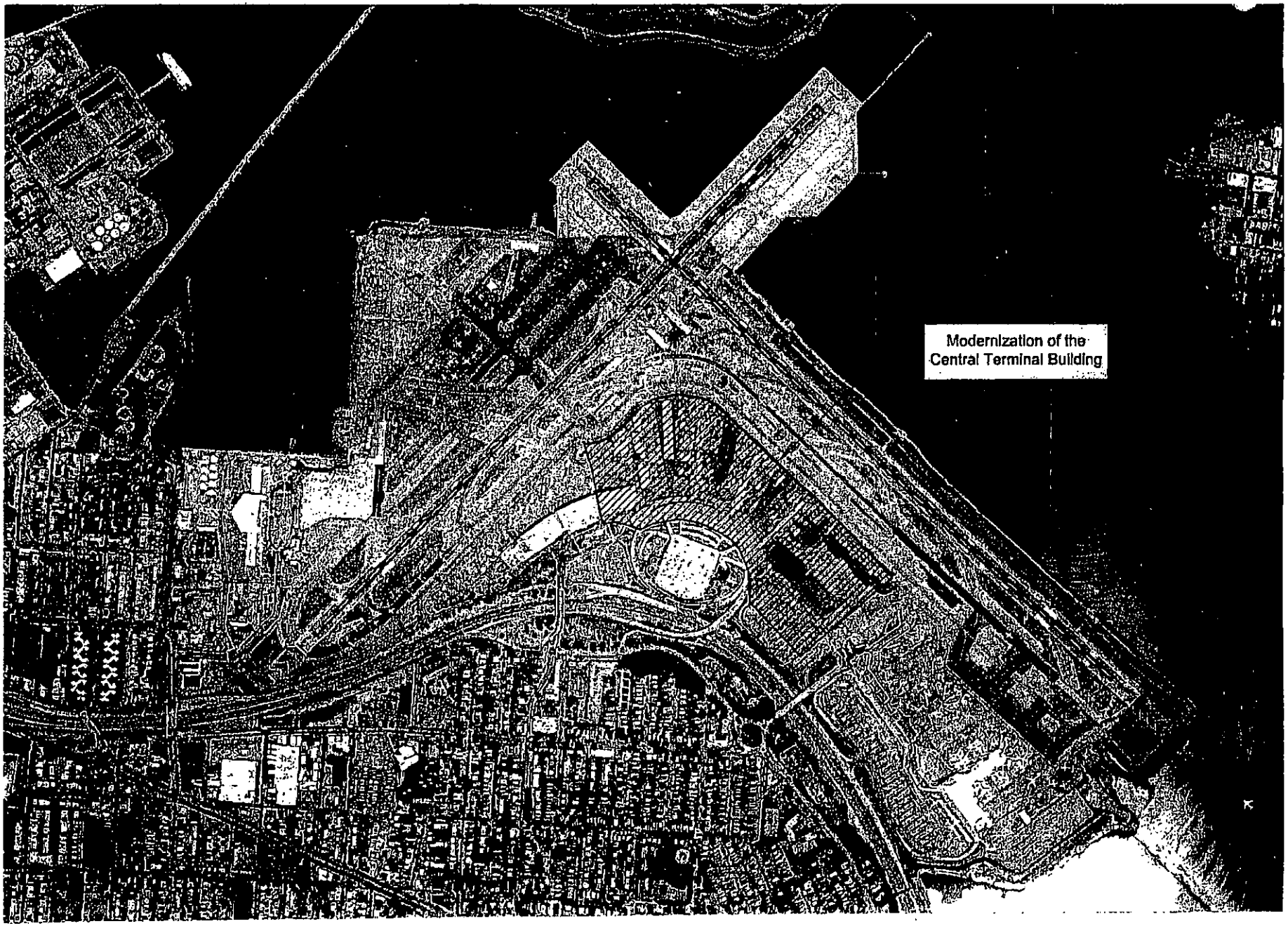
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name Routing Symbol Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

La Guardia Airport
CENTRAL TERMINAL BUILDING (CTB)
CONSTRUCTION AND FEASIBILITY STUDY

SECTION 2

Central Terminal Building (CTB) Modernization Planning and Engineering

ATTACHMENT B: PROJECT INFORMATION

****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Central Terminal Building (CTB) Modernization Planning and Engineering

4.a. PROJECT DESCRIPTION:
This project will develop engineering concepts and preliminary designs for the CTB Modernization Program at LGA in a phased approach tailored to address critical feasibility and constructability aspects for the implementation of this program.

This project will provide preliminary design for facility and infrastructure enhancements at LGA to improve holdroom and gate areas and the level of passenger service in the CTB and associated concourses while improving passenger safety and security and reducing congestion. Furthermore, the project is anticipated to develop a selected concept to a level adequate to serve as the basis for the future preparation of contract drawings and specifications for bidding and awarding the construction of the proposed improvements.

The project will analyze improvements that may require the displacement, expansion, and/or relocation of existing facilities, including: CTB Concourses; Hangars 1, 2 and 4; Cargo and Ground Service Equipment (GSE) facilities; aircraft Remain Overnight Parking (RON); Central Heating and Refrigeration Plant (CHRP), Central Electrical Substation, and public and employee vehicle parking lots. In addition, the project may involve the installation of a new hydrant fueling system. Furthermore, baggage facilities will be modified to provide in-line baggage screening to improve Transportation Security Administration (TSA) efficiency. Also, passenger screening will be improved and gates and holdroom areas will be upgraded to enhance passenger flows and allow access for larger, more fuel-efficient and cost-effective aircraft.

This project will utilize the CTB Modernization Feasibility Study project results as a basis for further design development. It is anticipated that the terminal development program resulting from this initial planning effort may involve total project costs in the $1 – $1.5 billion range. The costs for the Planning and Engineering Study are approximately 1%-2% of the total anticipated construction budget.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters __116__, gates __37__, and baggage facilities __27__.
   2. Number of ticket counters ___, gates ___, and baggage facilities ___ to be constructed or rehabilitated.
   3. Net change in ticket counters ___, gates ___, and baggage facilities ___.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:

The CTB and associated concourses at LGA were put into service in 1964. The Concourses have changed little, with the exception of Concourse D, despite the enormous passenger enplanement growth the Airport has experienced since that time. As a result, the airlines serving LGA are constrained from expanding gate apron areas and holdroom space. Concessions and passenger screening areas do not meet current standards. In addition, due to the congested nature of the CTB, air carriers are limited in their ability to upgrade their fleets to larger, more efficient aircraft.

This project represents the second phase of development for a CTB Modernization Program. The first phase is embodied in the companion CTB Modernization Feasibility Study, which will address project definition, preliminary conceptual design, constructability, environmental analyses and permitting, cost estimating and program financing, and overall program management.

This second phase will further refine the Program approved in the first phase. This will include development of preliminary design plans and outline specifications, cost estimates, and construction and terminal operations phasing plans to a level adequate to serve as the basis for the future preparation of contract documents for bidding and awarding the construction of the proposed improvements.

It is anticipated that Phase 1 analyses and environmental permitting will be conducted over a 3-4 year period, with Phase 2 Planning and Design to be done in a subsequent 1-2 year period. Construction of the CTB Modernization Program is projected to span an 8-10 year period with total project costs estimated in the $1 billion - $1.5 billion range. The costs for the Planning and Engineering Study are approximately 1%-2% of the total anticipated construction budget.

****

7. SIGNIFICANT CONTRIBUTION:

LGA contributes $6.1 billion in economic activity to the New York/New Jersey metropolitan area. This includes 63,000 jobs generated through on and off-airport aviation and indirectly related businesses accounting for $2 billion in wages and salaries. According to Airports Council International, LGA is #21 nationwide for total U.S. passenger enplanements and is #39 worldwide for total passenger enplanements. In 2003, this Airport served 22,482,770 total enplaned passengers through 72 gates. Future projections indicate that LGA's passenger enplanements are expected to experience a 2.1% annual growth rate over the next ten years. By Year 2014, passenger traffic is expected to reach 29 million annual passengers.

LGA is an extremely congested Airport, with all facilities (runways, taxiways, terminals and parking areas) contained within a 680-acre area. As a result, there is no available space remaining to construct additional passenger handling facilities. However, in order to accommodate existing passenger demand and future passenger growth, it is necessary to expand and reconfigure the CTB. The most feasible option is to reconfigure and expand existing facilities at, and adjacent to, the CTB to realize more efficient use of available space.

The current configuration of the CTB consists of four concourses: Concourses A, B, C and D. These concourses have been in active passenger service since 1964 and, with the exception of Concourse D, have changed little despite the enormous growth the Airport has experienced since that time. These concourses are currently undersized for the existing levels of activity at the CTB. As a result, the airlines are currently artificially constrained thereby preventing smaller air carriers from expanding and serving larger numbers of passengers.

The CTB Modernization Program is anticipated to provide expanded CTB Concourse areas, reconfigure the existing concourses to better accommodate larger aircraft at the gate aprons, space for TSA mandated security-screening areas, and expansion areas to accommodate future passenger traffic growth. The following paragraphs describe the program elements for the CTB Modernization at LGA.

The reconstructed concourses will take advantage of modern terminal design techniques that will result in vast improvements in passenger safety, service and amenities. The vision for the reconfigured concourses encompasses the concept of right-sizing the CTB with the airfield capacity and the current and projected passenger demand. The design will include the latest baggage screening equipment, expanded passenger screening areas, expanded concessions areas, larger passenger holdrooms, larger circulation spaces, increased bathroom facilities, and overall improved passenger processing.

On the apron side of the CTB, the concourses will be reconfigured to allow larger aircraft than are currently able to serve the gates. From a safety aspect, the reconfigured apron area between the concourses will improve aircraft separation and will support more efficient operation by allowing aircraft to taxi into the concourse under their own power. Currently, aircraft are required at many of the gates to be towed to their parking areas from the taxiway. Current bare minimum clearances provide tight space to accommodate fuel trucks, GSE and catering vehicles.

It is anticipated that CTB concourse construction will be phased for each concourse in a manner that will minimize impacts to existing operations in the remaining terminal and ramp areas. CTB modifications may require the demolition and relocation of existing facilities. This will be assessed as part of the feasibility analysis.

An expanded Electrical Central Substation will be required for the larger distribution and increased loads anticipated to meet the demands of the CTB and associated concourses. Along with the electrical substation, an expansion of the existing Central Heating and Refrigeration Plant (CHRP), currently located in the eastern corner of the main terminal building, will be needed to provide for the additional heating and cooling demands of the CTB. Design concepts for an expanded electrical substation and CHRP will be thoroughly examined and the selected concept will be developed to a sufficient degree to allow for the future preparation of complete contract drawings and specifications.

The CTB Modernization Program envisions the replacement of RON aircraft parking spaces displaced by the terminal improvements, as well as potential hangar, GSE Maintenance facilities, cargo facilities, aircraft maintenance facilities, roadway and vehicular parking impacts resulting from the CTB improvements. In addition, a Hydrant Fueling System may be included as part of the CTB Modernization Program. As established by the companion CTB Modernization Feasibility Study, this project will address concept development and evaluation for all program elements, and the preliminary design of selected concepts.

The Central Terminal Building (CTB) Modernization Planning and Design Project is a critical step in the CTB Modernization Program to ensure that the recommended program elements are advanced through concept development and preliminary design. This project will provide the foundation for the subsequent preparation of contract drawings and specifications used to bid and award contracts for the construction of the improvements themselves.

****

8. PROJECT OBJECTIVE:

The objective of this project is to develop preliminary design documentation for the selected concepts for the CTB Modernization Program, to address the existing and forecast shortcomings at the CTB in order to handle future passenger growth. It will utilize the CTB Modernization Feasibility Study project results as a basis for this further design development.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2008**
    ESTIMATED PROJECT COMPLETION DATE: **2010**

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11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$23,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$25,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$25,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

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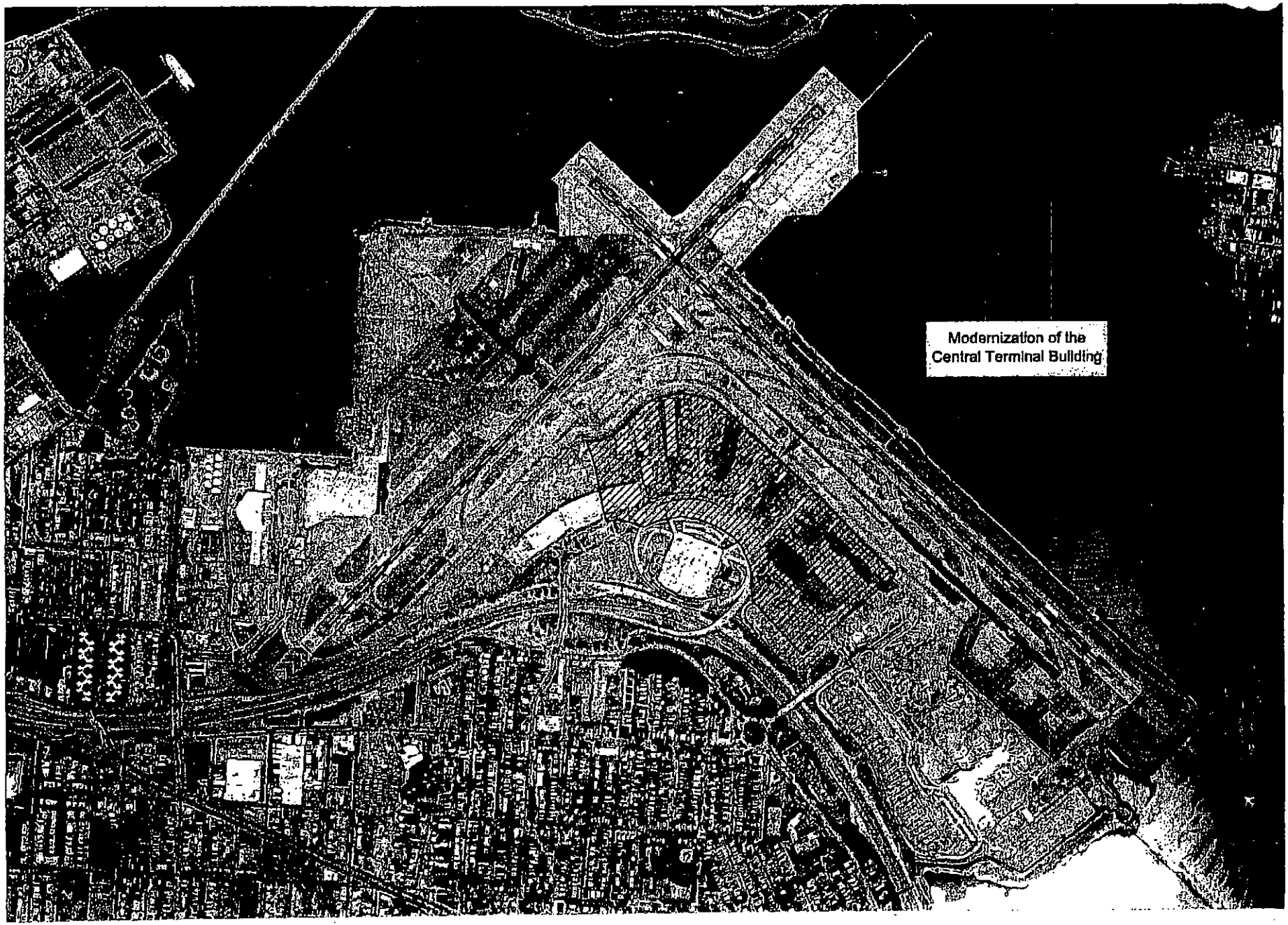
15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

La Guardia Airport
CENTRAL TERMINAL BUILDING (CTB)
PLANNING AND ENGINEERING

SECTION 3

Runway Rehabilitation Project

ATTACHMENT B: PROJECT INFORMATION

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1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Runway Rehabilitation Project

4.a. PROJECT DESCRIPTION:
This project will rehabilitate the asphalt pavement on Runway 13-31, Runway 4-22, and the associated taxiways serving the runways. The project also includes the replacement of the in-pavement lighting system and the installation of runway guard bar lights, as well as runway safety area improvements and storm drainage system improvements.

The asphalt concrete runways were repaved in 1994 and the keel sections overlayed in 1999 and 2000, for Runways 13/31 and 4/22 respectively, due to accelerated pavement deterioration. The runway is routinely inspected and crack sealed as needed. However, the pavement is exhibiting age and stress related deterioration that cannot be remedied through routine maintenance. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, pavement rehabilitation is needed to extend the life of the pavement, preserve the subgrade and to accommodate the loads from aircraft.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:
This project is critical to ensure the continued utilization of Runway 13-31, Runway 4-22 and the associated taxiways. Both runways measure 7,000 feet by 150 feet and are equipped for Category I ILS approaches. The proposed pavement rehabilitation not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade. The runway rehabilitation of the associated taxiways serving the runway will ensure the continued use of these pavements.

LGA is a slot controlled Airport with 1,200 aircraft operational slots available each day. Without this project, the runway pavement will continue to degrade and subsequently deteriorate the pavement subgrade. If this occurs, the pavement will require a full-depth reconstruction that will require significantly more time when compared with a pavement

rehabilitation. A full-depth pavement reconstruction will result in extended runway closures and major congestion implications for the New York Airport System as well as the nationwide airport system.

****

7. SIGNIFICANT CONTRIBUTION:

According to Airports Council International, LGA is #21 nationwide for total U.S. passenger enplanements and is #39 worldwide for total passenger enplanements. In 2003, this Airport experienced over 375,000 aircraft movements from scheduled passenger, charter passenger, cargo and commuter operations, resulting in over 22,482,770 total enplaned passengers. Approximately 1,200 aircraft operations occur on the two runways each day.

According to FAA statistics, LGA is the 7th most delayed airport in the nation. According to FAA statistics, LGA has the longest average delay time at 61 minutes. Delays that occur at LGA translate throughout the entire National Aerospace System (NAS).

With only two intersecting runways the options for pavement rehabilitation at LGA are very limited. If a runway is required to be taken out of service for a prolonged period, the implications will result in flight delays and added congestion affecting air travel nationwide. Indeed this has been experienced on a national level on several occasions in the past when runways had to be closed due to times of unavoidable construction/repairs, aircraft incidents or periods of extreme weather.

The project described here seeks to avoid any such nationwide system delays. The pavement is structurally sound and can be rehabilitated without lengthy reconstruction. The project will be conducted during off-peak hours and the limited traffic that does occur during these hours will be routed to the other available runway. If the project is not performed, the wearing surface of the pavement will continue to degrade resulting in a more complex and lengthy reconstruction that will seriously impact the airlines and the National Aerospace System.

****

8. PROJECT OBJECTIVE:

The project objective is to preserve the pavement on Runway 13-31, Runway 4-22 and the associated taxiways in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for LGA, other airports in the New York/New Jersey Region and the entire National Aerospace System. In addition, associated in-pavement lighting, and drainage will be improved during the course of the project.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2005**

ESTIMATED PROJECT COMPLETION DATE: **2006**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

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12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$31,000,000**
Bond Financing & Interest **$4,000,000**

*** SUBTOTAL PFC FUNDS: **$35,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$35,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

****

15. BACK-UP FINANCING PLAN: **N/A**

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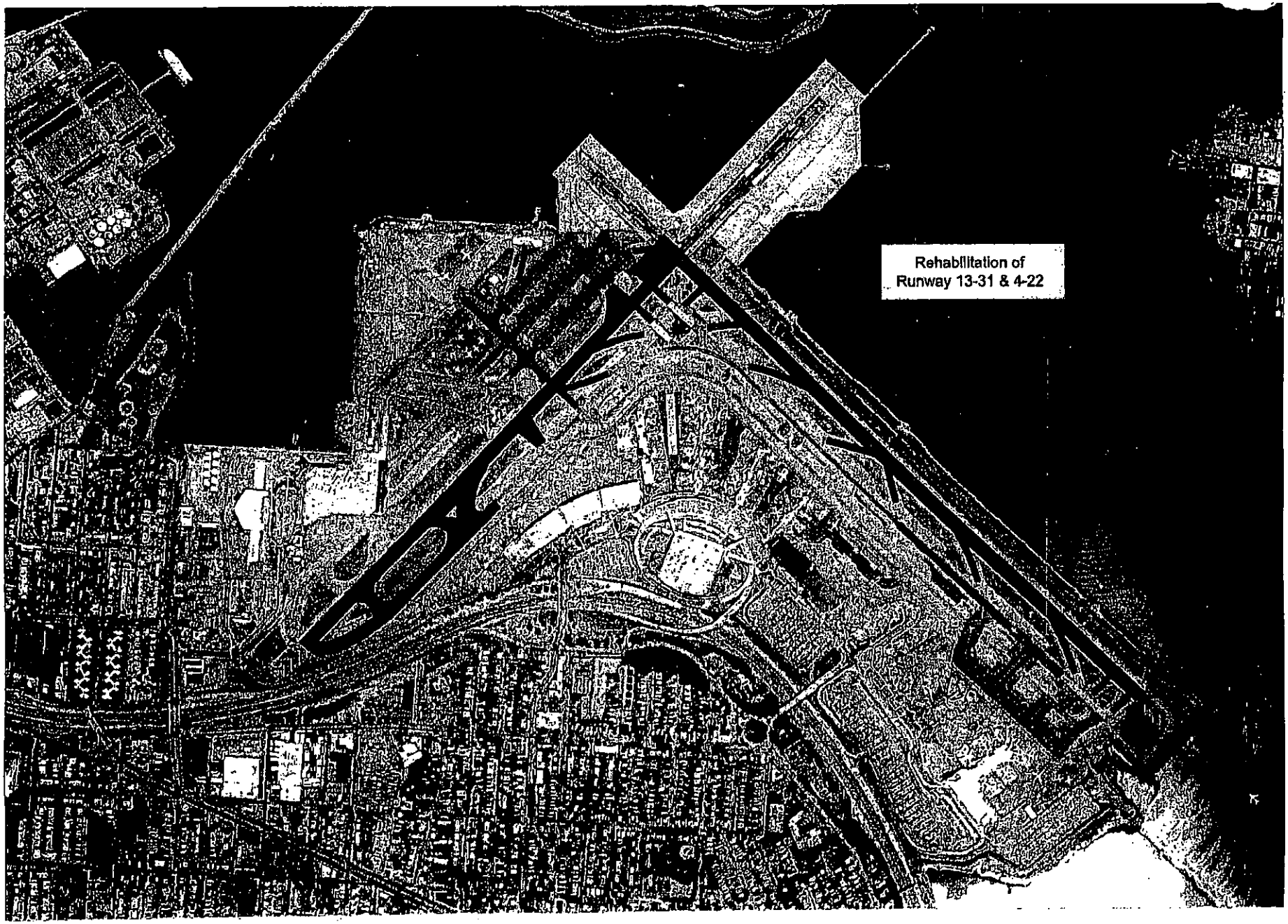
Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

La Guardia Airport
RUNWAY REHABILITATION PROJECT

SECTION 4

Perimeter Security Project

ATTACHMENT B: PROJECT INFORMATION

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1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at LGA. The project will complement overall security measures and will be coordinated with the LGA Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:
This project is vitally important to enhance the security posture of LGA. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion.

The details of this project are consistent with the FSD Security Plan for LGA.

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7. SIGNIFICANT CONTRIBUTION:
This project is vitally important to enhance the security posture of LGA. New technologies will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will

supplement the existing security measures used to protect the AOA. The Federal Security Director (FSD) has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The details of this project are consistent with the FSD Security Plan for LGA.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

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9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

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12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$8,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):

Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$10,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

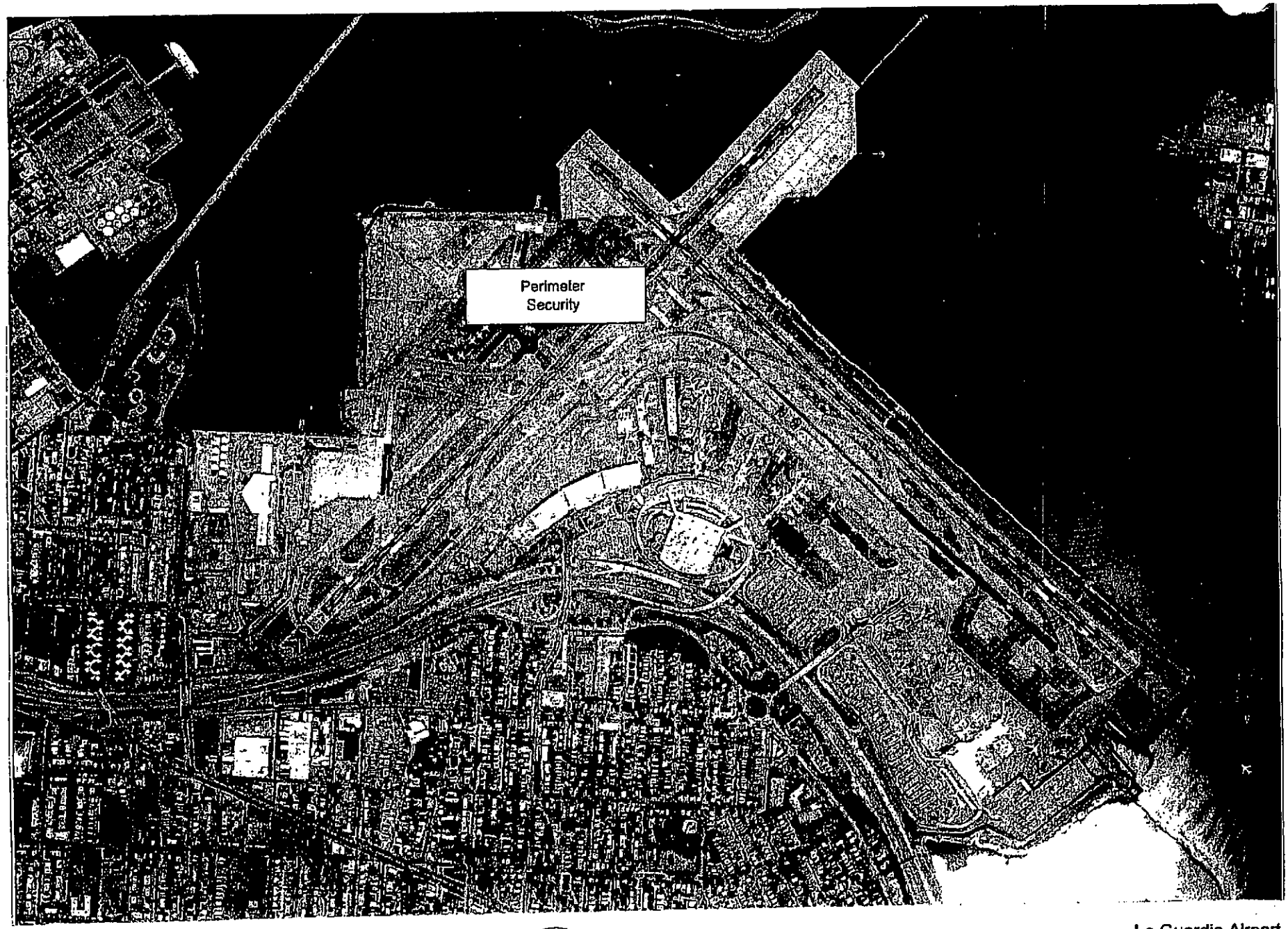
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date



The Louis Berger Group, Inc.

THE PORT AUTHORITY OF NY & NJ

La Guardia Airport
PERIMETER SECURITY PROJECT

SECTION 5

Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF)

ATTACHMENT B: PROJECT INFORMATION

****

1. AIRPORT WHERE PROJECT IS LOCATED:
La Guardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE[ ] **IMPOSE AND USE[X]** USE[ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF).

4.a. PROJECT DESCRIPTION:
This project will construct a new 45,000 square feet facility that will combine all security, police and ARFF personnel in a single facility along with a Crisis Command Center. The new facility will be completely located within the secure perimeter of the Airport. The existing ARFF facility was originally constructed in the 1940's, expanded in the 1970's, and expanded once again in 1986 to fulfill the needs for office and garage space. However, due to increased responsibilities and security requirements at the Airport, supplementary office and vehicle bays are needed for additional security, police and fire fighting personnel and associated response equipment.

In order to provide adequate space to accommodate police, ARFF and security functions for the airfield and terminal facilities, and to meet the FAR Part 139 Index requirements for LGA, an expanded and modernized Crisis Command Center and ARFF Facility is required. The new Facility will be located on the west side of the Airport to allow quick and efficient access to the runway and taxiway network, while facilitating airside and landside access to the terminal area. The facility will be designed to accommodate all existing equipment and personnel as required be TSA while configured in a manner to allow for future expansion. The Facility will also house Airport monitoring and communications equipment necessary to support all manner of security and emergency situations.

****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)

****

6. PROJECT JUSTIFICATION:
Currently, Port Authority statistics for 2003 indicate that over 375,000 international and domestic aircraft operations occurred at LGA, accounting for over 22,480,000 passengers. This places LGA as #21 in the nation and #39 worldwide for commercial passenger enplanements, according to Airports Council International. Aircraft movement and passenger activity levels of this magnitude, combined with FAA ARFF Index requirements and

TSA Security requirements demand a facility that is sized to house the staff and equipment needed by ARFF and security staff.

Security and ARFF staff are housed in the existing ARFF Facility that is located on the west side of the Airport, south of the Marine Air Terminal. In accordance with FAA standards, the existing ARFF Facility was designed to accommodate FAR Par 139 ARFF Index equipment requirements for the largest aircraft operating at LGA. In addition to the ARFF staff and equipment, there was a limited airport security staff presence. This facility is currently undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other buildings, leading to inefficiencies in operations.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command will be an integral part of the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) and Police Facility.

With the TSA security regulations established in response to September 11th, 2001, the Airport has been required to accommodate a larger security presence than was previously housed in the ARFF Facility. As a result, the existing ARFF Index requirements coupled with the upgraded security requirements have outstripped the already strained existing facility's capacity to house staff and equipment for both ARFF and security. Garage bays for the ARFF vehicles are currently undersized to provide the mandated clearances for the vehicles, and to provide storage for necessary equipment in close proximity to the vehicles. As a short-term measure, the Port Authority has placed additional temporary trailers adjacent to the existing ARFF Facility to accommodate the added staff and equipment.

****

7. SIGNIFICANT CONTRIBUTION:

In response to mandated security requirements that were established in the months after September 11th, the Port Authority made significant accomplishments in accommodating TSA, police and fire/rescue needs. As a result, the existing facilities housing security, police, and ARFF are temporary in nature, with additional trailers provided for locker rooms, offices and equipment storage. In order to provide the most efficient facilities that security, police and fire/rescue forces need, a consolidated police and ARFF facility has been conceived that locates command staff, emergency crews and required equipment in a single facility. The facility

will be designed to accommodate specific security requirements as defined by the Federal Security Director (FSD) responsible for LGA.

Incorporated into the design of the new Facility will be vehicle bays expressly configured for emergency and security vehicles. These vehicle bays will be sized to accommodate the ARFF vehicles and security response vehicles assigned to the Airport. The bays will be designed with quick-acting roll-up doors along with water, foam dispenser system and electrical connection points to support the emergency response equipment.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command will be an integral part of the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) and Police Facility.

The types of emergencies that the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility ARFF Facility will respond to and coordinate include aircraft and terminal incidents (including fire and medical emergencies); security breaches within the terminal and the Airport Operations Area (AOA); and on-airport traffic incidents. The anticipated location of the Facility will also improve on-airport response to airfield and terminal emergencies.

This project is critical to ensure that Police and ARFF personnel have adequate accommodations at the Airport. The proposed Facility will not only have sufficient office space, but will also have the needed space for communications equipment, emergency vehicles and other security equipment.

****

8. PROJECT OBJECTIVE:

The project objective is to construct a new Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) that will accommodate all security, police and ARFF personnel and equipment dedicated to providing security and emergency services to the Airport. The facility will accommodate all security requirements for LGA as stipulated by the FSD.

****

9. FOR FAA USE (Public agencies go to 10)**********

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10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**

ESTIMATED PROJECT COMPLETION DATE: **2008**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$38,000,000**
Bond Financing & Interest **$2,000,000**

*** SUBTOTAL PFC FUNDS: **$40,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: $**N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total $**N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: $**N/A**

OTHER FUNDS:
State Grants $**N/A**
Local Funds $**N/A**
Other **(Port Authority Capital Funds) $17,600,000**

*** SUBTOTAL OTHER FUNDS: **$17,600,000**

*** TOTAL PROJECT COST: **$57,600,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

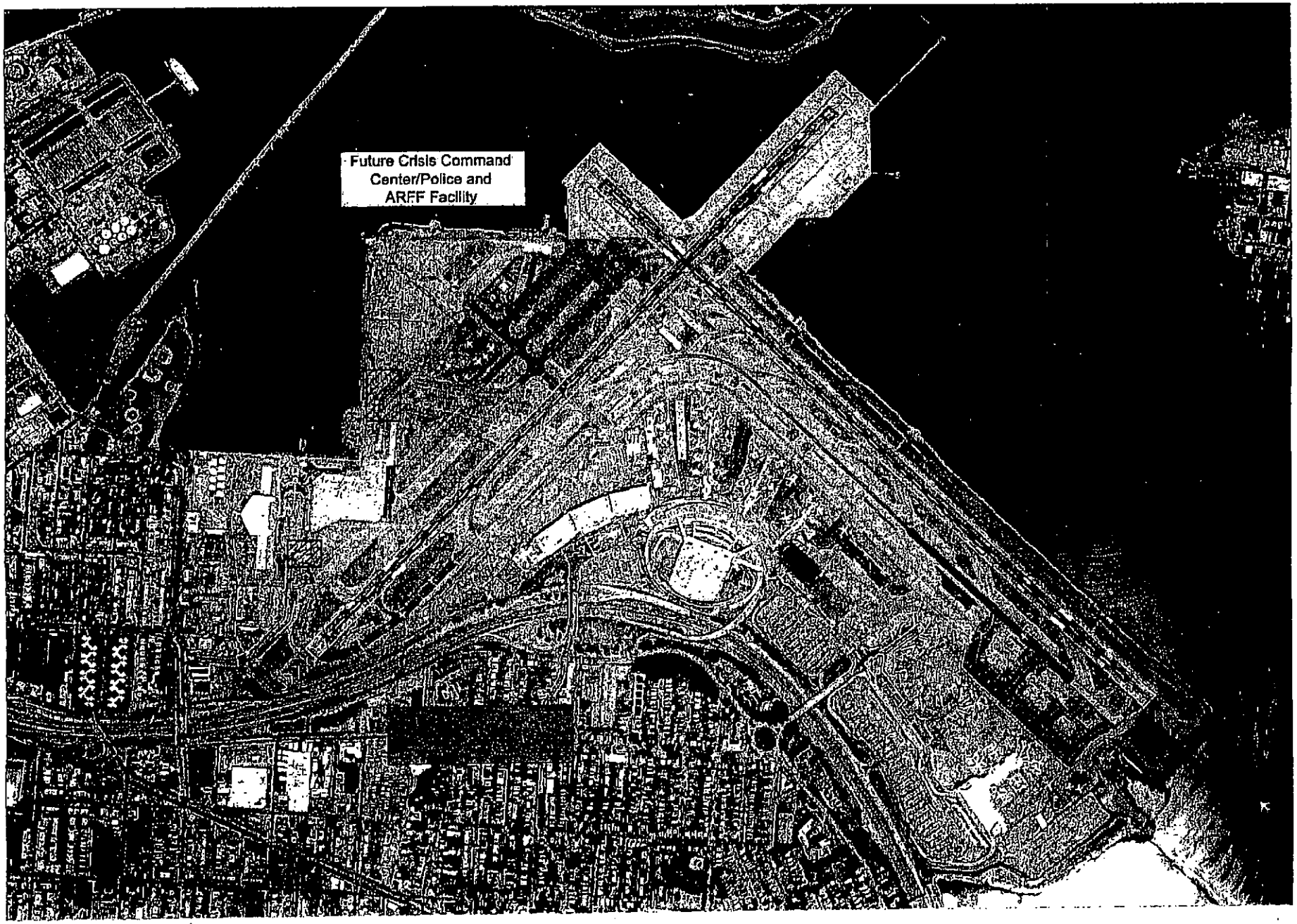
****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date



The Lc ·rger Group, Inc.

OF NY & NJ

La Guardia Airport
CRISIS COMMAND CENTER/ &
AIRFIELD RESCUE AND FIREFIGHTING . IY

SECTION 6

Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

ATTACHMENT B: PROJECT INFORMATION

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1. AIRPORT WHERE PROJECT IS LOCATED:
LaGuardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

4.a. PROJECT DESCRIPTION:
The funds for this project are to reimburse the Port Authority for compliance with unfunded security mandates promulgated by the FAA after the events of September 11th, 2001. This request is in addition to the Airport Improvement Program (AIP) funds received by the Port Authority.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[**X**] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
The project will reimburse the Port Authority for funds expended in complying with unfunded security mandates promulgated by the FAA for the period beginning September 11th, 2001 and extending to September 30th, 2002. The funds requested in this PFC application were expended by the Port Authority for security services provided by Port Authority Police and outside security services for overtime pay, hiring of additional officers, and procurement of security equipment.
****

7. SIGNIFICANT CONTRIBUTION:
In time of crisis, the Port Authority provided rapid response to the FAA's elevated security requirements. This response by the Port Authority represented a stop-gap measure providing time for the federal government to draft new legislation, formulate the Transportation Security Administration (TSA), and hire and train staff to assume the security functions on the Airport.

The unfunded security measures mandated by the FAA required that the Port Authority obligate funds for security that were previously designated for other airport related needs. It is imperative that the Port Authority be reimbursed for these funds so that safety, standards and security projects that the Port Authority is obligated to accomplish in accordance with FAA Grant Assurances can be funded.
****

8. PROJECT OBJECTIVE:

The objectives of the project are to reimburse the Port Authority for funds expended on security staff and equipment that is now provided by the federal government. This will allow the funding of projects that the Port Authority is obligated to accomplish under FAA Grant Assurances.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE:
    ESTIMATED PROJECT COMPLETION DATE:

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS: **$10,000,000**
Bond Capital $
Bond Financing & Interest $

*** SUBTOTAL PFC FUNDS: **$10,000,000**

EXISTING AIP FUNDS:
Grant **#3-36-0068-79-02** Grant Funds in Project **$2,274,885**

*** SUBTOTAL EXISTING AIP FUNDS: **$2,274,885**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$12,274,885**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [**X**] NO [ ] N/A [ ]
****

15. BACK-UP FINANCING PLAN: **N/A**
****

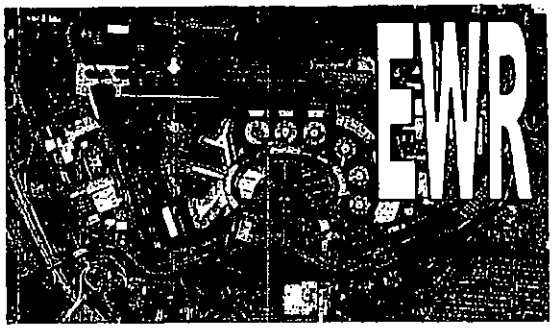
Application Reviewed by:

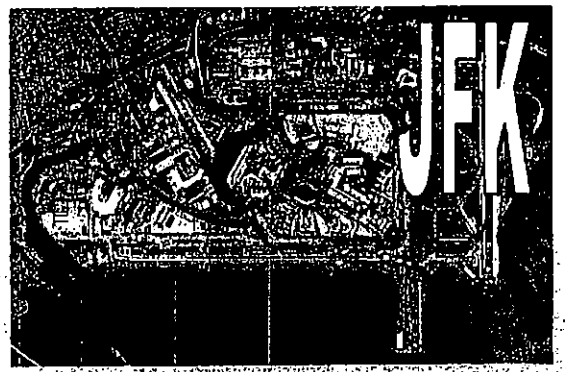
Name	Routing Symbol	Date

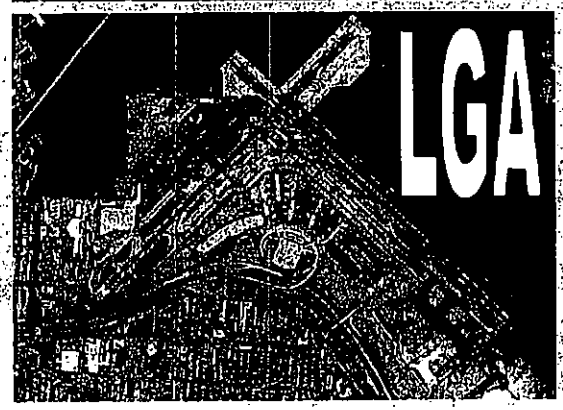
SECTION 2

Consultation Meeting Materials – Presentation Slides

PFC CONSULTATION MEETING WITH AIR CARRIERS AND FOREIGN AIR CARRIERS







May 17th, 18th and 20th, 2004

Requirement to Consult

Prior to submitting a PFC Application to the FAA, the public agency is required to consult with all Air Carriers operating at the airport.

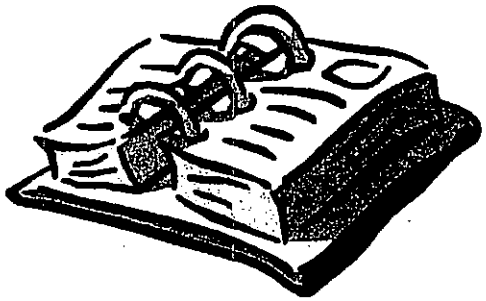
In accordance with this requirement, the Port Authority is holding Airline Consultation meetings on:

May 17, 2004 at EWR
May 18, 2004 at JFK
May 20, 2004 at LGA

The information provided at each meeting will be identical.

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

Important Dates



All Air Carriers have 30 days from the PFC Consultation Meeting date to provide written certification of agreement or disagreement with the proposed application.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Airline Comments Due back to Port Authority – June 21, 2004
PFC Application Submittal to FAA by Port Authority – July 2004
PFC Application Approval – November 2004
PFC Collection Begins – January 2005

Passenger Facility Charge (PFC)

Imposed by a public agency on passengers enplaned at a commercial service airport it controls.

PFC revenue finances eligible airport projects to be carried out at the commercial service airport or any other airport which the public agency controls.

Similar project eligibility requirements as Airport Improvement Program; however, the FAA allows more latitude in allocating PFC funds to projects.

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

PFC Program and its Relationship to AIP

PFC Revenue can be used for:

- Local matching share of AIP
- Financing and debt service

PFC's can fund projects not normally eligible under AIP:

- Gates and Related Areas
- Concessions Areas

PFC projects must meet the following criteria:

1) Preserve safety, security or enhance capacity
2) Reduce or mitigate noise impacts from airport operations
3) Furnish opportunities for enhanced competition

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

PFC Collection Schedule

- Collection will begin in Year 2005 and will end early in the first quarter of 2011.

- Total PFC collection during this period

  $815,000,000 – New application
  $351,000,000 – Retire Air Train PFC
  $1,166,000,000 – Total

- Air Train PFC is projected to be retired by 2008.

- PFC's will be collected for projects in this new application until first quarter of 2011.

Reimbursement of Mandated Security Costs

- The FAA authorizes the one-time collection of unfunded mandated security costs that airports incurred from 9/11/2001 to 9/30/2002.

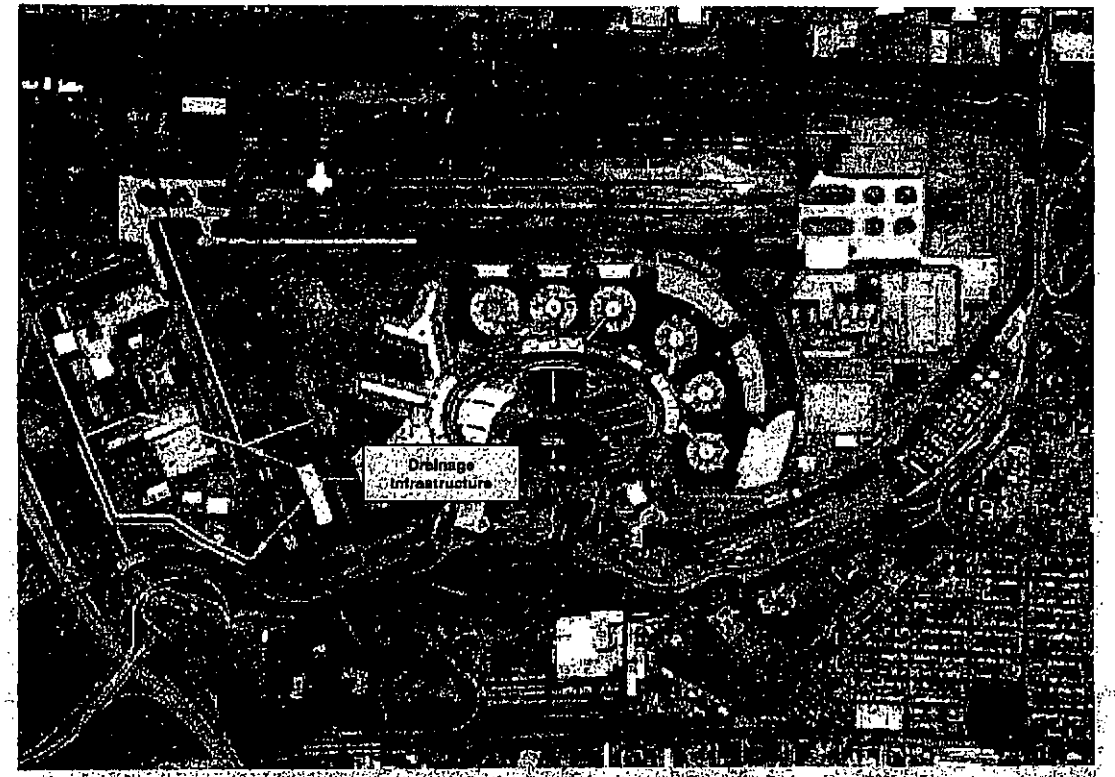
- In accordance with airline requests, the Port Authority is seeking in this application PFC funds as reimbursement for mandated security costs in the following amounts:

Newark Liberty International Airport -	$9,000,000
John F. Kennedy International Airport -	$21,894,475
LaGuardia Airport -	$10,000,000

- These amounts are operational costs and are not considered as part of the Port Authority's capital improvement plan.

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure



TOTAL PROJECT COST = $30 Mil.

Project Description:

This project will improve the drainage characteristics of the northeast area of the Airport through the construction of additional storm drain lines.

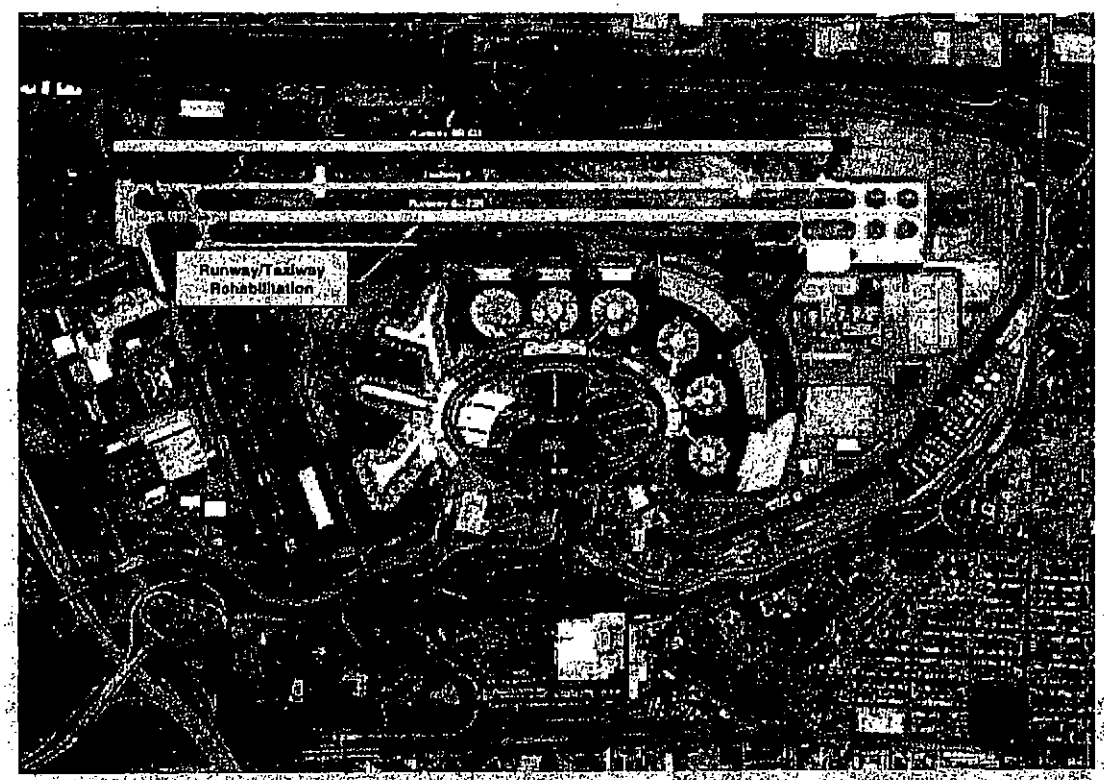
Project Justification:

The project is required to modify the storm sewer system to provide adequate drainage for the R/W 4L-22R northern extension, associated new taxiway pavement and for existing development adjacent to R/W 11-29 and the adjacent taxiways.

Project Objective:

The objective of the project is to improve the drainage characteristics of the north area and to extend the life of the runway and taxiway pavements in the area, and particularly at the intersection of R/W 4R-22L and R/W 11-29.

2. Runway/Taxiway Pavement Rehabilitation Project



TOTAL PROJECT COST = $60 Mil.

Project Description:

This project includes the planning, design and construction of a pavement rehabilitation on R/W 4L-22R, 4R-22L, and T/W P.

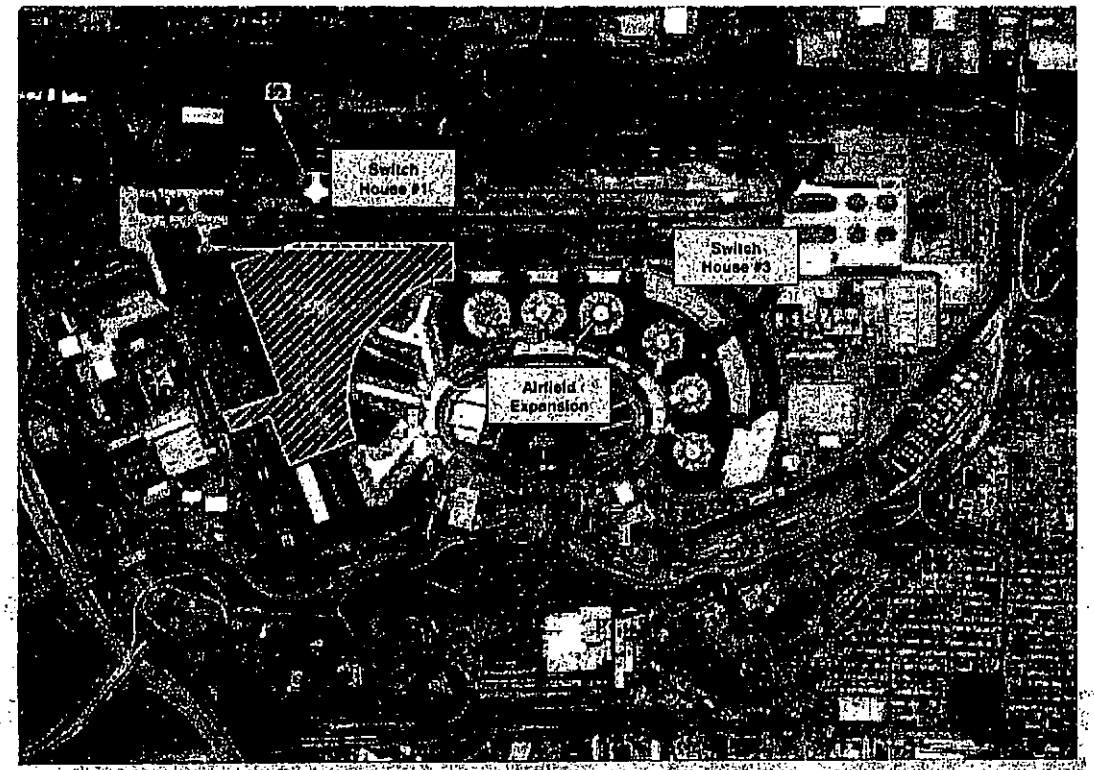
Project Justification:

Pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural sections of the runway and taxiway pavement and permit safe and efficient aircraft operations.

Project Objective:

This project will preserve the runway and taxiway pavement, reduce congestion, and improve low visibility operations. This project will enhance airfield capacity, improve safety and reduce delays.

3. Airfield Expansion Project



TOTAL PROJECT COST = $165 Mil

Project Description:

This project includes the planning, design and construction of airfield enhancements on the airport's north side to better accommodate Group V aircraft currently in EWR's fleet mix.

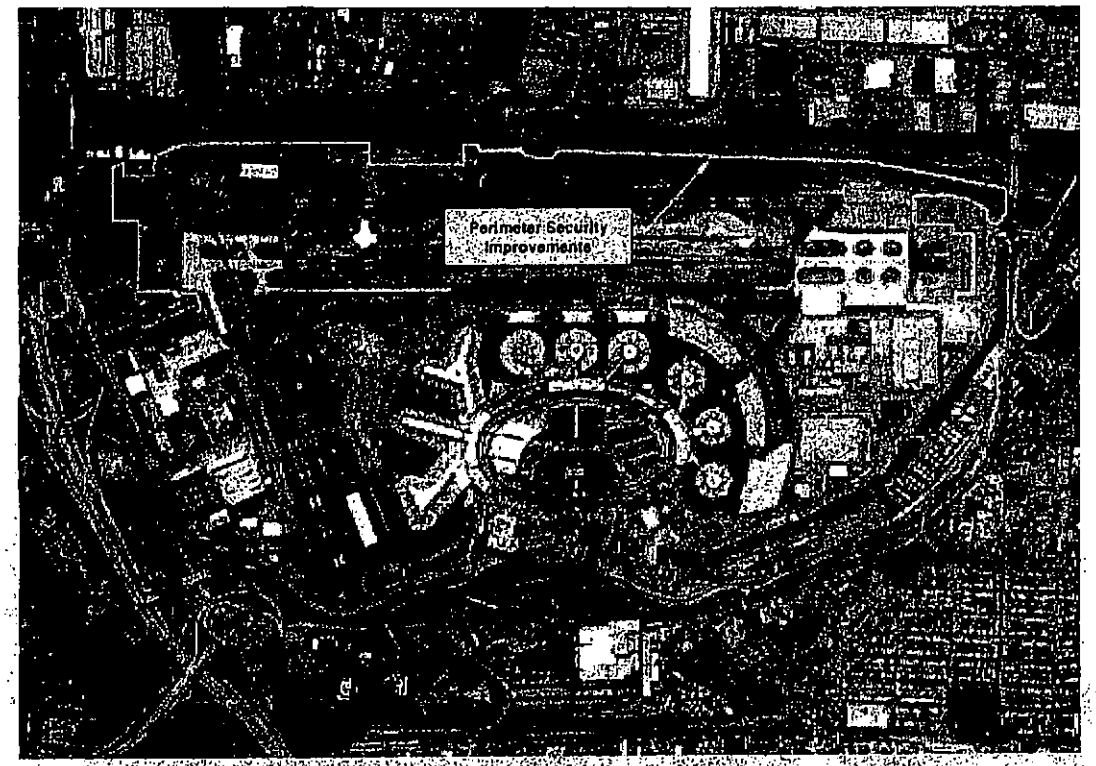
Project Justification:

This project is vitally important to ensure the safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Taxiways A and B are not adequately separated to accommodate operation of Group V aircraft in the vicinity of the Terminal C Concourses.

Project Objective:

The project objectives are to add capacity and redundancy to the existing airfield lighting systems and to reconfigure airfield taxiways and aircraft parking areas to improve efficiency.

4. Perimeter Security Project



TOTAL PROJECT COST = $30 Mil.

Project Description:

This project will enhance perimeter and airport operations area (AOA) security at EWR.

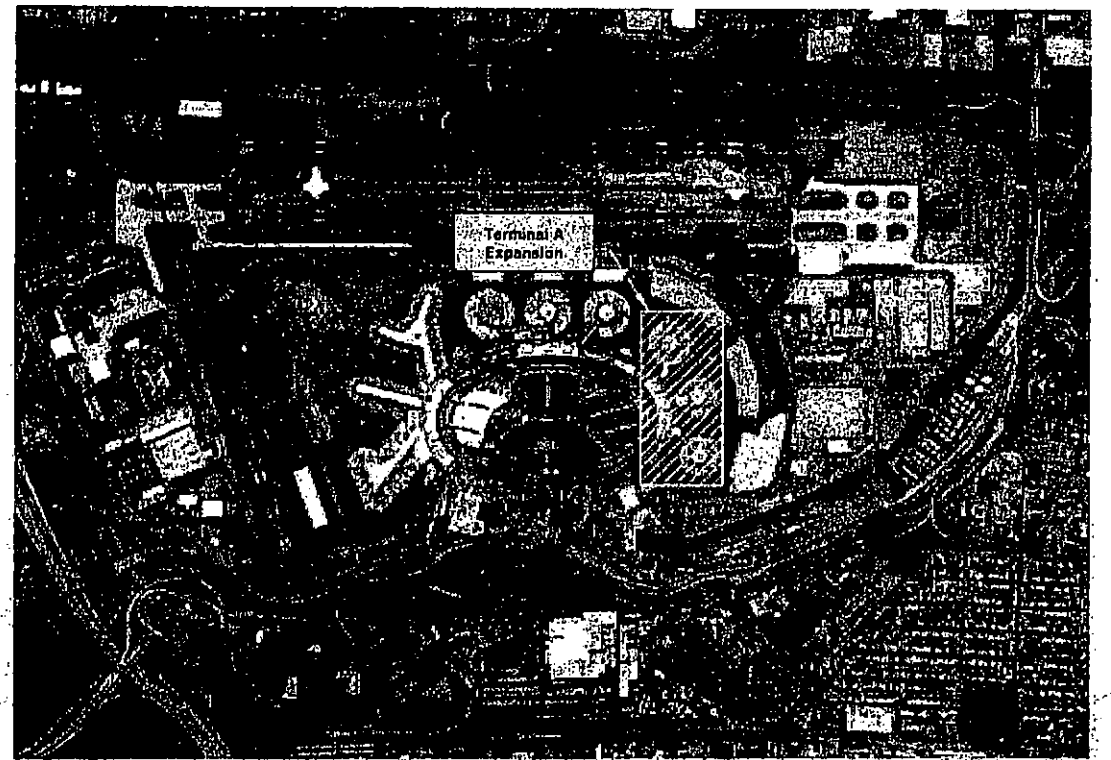
Project Justification:

This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and airline operational areas.

Project Objective:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

5. Project to Plan for Expanded Terminal A



TOTAL PROJECT COST = $20 Mil

Project Description:

This project consists of the planning and preliminary design for improvements to Terminal A that will enhance passenger processing efficiency, improve security, provide additional gates and space for new entrant airlines, and expand gate areas to meet anticipated passenger demand.

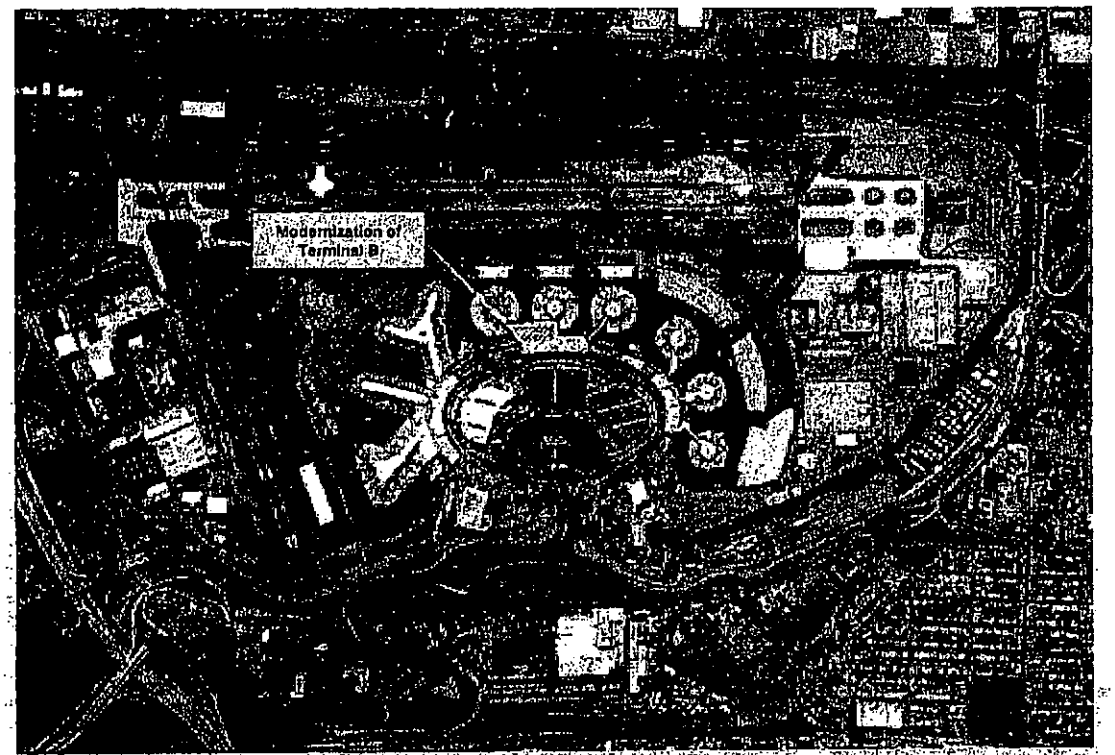
Project Justification:

A major element driving the expansion of the Terminal is the Airport's Competition Plan.

Project Objective:

To define terminal expansion concepts and develop Stage 1 designs for an expansion of Terminal A to enhance security procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition.

6. Modernization of Terminal B



TOTAL PROJECT COST = $178 Mil.

Project Description:

This project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the ticketing areas out to the boarding areas.

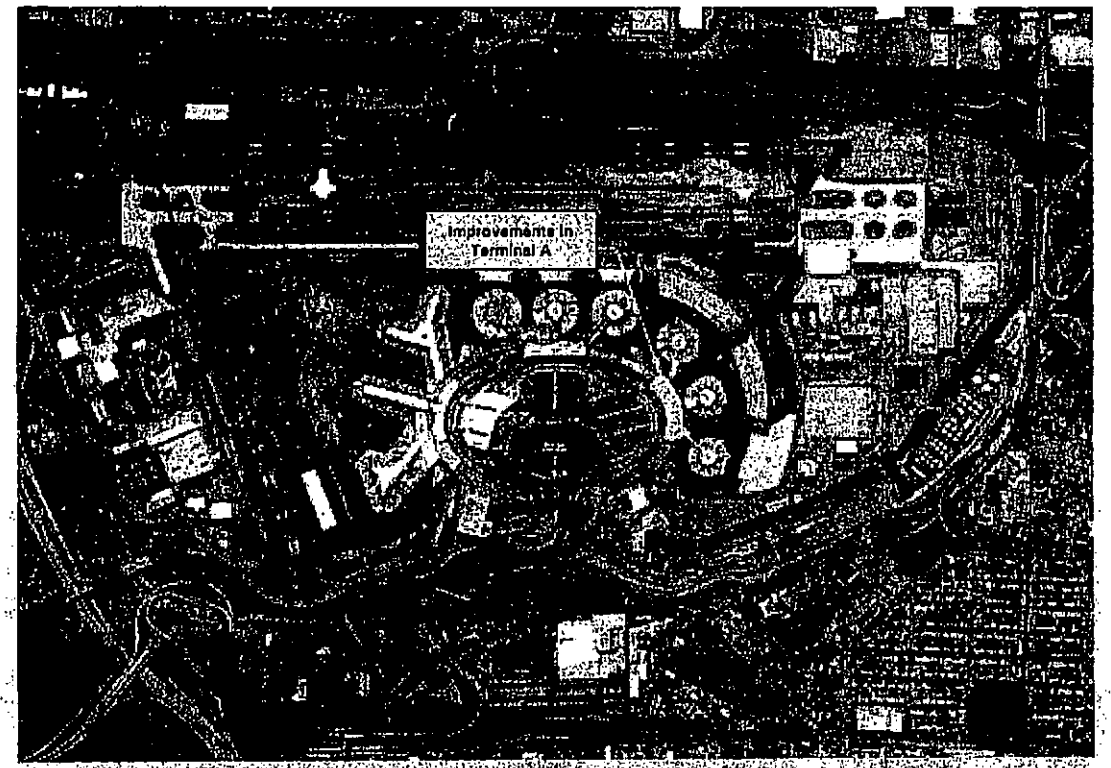
Project Justification:

There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan.

Project Objective:

The objectives of the project are to enhance security procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition.

7. Vertical Circulation Improvements in Terminal A



TOTAL PROJECT COST = $31 Mil.

Project Description:

This project will construct new large capacity elevators serving all four levels of Terminal A. The project may also include new escalators connecting the baggage claim areas to the lower level ground transportation and parking level.

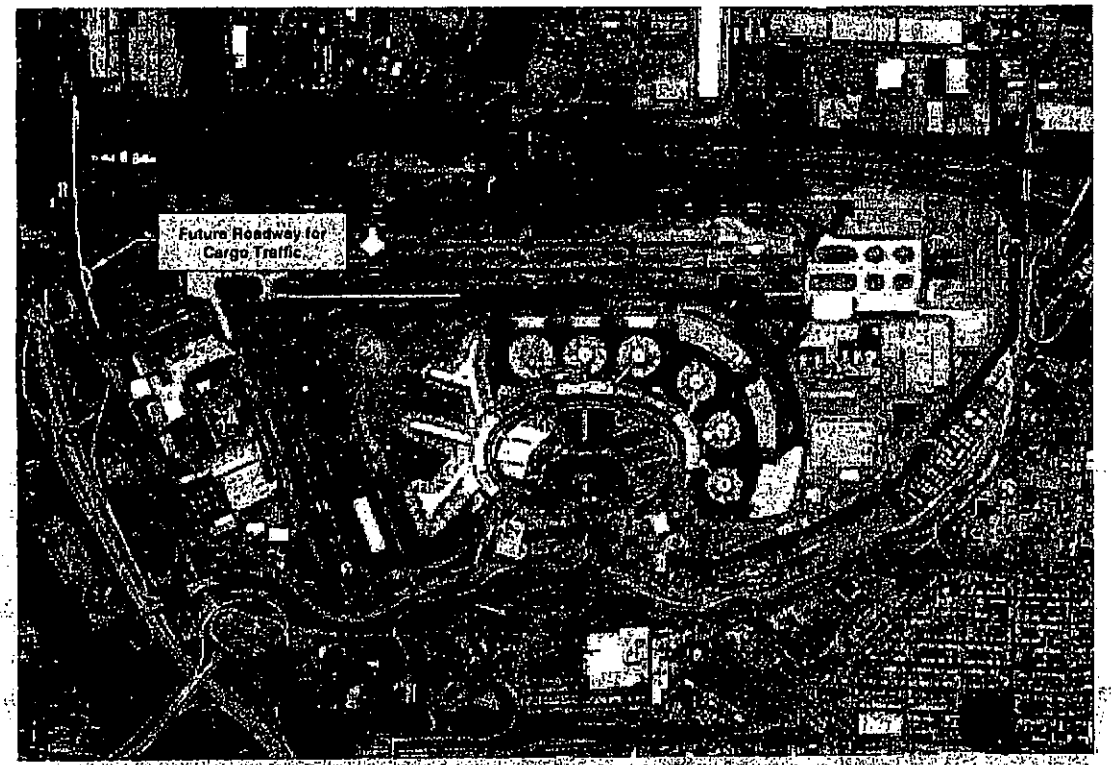
Project Justification:

This project will contribute to alleviating congestion by improving passenger throughput in Terminal A. The existing elevators are inadequate in number, size, and location.

Project Objective:

The objective of the project is to improve vertical circulation within Terminal A by installing modern elevators and escalators.

8. North Area Roadway Improvements



TOTAL PROJECT COST = $11 Mil.

Project Description:

This North Area Roadway Improvement Project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of cargo truck traffic between the North Cargo Area, the Port of Newark, and the highway network.

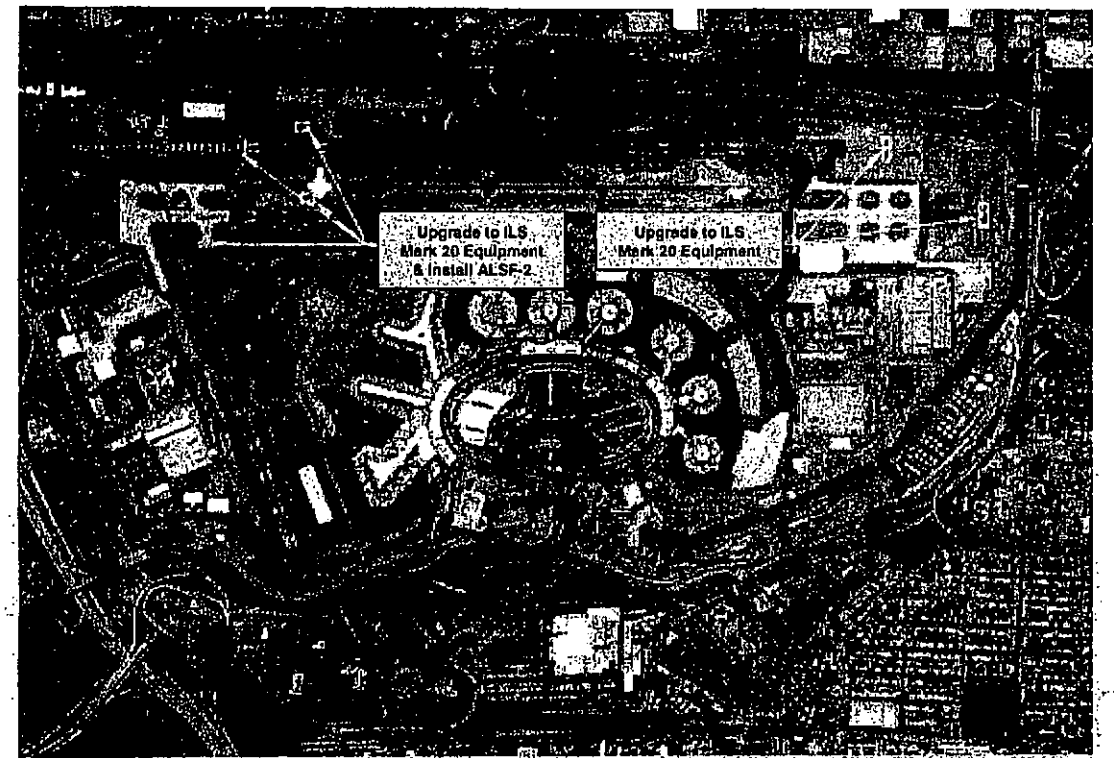
Project Justification:

The new route will be more direct and the roadway will be wider to better accommodate the large trucks and cargo handling vehicles used by the tenants in the North Area.

Project Objective:

The objective of the North Area Roadway Improvement Project is to enhance safety and reduce airport roadway congestion by separating cargo truck traffic by providing a more direct route from the Airport to the highway network.

9. Upgrade Navigational Aids R/W 22R – 22L



TOTAL PROJECT COST = $10 Mil

Project Description:

This project is designed to enhance the navigational aids (NAVAIDS) on R/W 22R and 22L.

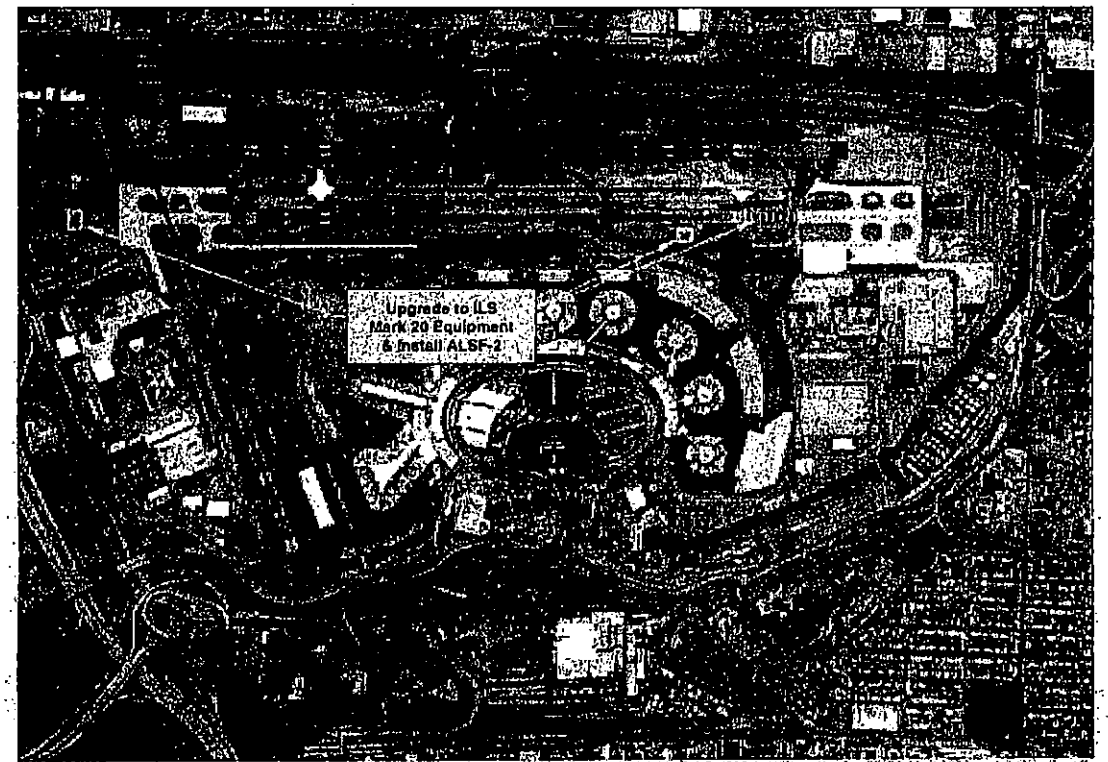
Project Justification:

Since the existing equipment was originally installed, major advances have been made in ILS technology that have increased the accuracy and reliability of the equipment.

Project Objective:

The objective of the project is to enhance ILS system performance on R/W 22R while expanding CAT III ILS capability on R/W 22L. This will improve the overall safety and capacity of the Airport while providing additional flexibility during reduced visibility conditions.

10. Upgrade Navigational Aids on R/W 4L



TOTAL PROJECT COST – $10 Mil.

Project Description:

This project is designed to enhance the navigational aids (NAVAIDS) on R/W 4L. The NAVAIDS improvement to R/W 4L includes an upgrade from the existing Category I (CAT I) to CAT III Instrument Landing System (ILS).

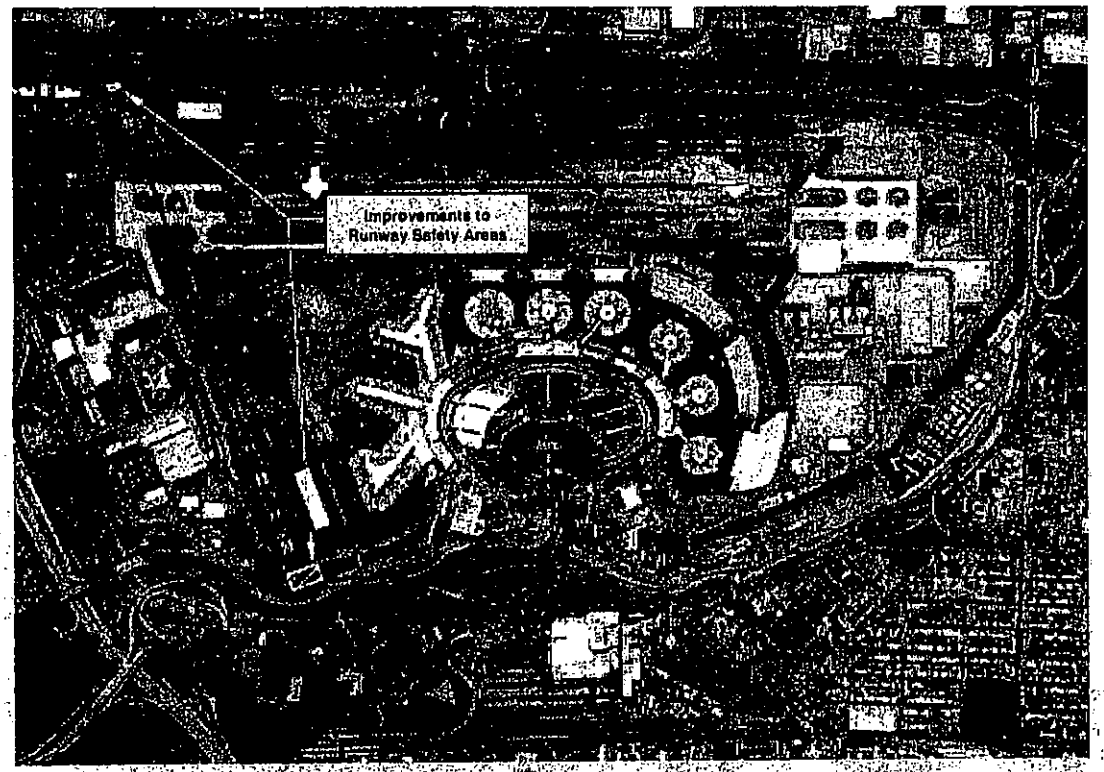
Project Justification:

CAT III capability on Runway 4L will increase the poor weather capacity of the Airport, while providing airlines with additional landing alternatives during CAT III conditions.

Project Objective:

The objective of the project is to enhance ILS system performance while expanding CAT III ILS capability to R/W 4L. This will improve the overall safety and capacity of the Airport while providing additional flexibility during reduced visibility conditions.

11. Improvements to Runway Safety Areas



TOTAL PROJECT COST = $20 Mil.

Project Description:

The Improvements to Runway Safety Areas (RSA) project will enhance the dimensional standards on Runways 11 and 29 for compliance with FAA safety standards for RSA's.

Project Justification:

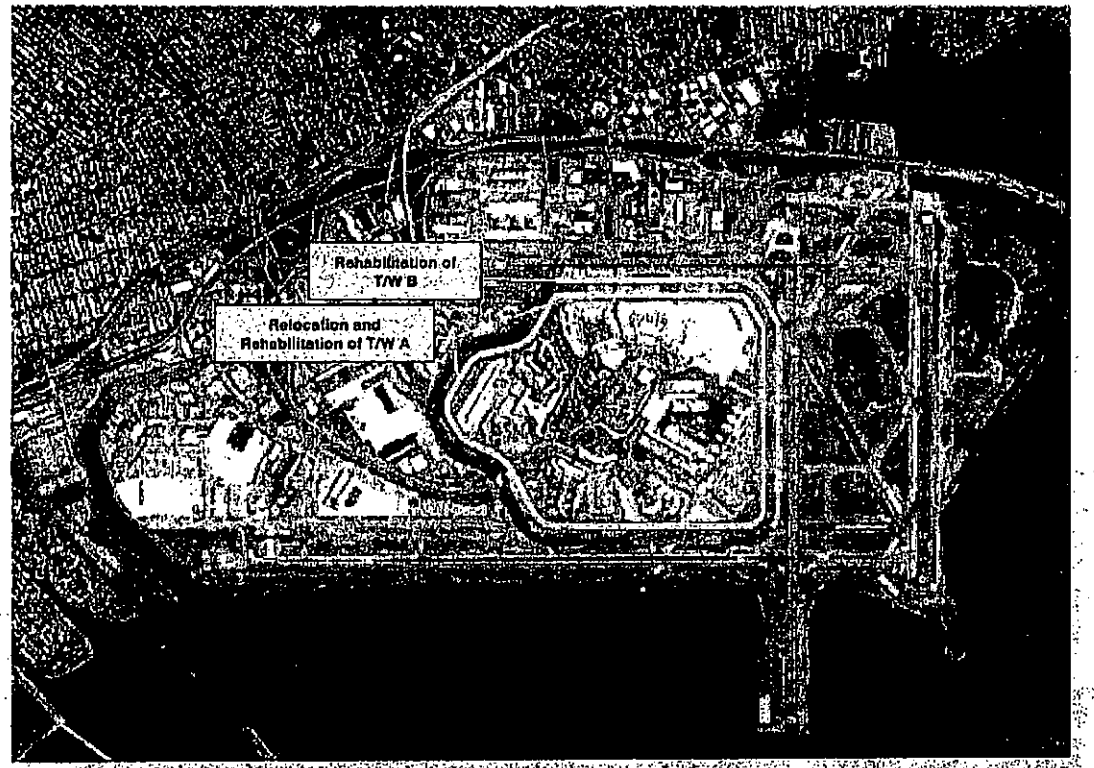
The FAA requires that airport sponsors bring RSA up to FAA standards by October 2007.

Project Objective:

The objective of the Runway Safety Area Project is to enhance aircraft and passenger safety by bringing the RSA's up to FAA standards by applying FAA approved alternatives.

John F. Kennedy International Airport

1. Relocation and Rehab of T/W A and Rehab of T/W B



TOTAL PROJECT COST = $90 Mil.

Project Description:

This project will extend the useful life of the pavement and provide the necessary clearance between T/W A and the adjacent restricted service road by relocating the taxiway centerline.

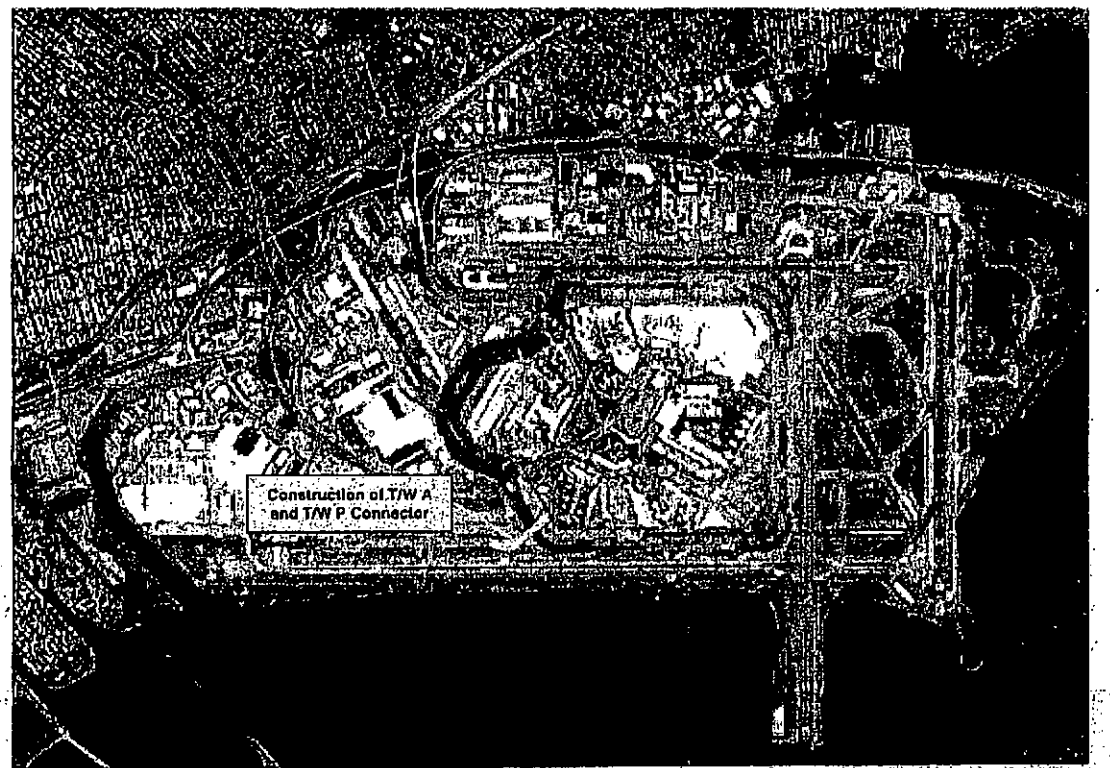
Project Justification:

Although routine pavement maintenance and repair is performed on a regular basis, T/W A and B pavements are nearing the end of their useful lives.

Project Objective:

This project will widen and rehabilitate T/W A and will rehabilitate T/W B pavement. The project will include relocating the taxiway centerline, widening of taxiway throats and rehabilitation of the taxiway pavement to accommodate the A380 aircraft.

2. Construction of Taxiway A and P Connector



TOTAL PROJECT COST = $4 Mil.

Project Description:

This project will construct a new taxiway that will connect T/W A and P and provide aircraft with a safe and efficient taxiway route between R/W 13R-31L and the terminal areas.

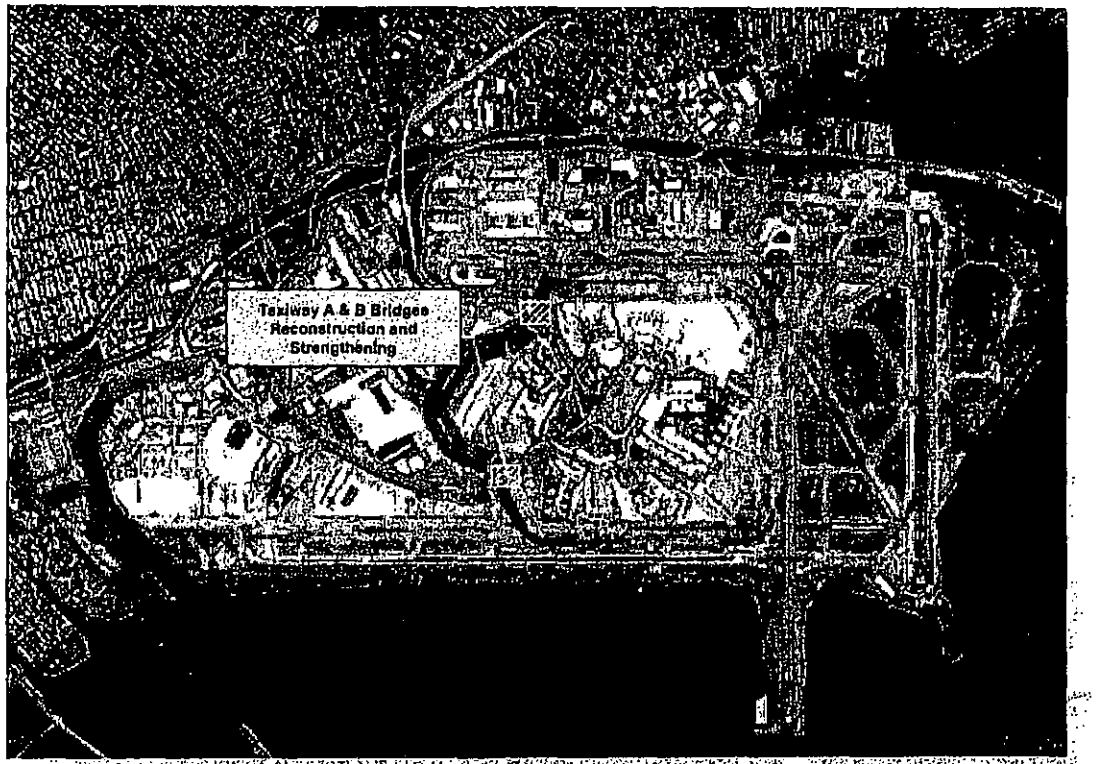
Project Justification:

T/W A and P Connector will provide an efficient route for aircraft to taxi between the CTA, the airfield and R/W 13R-31L.

Project Objective:

This project will construct the T/W A and P Connector to allow unrestricted operations between the CTA and R/W 13R-31L. The project will incorporate design criteria to accommodate the A380 aircraft.

3. Reconstruction and Strengthening of Taxiways A and B Bridges



TOTAL PROJECT COST = $40 Mil.

Project Description:

This project will reconstruct and strengthen the two pairs of bridges that serve T/W A and B in the vicinity of the Van Wyck Expressway (Bridges J11 & J12) and the JFK Expressway (Bridges J13 & 14), where those roadways enter the Central Terminal Area (CTA).

Project Justification:

Field studies and analyses have been completed that clearly demonstrate a need to rehabilitate and strengthen the bridges to meet load requirements of the current aircraft fleet mix and to accommodate the anticipated future aircraft fleet mix.

Project Objective:

This project is required to rehabilitate the taxiway bridges in order to restore unrestricted aircraft accessibility to the taxiways and tenant spaces located between JFK and Van Wyck.

4. Runway 13L-31R Rehabilitation Project

TOTAL PROJECT COST = $36 Mil.

Project Description:

This project consists of a pavement rehabilitation of R/W 13L-31R and pavement rehabilitation of the northern end of R/W 4L-22R.

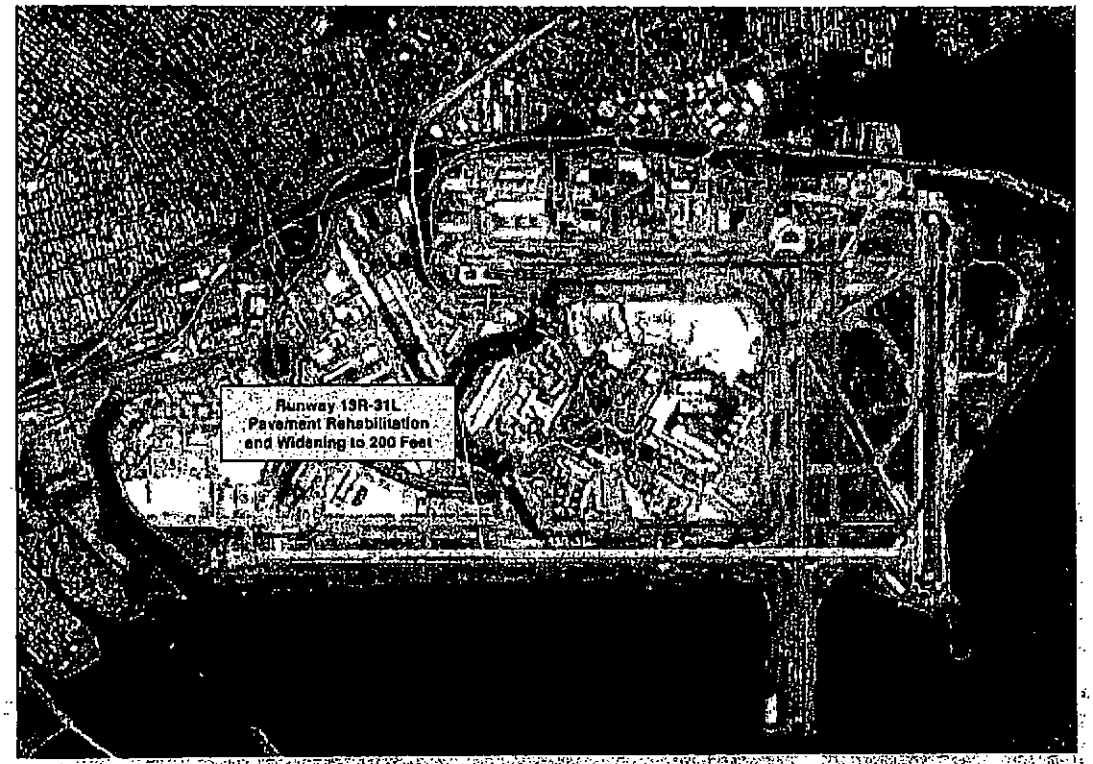
Project Justification:

It is imperative that the pavement be rehabilitated to prevent further deterioration and the need for a full-depth pavement reconstruction. The pavement rehabilitation will be designed to meet the load requirements of the current aircraft fleet mix.

Project Objective:

The objective of the project is to rehabilitate the runway pavement to preserve the pavement structure and prevent the need for a full-depth reconstruction.

5. Planning Project for the Rehabilitation and Widening of R/W 13R



TOTAL PROJECT COST = $5 Mil.

Project Description:

This project is a planning effort for the future pavement rehabilitation and widening of R/W 13R-31L.

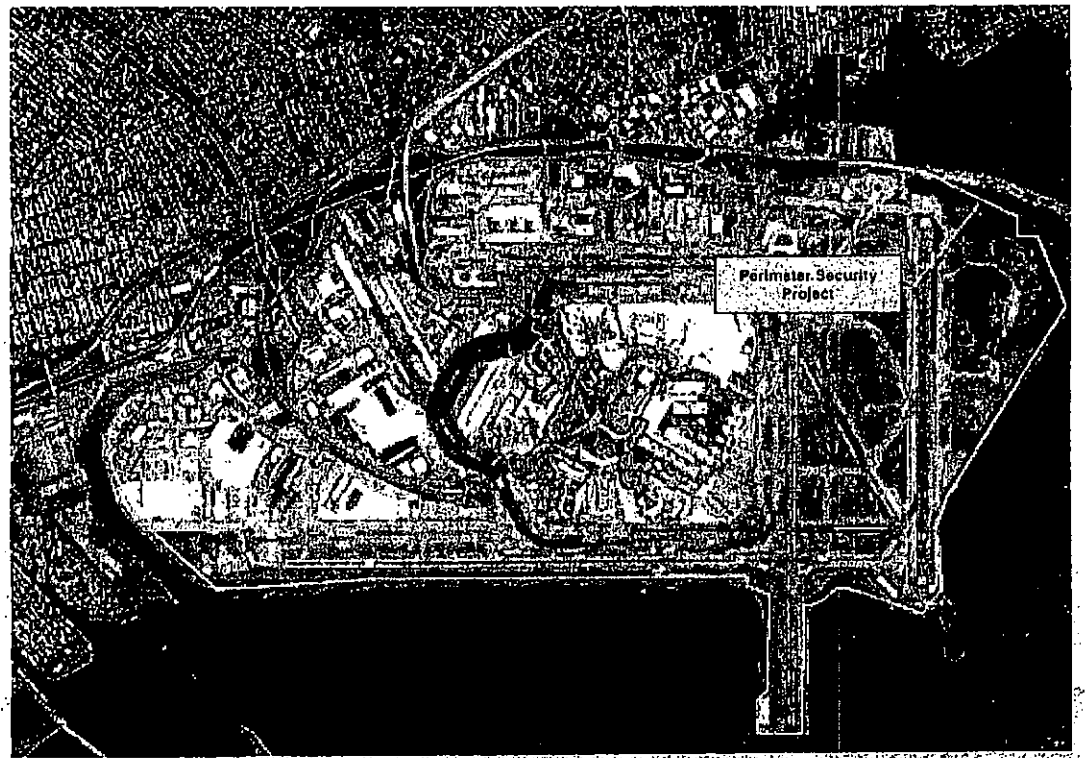
Project Justification:

The Planning Project for the Rehabilitation and Widening of R/W 13R will define a detailed scope of work, costs, schedule and operational impacts during and after construction, ensuring the safe and efficient operation of air passenger and air cargo aircraft.

Project Objective:

The objective of the project is to preserve the pavement structure and prevent the need for a full-depth reconstruction, complete planning efforts for the rehabilitation of the runway pavement and to accommodate the A380.

6. Perimeter Security Project



TOTAL PROJECT COST = $45 Mil.

Project Description:

This project will enhance perimeter and airport operations area (AOA) security at JFK. The project will complement overall security measures and will be coordinated with the JFK Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security.

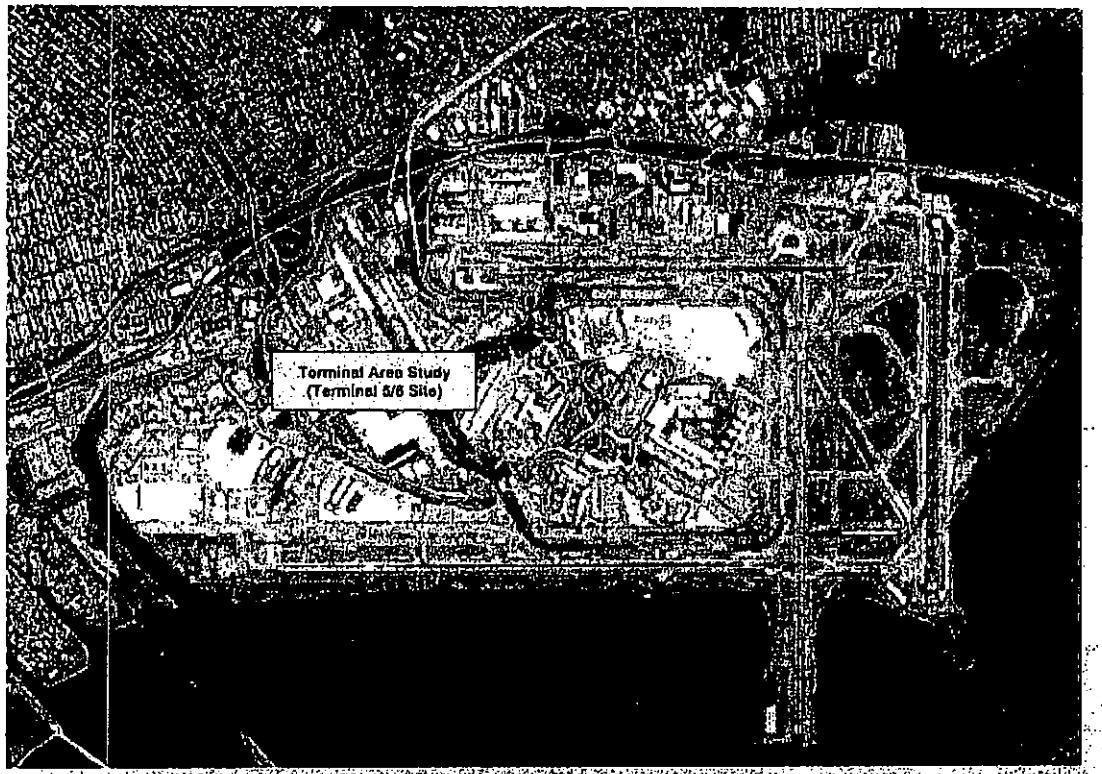
Project Justification:

These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas.

Project Objective:

To enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal



TOTAL PROJECT COST = $5 Mil.

Project Description:

This project will conduct a study to examine the current infrastructure layout of the Central Terminal Area (CTA) at JFK in support of new terminal development in the vicinity of Terminals 5 & 6.

Project Justification:

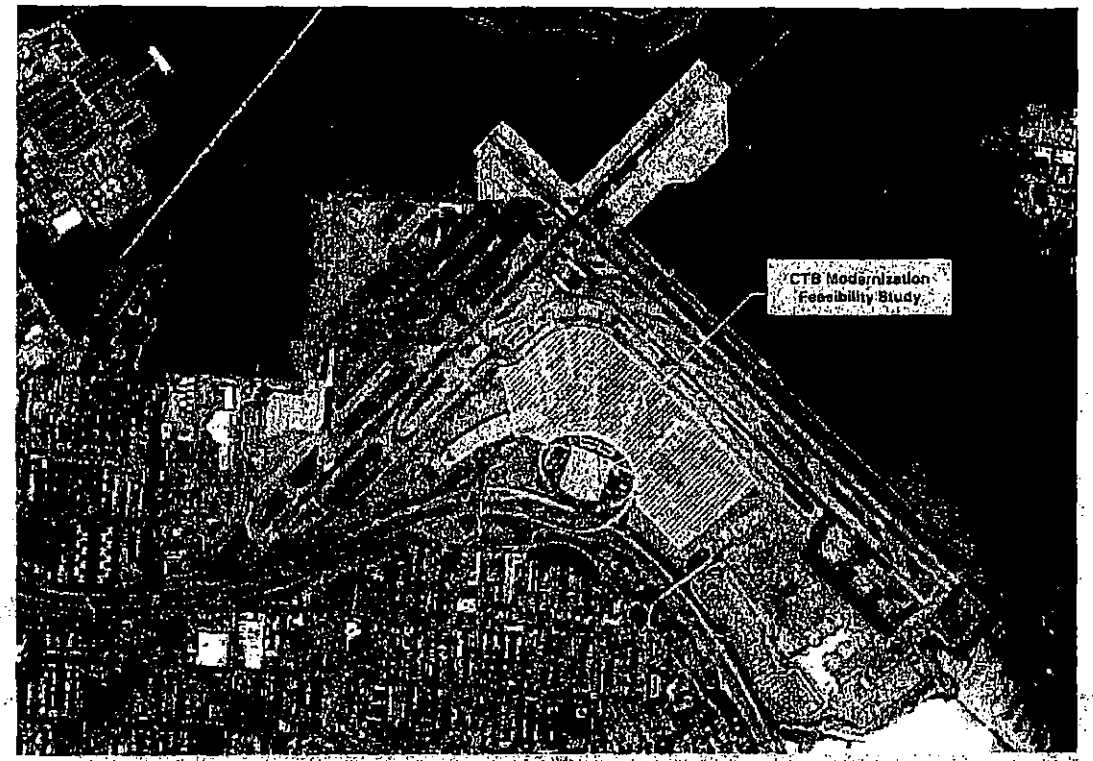
The study will consider the infrastructure requirements for reconfiguring the terminal area in the vicinity of Terminals 5 & 6 to better accommodate passenger services and to allow for future terminal expansion.

Project Objective:

The objective is to examine infrastructure requirements and develop plans to safely and efficiently accommodate domestic and international passenger growth at JFK.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study



TOTAL PROJECT COST – $15 Mil

Project Description:

The project will analyze the construction and financial feasibility of a broad based terminal modernization plan that is designed to dramatically improve landside and airside access.

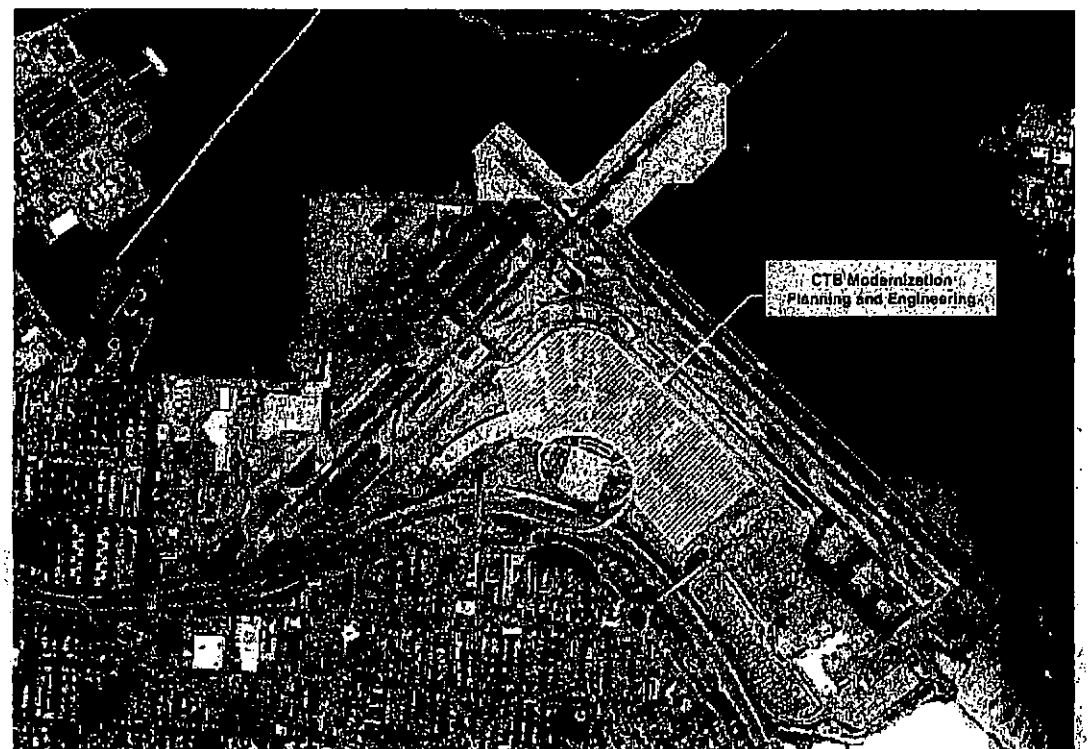
Project Justification:

Concessions and passenger screening areas do not meet current standards and contribute to significant passenger congestion within the terminal area.

Project Objective:

The objective of this project is to analyze all reasonable alternatives to address existing and forecast shortcomings at the CTB, develop a CTB Modernization Program incorporating the selected alternatives, and secure environmental approvals needed for the program to move forward to implementation.

2. Central Terminal Building (CTB) Modernization Planning and Engineering



TOTAL PROJECT COST = $25 Mil.

Project Description:

This project will develop engineering concepts and preliminary designs for the CTB Modernization Program at LGA in a phased approach tailored to address critical feasibility and constructability aspects for the implementation of this program.

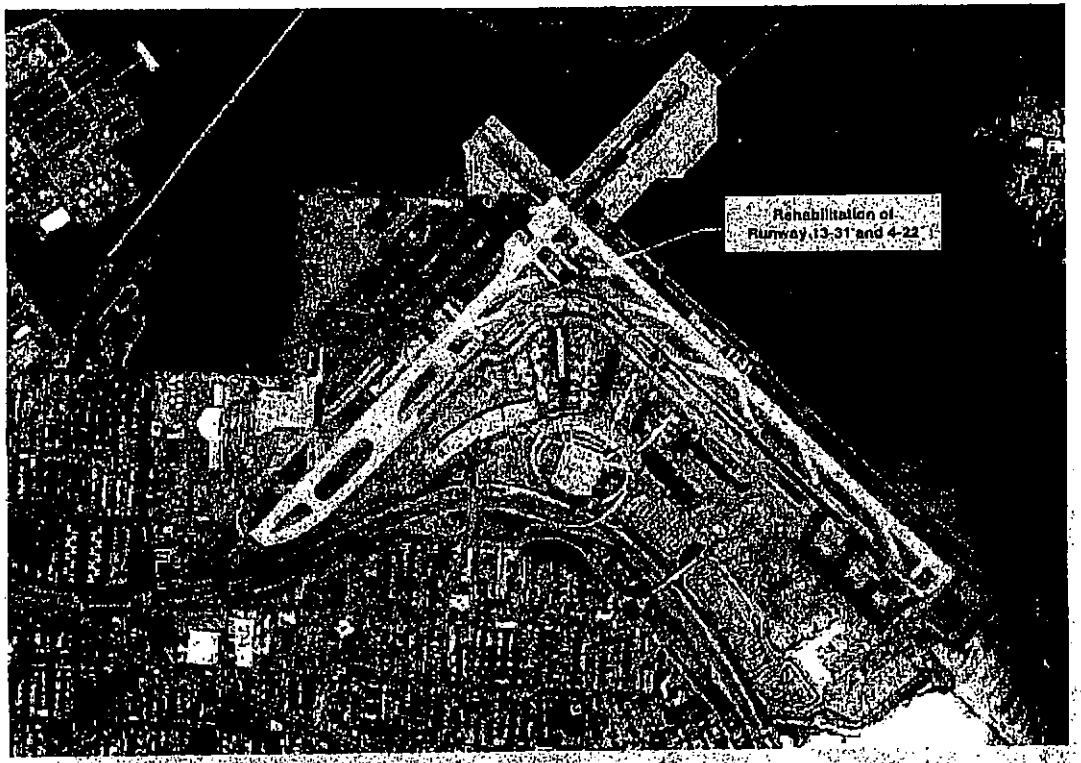
Project Justification:

Concessions and passenger screening areas do not meet current standards and contribute to significant passenger congestion within the terminal area.

Project Objective:

To develop preliminary design documentation for the selected concepts, and to address the existing and forecast shortcomings at the CTB in order to handle future passenger growth.

3. Runway Rehabilitation Project



TOTAL PROJECT COST – $35 Mil

Project Description:

This project will rehabilitate the asphalt pavement on R/W 13-31, R/W 4-22, and the associated taxiways serving the runways.

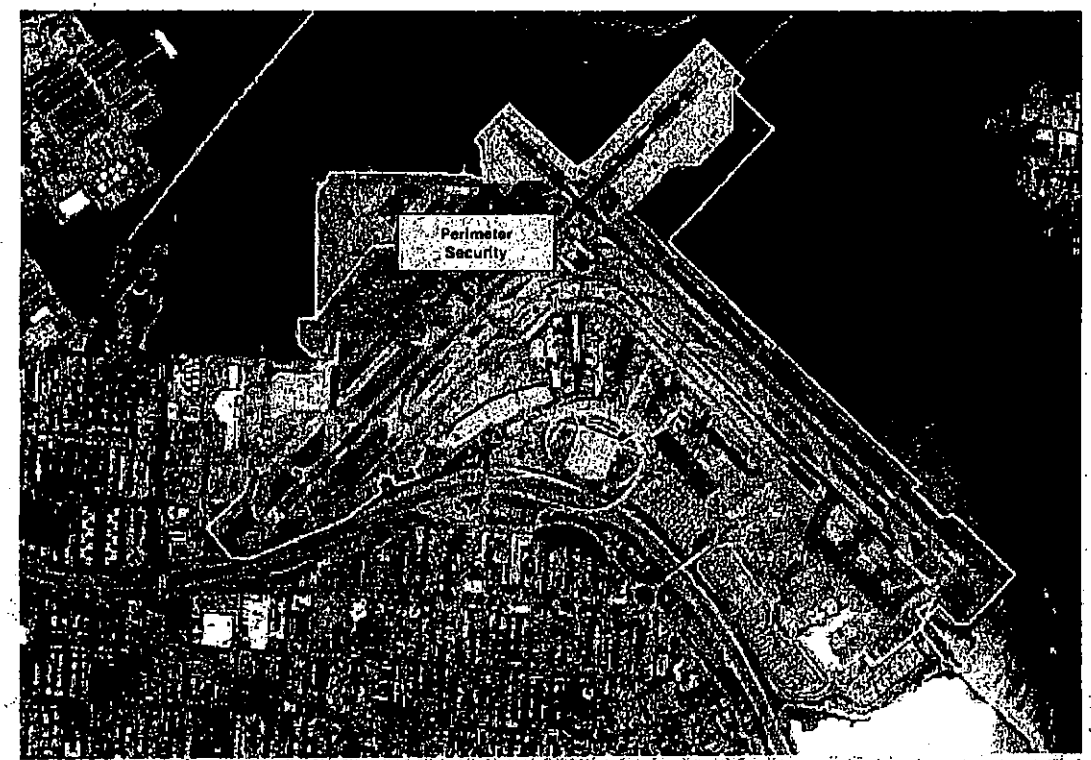
Project Justification:

The proposed pavement rehabilitation not only preserves the surface pavement, but will also prevent deterioration and subsequent damage to the pavement sub-grade.

Project Objective:

The project objective is to preserve the pavement on R/W 13-31, R/W 4-22 and the associated taxiways in order to avoid more costly pavement reconstruction involving significant aircraft operational impacts for LGA.

4. Perimeter Security Project



TOTAL PROJECT COST – $10 Mil.

Project Description:

This project will enhance perimeter and airport operations area (AOA) security at LGA. The project will complement overall security measures and will be coordinated with the LGA Federal Security Director (FSD) and is consistent with TSA guidelines for airport security.

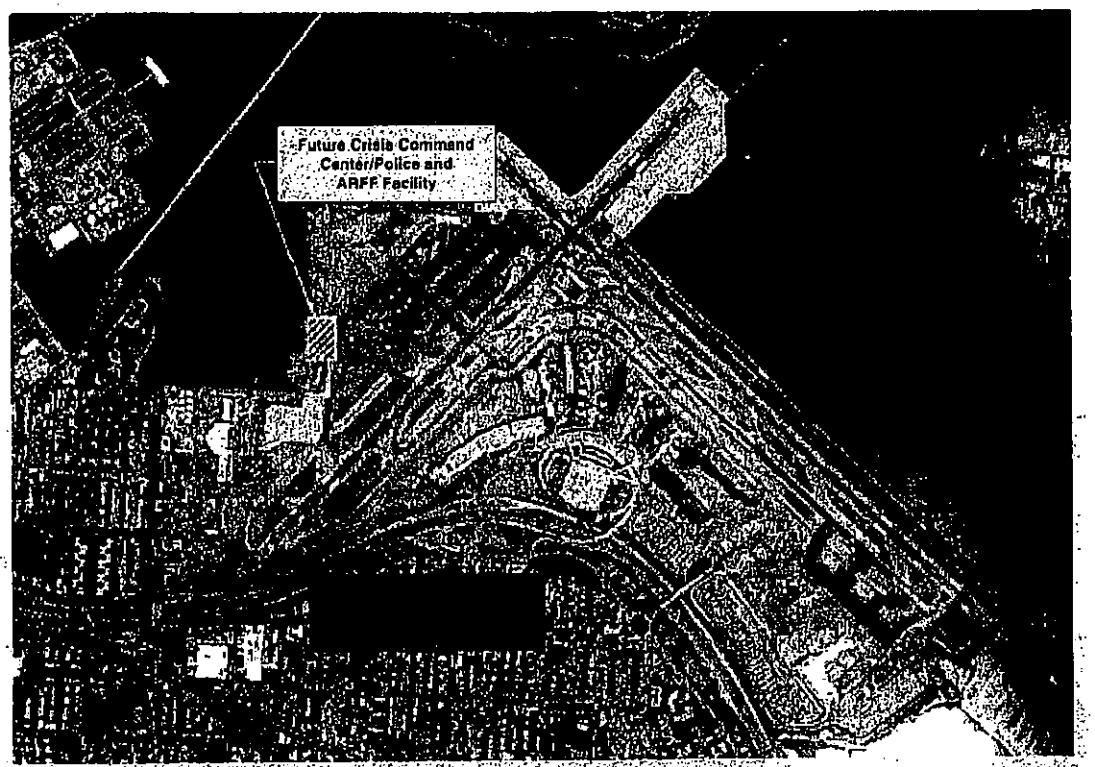
Project Justification:

By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA.

Project Objective:

To enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF)



TOTAL PROJECT COST = $57.6 Mil

Project Description:

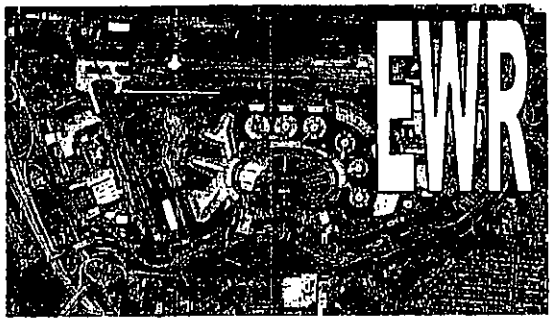
This project will construct a new 45,000 S.F. facility that will combine all security, police and ARFF personnel in a single Crisis Command Center.

Project Justification:

This current facility is undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other temporary buildings, leading to inefficiencies in operations.

Project Objective:

To construct a new Crisis Command Center/Police & ARFF Facility that will accommodate all security, police and ARFF personnel and equipment dedicated to providing security and emergency services to the Airport.



Question and Answer Session

SECTION 3

Consultation Meeting Materials – Draft Application Revisions

Exhibit "B"
Anticipated Passenger Facility Charge Revenue
(Revised)

The following table describes anticipated PFC revenue from charge effective date through charge expiration date.

Port Authority of New York and New Jersey

Anticipated Passenger Facility Charge Revenue

Annual and Cumulative Collections at $4.50

Annual Collections (In thousands)	2005	2006	2007	2008	2009	2010	2011
Newark Liberty International Airport (EWR)	$ 20,499	$ 21,160	$ 21,774	$ 65,760	$ 67,149	$ 68,233	$ 14,894
LaGuardia Airport (LGA)	$ 15,253	$ 15,574	$ 16,035	$ 48,036	$ 49,146	$ 50,532	$ 10,833
John F. Kennedy International Airport (JFK)	$ 23,086	$ 24,153	$ 25,121	$ 76,695	$ 79,493	$ 82,645	$ 17,928
Total Annual	$ 58,839	$ 60,887	$ 62,929	$ 190,491	$ 195,788	$ 202,411	$ 43,655

Cumulative Collections (In thousands)	2005	2006	2007	2008	2009	2010	2011
Newark Liberty International Airport (EWR)	$ 20,499	$ 41,659	$ 63,433	$ 129,193	$ 196,343	$ 265,576	$ 280,470
LaGuardia Airport (LGA)	$ 15,253	$ 30,827	$ 46,862	$ 94,898	$ 144,044	$ 194,576	$ 205,409
John F. Kennedy International Airport (JFK)	$ 23,086	$ 47,239	$ 72,359	$ 149,055	$ 228,548	$ 311,193	$ 329,121
Total Cumulative	$ 58,838	$ 119,725	$ 182,655	$ 373,146	$ 568,935	$ 771,345	$ 815,000

Note: This PFC revenue schedule reflects collections for new application only.

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
John F. Kennedy International Airport (JFK), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:

This project will enhance perimeter and airport operations area (AOA) security at JFK. The project will complement overall security measures and will be coordinated with the JFK Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
This project is vitally important to enhance the security posture of JFK. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion.

The details of this project are consistent with the FSD Security Plan for JFK.
****

7. SIGNIFICANT CONTRIBUTION:
This project is vitally important to enhance the security posture of JFK. New technologies will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and

control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The Federal Security Director (FSD) has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The details of this project are consistent with the FSD Security Plan for JFK.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$35,500,000**
Bond Financing & Interest **$9,500,000**

*** SUBTOTAL PFC FUNDS: **$45,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$45,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

ATTACHMENT B: PROJECT INFORMATION

*****FOR FAA USE**********
PFC Application number:
****

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport (EWR), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE** [X] USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Perimeter Security Project

4.a. PROJECT DESCRIPTION:
This project will enhance perimeter and airport operations area (AOA) security at EWR. The project will complement overall security measures and will be coordinated with the EWR Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. It is anticipated that the project will incorporate a multi-layered hardening approach consisting of perimeter fencing, barriers, gates and lighting, along with multiple technologies such as surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.
****

5. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 6)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 6)
****

6. PROJECT JUSTIFICATION:
This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion.

The details of this project are consistent with the FSD Security Plan for EWR.
****

7. SIGNIFICANT CONTRIBUTION:
This project is vitally important to enhance the security posture of EWR. New technologies will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of

high technology security monitoring and intrusion detection equipment will supplement the existing security measures used to protect the AOA. The Federal Security Director (FSD) has provided a letter supporting the measures contained in this project.

Perimeter security enhancement will be conducted through a combination of hardening and a multi-layered technological approach consisting of perimeter fencing, barriers, gates, access control, lighting, surface radar, fiber-optic sensing cable, closed-circuit television, and video motion detection.

The details of this project are consistent with the FSD Security Plan for EWR.

****

8. PROJECT OBJECTIVE:

The objective of the project is to enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

****

9. FOR FAA USE (Public agencies go to 10)**********

****

10. ESTIMATED PROJECT IMPLEMENTATION DATE: **2004**
    ESTIMATED PROJECT COMPLETION DATE: **2005**

****

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

****

12. LIST CARRIERS CERTIFYING AGREEMENT:

13. LIST CARRIERS CERTIFYING DISAGREEMENT:
    Recap of Disagreements:
    Public Agency Reasons for Proceeding:

****

14. FINANCING PLAN:

PFC FUNDS:
Bond Capital **$25,000,000**
Bond Financing & Interest **$5,000,000**

*** SUBTOTAL PFC FUNDS: **$30,000,000**

EXISTING AIP FUNDS:
Grant # Grant Funds in Project $

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (please specify) **$N/A**

*** SUBTOTAL OTHER FUNDS: **$N/A**

*** TOTAL PROJECT COST: **$30,000,000**

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [**X**] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [**X**] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [**X**]

d. Comments.

****

15. BACK-UP FINANCING PLAN: **N/A**

****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 4

Consultation Meeting – Sign-in Sheets for May 17th, 18th, and 20th, 2004

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PFC Airline Consultation Meeting
May 17, 2004

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RIESER	BRUCE	BA	bruce.rieser@bausa.com	281-449-6830 281-449-3807 (FAX)
RENNAN	JAMES	SAS	jbrennan@sesa.r.com	201 896 3610 201 896 3729
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Sandifer	Chip	CO	CSANDI @ COAR.com	713-324-6977
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SELIGA	NANCY	PA	nseliga@ panynj.gov	973-961-6253

THE PORT AUTHORITY OF NY & NJ

Newark Liberty International Airport
PFC Airline Consultation Meeting
May 17, 2004

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HARRISON	Ed	P.A.	eharriso@ — " —	973-961-6190

55

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PFC Airline Consultation Meeting
May 18, 2004

Last Name	First Name	Company	Email Address	Phone & Fax
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Louis	Rich	PA	RLouis@PANYNJ.GOV	
ALDRICH	LARRY	DL	larry.aldrich@delta.com	404-715-2176 404-714-6437 (Fax)
~~Doug~~ Hope	DOUG	AA	Doug.Hope@AA.com	817 931-4735 817-967-3611
Tan B Lais	JAN	NYDO	my ala@earthlink.net	718-426-5833 -5597
MILLER	BRIAN	DELTA	brian.s.miller@delta.com	404-773-3306 404-773-6369-FAX
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KAGAN	DAVID	PA	dkagan@PANYNJ.GOV	(212)435-3719
SPAMPANATO	JERRY	PA	JSPAMPA@PANYNJ.GOV	718 244-3913

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport
PFC Airline Consultation Meeting
May 18, 2004

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Juarbe	Luis	PANYNJ	LJUARBE@PANYNJ.GOV	718 244-3535
Delboni	João	AEROLINEAS ARGENTINAS	JFKKKAR@ADL.com	718-7514321/4326
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Craft	Ian	Virgin Atlantic	ICRAFT@FLY.VIRGIN.com	203 750 2045 203 750 2006
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Lee	Jay	Asiana	jaylee@flyasiana.com	718-244-7077 718-656-1212 (FAX)
Zeeman	Will	PA	WSZEMAN@panynj.gov	718-533-3512
Goyal	Amit	AG	amitgoyal@pgcpa.com	732-651-1700
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THE PORT AUTHORITY OF NY & NJ

LaGuardia Airport
PFC Airline Consultation Meeting
May 20, 2004

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SECTION 5

Consultation Meeting – Transcribed Meeting Notes

NEWARK LIBERTY INTERNATIONAL AIRPORT
May 17, 2004, 9:30 a.m.
Transcribed Meeting Notes

On April 15, 2004, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent letters to all non-exempted domestic air carrier and foreign air carrier operating at JFK, EWR and LGA airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield, landside, and security capital development projects at EWR, JFK, and LGA. Attached to the letter were the description of the proposed PFC projects, the PFC dollar level, the proposed charged effective date and the estimated charge expiration date and the air carrier at the airport that will be excluded from collecting the PFC, include an explanation for the exemptions and the estimated number of passengers enplaned annually. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at EWR.

At 9:30 a.m., May 17th, 2004 Port Authority staff met with the four airlines who elected to attend the consultation meeting in the General Manager's Conference Room, Building 1 at EWR. At approximately 9:45 a.m., Mr. Richard Louis, Acting Assistant Director for Capital Programs, opened the meeting by welcoming the airline representatives and other participants. Mr. Louis further explained the format of the presentation and stated that his discussion would be informal and that individuals should feel free to interrupt the presentation with questions or comments. He also noted that copies of the slides were available to the meeting attendees to follow along with the presentation. With that being said, Mr. Louis began the presentation.

The following provides a paraphrased version of questions, comments and responses.

1. Airline Representative Comment
Continental Airlines

- Funds from AIP grants and PFC revenue should be used to reduce landing fee rates;
- This application does not offset current landing fee rates; and,
- PFC application should fund projects that benefit carriers in proportion to their operations and should not create a competitive disadvantage for any airline.

Port Authority Response

- The projects included in this application are designed to enable the airports to realize their capacity airside, terminal, and landside. Each airport was evaluated based on its unique situation and needs. For example, several of the projects will enable airports to provide additional opportunities for competition. Projects were also included to help the airports meet mandated security needs at the airport consistent with their individual Airport Security Plan. All of this is consistent with the original intent of the PFC program.

However, the airport is very cognizant of the airline's financial situation and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

- Although the primary goal of this application is not to reduce landing fees, the Port Authority is working with the FAA for a Type A amendment to the existing PFC application that funded the existing Air Train EWR Project. Should the FAA approve the Type A amendment, the airlines will realize a reduction in the landing fee at the Airport. The Port Authority feels that the airlines should be reimbursed as soon as the Type A amendment is received.

2. **Airline Representative Comment**
Continental Airlines

- Runway Extension Drainage Infrastructure: Continental agrees that this should be completed.

3. **Airline Representative Comment**
Continental Airlines

- Airfield Expansion: This project should be completely funded by PFC's. The Port Authority has $80 million allocated to the project and therefore should be more aggressive in securing PFC and AIP funding.

Port Authority Response

- The Port Authority seeks funding from all eligible sources, including AIP and PFC funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

4. **Airline Representative Comment**
Continental Airlines

- Is the Perimeter Security Project mandated by TSA?

Port Authority Response

- The project meets, as concurred by the FSD, TSA requirements and is a supporting element of the airport's overall security program.

5. **Airline Representative Comment**

Continental Airlines

- Project to Plan for Expanded Terminal A has $20 million allocated for planning studies. Why spend funds on additional studies when several studies have already been completed. Also, why is the Port Authority planning to expand the terminal when there are airlines seeking to give gates back to the Port Authority.

Port Authority Response

- We concur that a number of studies have been undertaken, all of which have validated our approach to this project. The original draft called for $80 million for preliminary design of terminal expansion. The Project to Plan for an Expanded Terminal A will take the Port Authority to Stage I design and will designate a preferred option and will develop cost estimates. The Port Authority is obligated to make necessary preparations at the airport to ensure that forecasted passenger growth can be accommodated.

  In addition, previous studies prescribed a range of terminal development scenarios and did not detail a preferred terminal expansion plan. Using the preferred detailed expansion plan, the Port Authority will complete a financial plan and a terminal business development plan that will validate the financial feasibility of the proposed project.

- In order to provide for adequate planning, the Port Authority must take a long-term approach in addressing future demands and cannot base terminal planning on current conditions. The Port Authority will develop a stakeholders group to discuss terminal development plans and will seek alternative sources to fund the terminal development. The financial plan contained within this project will provide a formula for recovering costs associated with terminal development.

- There has been no official notice to the Port Authority regarding the give back of gates from any airline at EWR. We understand that there is some discussion among some Master Lessees regarding the consolidation and/or reconfiguration of their leasehold and gate properties. These discussions are ongoing and have not resulted in any request or agreements between or among these carriers to date.

6. Airline Representative Comment
Continental Airlines

- For the Modification of Terminal B Project, we have similar comments as the Project to Plan for Expanded Terminal A. Continental prefers that PFC's benefit all carriers and not just select carriers in specific terminals. Port Authority Capital should be used rather than PFC revenue.

Port Authority Response

- As the airport operator, the Port Authority is obligated to enhance the safety, operations, and security of the airport. It is incumbent upon the Port Authority to utilize all available and eligible sources of funding to accomplish these goals.

Airline Representative Comment
British Airways

- British Airways agrees with the Port Authority on the need to upgrade Terminal B. The international carriers have been operating out of a terminal that is not configured to efficiently handle passengers as other airlines can on the Airport.

7. **Airline Representative Comment**
Continental Airlines

- Continental Airlines agrees with the need for the Perimeter Security Project.

8. **Airline Representative Comment**
Continental Airlines

- The PFC revenue allocated to the Vertical Circulation Improvements in Terminal A does not benefit unit terminal operators. The issue with this project is who is actually paying for the improvement.

Port Authority Response

- This project was previewed with the airlines over three years ago and PFC's were included in the project's financing plan. The current location of the vertical circulation elements in the terminal is not adequate to meet existing passenger use.

9. **Airline Representative Comment**
Continental Airlines

- Continental prefers that the North Area Roadway Improvements Project be deferred and PFC's should be used to reduce rates and charges. The project appears to benefit the Port of Newark.

Port Authority Response

- The project has previously been deferred. Although air cargo is a benefactor of the project, most air cargo in the North Area is generated by passenger airline cargo. The project will benefit all traffic by providing trucks with a safe and efficient routing to the north cargo areas. In addition, access will be improved to the long-term auto parking lot (Economy Lot

P6) that air passengers for all airlines utilize. Current statistics indicate that air passengers park over 800 automobiles per day in Economy Lot P6.

10. Airline Representative Comment
Continental Airlines

- For the ILS and RSA Projects, AIP should be used rather than PFC revenue.

Port Authority Response

- The Port Authority is seeking AIP funding for the planning phase of the project.

This concludes the transcript of comments presented by the airlines to the Port Authority. The consultation meeting concluded at approximately 12:35 p.m., May 17th, 2004.

JOHN F. KENNEDY INTERNATIONAL AIRPORT
May 18, 2004, 9:00 a.m.
Transcribed Meeting Notes

On April 15, 2004, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent letters to all non-exempted domestic air carrier and foreign air carrier operating at JFK, EWR and LGA airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield and landside capital development projects at EWR, JFK, and LGA. Attached to the letter were the description of the proposed PFC projects, the PFC dollar level, the proposed charged effective date and the estimated charge expiration date and the air carrier at the airport that will be excluded from collecting the PFC, include an explanation for the exemptions and the estimated number of passengers enplaned annually. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at JFK.

At 9:00 a.m., May 18th, 2004 Port Authority staff met with the ten airlines that elected to attend the consultation meeting at JFK Ramada Inn, Jamaica, New York. At approximately 9:15 a.m., Mr. Richard Louis, Acting Assistant Director for Capital Programs, opened the meeting by welcoming the airline representatives and other participants. Mr. Louis further explained the format of the presentation and stated that his discussion would be informal and that individuals should feel free to interrupt the presentation with questions or comments. He also noted that copies of the slides were available to the meeting attendees to follow along with the presentation. With that being said, Mr. Louis began the presentation.

The following provides a paraphrased version of questions, comments and responses.

1. **Airline Representative Comment**
   Delta Airlines

   - Does the PFC application fund concessions development within terminals?

   Port Authority Response

   - Concession areas are not a PFC-eligible project. However, it should be noted that Section 40117(a)(3)(F) of AIR-21 effectively expands the PFC eligibility of gates and related areas to include concession space directly under or adjacent to a gate and its associated hold room or ticket counter. Tenant finishes are not eligible nor are ineligible facilities outside the footprint of gates or related areas.

2. **Airline Representative Comment**
   American Airlines

- Can we have a soft copy of the presentation? Why are certain carriers excluded?

Port Authority Response

- A soft copy of the presentation will be provided to each attendee. In accordance with the criteria contained in FAA Order 5500.1, airlines that are exempted from 2004 Port Authority PFC consultation and collection are based on the following criteria:

  1. Groups of airlines with less than 1% of total passenger enplanements for each airport;
  2. Unscheduled Part 121 charter carriers that do not use the terminals; and,
  3. Unscheduled Part 121 charter carriers that use the terminal, but do not report individual passenger enplanements.

  The airlines that are included in Group 1 were selected based on their reported passenger enplanements for 2003. If the air carriers belonged to a group of airlines that represented less than 1% of total enplanements, they were included in Group 1. In addition to Group 1, it was determined that charter airlines operate at each airport that either do not use the terminal or do not report individual enplanements; these carriers are included in Groups 2 and 3. For example, there are unscheduled charter air carriers at EWR and JFK that sell package tours to tourist destinations. These carriers typically make short-term arrangements with airlines holding long-term leases to use the established airlines ticket counters and gates for these unscheduled flights. Due to the nature of Unscheduled Part 121 operations, these particular carriers are not required to record and report individual passenger enplanements. Therefore, it is impossible to record and track the level of passenger enplanements for these unscheduled charter operations.

  Note: As an addendum to this comment, two carriers have been removed from the Excluded Class. These carriers are Atlantic Coast Airlines (now Independence Air) and Royal Air Maroc. Atlantic Coast Airlines was excluded because according to the FAA ACAIS Database, the airline was categorized as a Small Certificated Air Carrier as of April 15, 2004. This class was excluded by the Port Authority. In June 2004, Atlantic Coast Airlines started operations as Independence Air and is now classified by the FAA as a Large Certificate Route Carrier and as such is now non-exempt. Royal Air Maroc was originally excluded because it was incorrectly categorized as an Unscheduled Part 121 Charter Carrier.

  Because these two carriers were originally excluded, the Port Authority conducted individual consultation with these carriers and both carriers acknowledged no disagreement with the projects listed in the application.

3. **Airline Representative Comment**
   Delta Airlines

- Will there be air carriers at EWR operating Group VI aircraft?

Port Authority Response

- At this time the Port Authority is making accommodations for the NLA at JFK airport only.

4. **Airline Representative Comment**
New York Airline Liaison Office (NYALO)

- Has the Perimeter Security Project been coordinated with the TSA? Will the project result in reduced security costs?

Port Authority Response

- The security projects have been coordinated with the Federal Security Director (FSD) at each airport. The projects may result in reduced security costs due to the fact that modern security technology will reduce the need for physical patrols of the airport perimeter.

5. **Airline Representative Comment**
Delta Airlines

- Will the technology the project proposed to install be obsolete within a few years?

Port Authority Response

- No, the project addresses security infrastructure such as conduits, cabling, fencing, and the installation of high-technology security applications such as closed-circuit television cameras and intrusion detection systems. Airport security systems rely on computer-based technologies and as such are constantly evolving to provide the operator with the latest commercially available capabilities. As a result, the systems included as part of this project will be provided with the latest security technology available. However, flexibility will be designed into the security systems to facilitate the integration of technology advancements in order to avoid system obsolescence. To accommodate future technology advances, the systems may require minimal improvements such as software enhancements and individual component upgrades to maintain effectiveness, but complete system redesign will not be necessary. Given the pace of technological advances, it is common practice for modern security systems to be designed in this manner in order to take advantage of rapid technological advances. The Port Authority will apply this same design- criteria to ensure the operational and cost-effectiveness of the system.

6. **Airline Representative Comment**
Delta Airlines

- Will Port Authority capital be used to fund ineligible project elements?

Port Authority Response

- The Port Authority will examine a broad range of options for funding ineligible project elements. This will be addressed on a case-by-case basis and it is difficult to identify any one funding source for ineligible project elements.

7. **Airline Representative Comment**
Delta Airlines

- Can AIP be used to fund navigational aids projects? Can the Port Authority seek reimbursement for the PFC funds expended for navigational aids?

Port Authority Response

- Certain navigational aids projects are AIP eligible; however, Instrument Landing Systems (ILS), as proposed in this application, are not typically eligible for AIP funding. ILS projects are procured and installed by the FAA's Facilities and Engineering Division. The FAA has notified the Port Authority that the earliest the FAA can request funding for this particular project is 2009, and there is no guarantee that Congress will appropriate these funds.

- The Port Authority cannot seek reimbursement for PFC funds expended on navigational aids. The FAA would consider this NAVAIDS project as any other capital project and therefore the FAA would not provide reimbursement.

8. **Airline Representative Comment**
New York Airline Liaison Office (NYALO)

- Are all projects balanced with airfield needs?

Port Authority Response

- The immediate airside needs of the three airports are being met through a combination of AIP, PFC, and Port Authority resources.

9. **Airline Representative Comment**
American Airlines

- Is the Taxiway A & B Project for the A380? Are the taxiways further away from the Restricted Service Road (RSR)?

Port Authority Response

- The Relocation and Rehabilitation of T/W A and T/W B Project is mainly for existing aircraft. Approximately 30% of the project is associated with the A380. T/W A will be spaced farther from the RSR.

10. Airline Representative Comment
New York Airline Liaison Office (NYALO)

- What is the current weight restriction on the T/W A and B Bridges? Is new underpinning included in the project?

Port Authority Response

- The current limit is one A340 per day at 700,000 lbs on the Van Wyck Bridges only. The A340 and B777 are prohibited from using the JFK Expressway Bridges. The project will utilize existing piers but will include new decking.

11. Airline Representative Comment
Delta Airlines

- Is the T/W A and P Connector Project all A380 related?

Port Authority Response

- Yes, this project will accommodate the A380. However, the T/W A and P Connector will benefit all aircraft departing from R/W 13R and arriving on R/W 31L. The T/W will be designed to accommodate the A380 as well as the current aircraft fleet-mix serving JFK.

12. Airline Representative Comment
Delta Airlines

- Is the Planning Project for the Rehabilitation and Widening of R/W 13R just planning?

Port Authority Response

- Yes, this project is for planning purposes only for 13R-31L and the northernmost section of R/W 4L-22R. This project may include such planning requirements as environmental review and a landside access capacity and flow improvement analysis.

13. Airline Representative Comment
New York Airline Liaison Office (NYALO)

- Will there be any TSA funding in the Perimeter Security Projects?

Port Authority Response

- The perimeter security projects being undertaken reflect only a portion of the security work being done at EWR, JFK, and LGA. The Port Authority is aggressively seeking TSA funding for security projects and will continue to do so.

14. Airline Representative Comment
American Airlines

- Why is the Port Authority funding projects for Jet Blue? Has there been a specific scope developed? In the past, air carriers have been responsible for terminal development from the curb to the apron.

Port Authority Response

- The Infrastructure Study and Preliminary Design to Accommodate a New Terminal Project will examine and develop design documents for landside access and utility reconfiguration for the new Terminal. The work is limited to access roads that are part of the Air Terminal Highway, which, as part of the airport roadway network, benefits all airport users. This work is similar to the roadway work done for terminal development undertaken by airlines at EWR, JFK, and LGA.

At this point, the consultation meeting shifted to a discussion of projects at LaGuardia Airport.

15. Airline Representative Comment
New York Airline Liaison Office (NYALO)

- The CTB Phase I Project (Modernization Feasibility Study) has been presented as more than just a business plan.

Port Authority Response

- This is a very complex project that will combine project feasibility (e.g. construction, phasing, financial) and preliminary physical planning.

16. Airline Representative Comment
American Airlines

- Does the project include roadway improvements?

Port Authority Response

- It is likely that regardless of the alternative selected that the adjacent roadways will be impacted. An important element of the analysis included in this study is landside access. It is critical that the impact to the entire airport roadway network is considered.

17. Airline Representative Comment
New York Airline Liaison Office (NYALO)

- When a facility is constructed at LGA, some other facility has to be moved. Will there be a cost/benefit analysis of relocated existing structures?

Port Authority Response

- Yes, this is a very complex project. All elements of the project will be subject to financial feasibility analysis.

18. Airline Representative Comment
New York Airline Liaison Office (NYALO)

- The project will involve key airport issues. It is important to emphasize these issues in order to achieve buy-in from the airlines.

Port Authority Response

- Yes, there are a number of project aspects that will directly benefit the airlines such as the hydrant fueling system and modified aircraft parking needs.

19. Airline Representative Comment
American Airlines

- If the FAA will not provide 100% funding for the ARFF project, why is the Port Authority pursuing the project?

Port Authority Response

- The project meets TSA requirements and is a supporting element of the airport's overall security requirements. At this stage of the process the Port Authority is estimating that most portions of the facility are eligible for PFC funding. A project's eligibility will be determined once the design drawings and functional analysis are finalized. If the Port Authority finds more eligible project elements, we will seek to maximize the amount of PFC funding for the project.

This concludes the transcript of comments presented by the airlines to the Port Authority. The consultation meeting ended at approximately 11:20 a.m., May 18th, 2004.

LAGUARDIA AIRPORT
May 20, 2004, 10:00 a.m.
Transcribed Meeting Notes

On April 15, 2004, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent letters to all non-exempted domestic air carrier and foreign air carrier operating at JFK, EWR and LGA airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield and landside capital development projects at EWR, JFK, and LGA. Attached to the letter were the description of the proposed PFC projects, the PFC dollar level, the proposed charged effective date and the estimated charge expiration date and the air carrier at the airport that will be excluded from collecting the PFC, include an explanation for the exemptions and the estimated number of passengers enplaned annually. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at LGA.

At 10:00 a.m., May 20th, 2004 Port Authority staff assembled for the airline consultation meeting at the location prescribed in the consultation notification letter. The location of the meeting was at LaGuardia Airport, in the Hangar 7 Operations Conference Room. The Port Authority staff waited in the Operations Conference Room for over one hour and no airlines arrived for the consultation meeting.

At 11:30 a.m. the meeting was closed. No airlines arrived to provide verbal comments on the draft application.

ATTACHMENT D

Request to Exclude Class(es) of Carriers

ATTACHMENT D

REQUEST TO EXCLUDE CLASS(ES) OF AIRCARRIERS

In accordance with 14 CFR Part 158.11, the Port Authority of New York and New Jersey requests that certain air carriers be exempt from PFC collections.

The Port Authority has not randomly or arbitrarily selected individual air carriers for exemption; only groups of carriers based on specific criteria have been selected for exemption. The air carrier groups selected for exemption are classified based on criteria contained in the FAA/Department of Transportation, Air Carrier Activity Information System (ACAIS) database. Currently, the Port Authority is permitted to exempt groups of air carriers classified within this database that are responsible for less than 1% of the total annual passenger enplanements that occur at each airport.

In addition to exempting carriers with less than 1% of total enplanements, the FAA also permits the airport sponsor to designate other groups of carriers for exemption, provided that the basis for exemption is reasonable, not arbitrary, and nondiscriminatory.

In accordance with the criteria contained in FAA Order 5500.1, airlines that are exempted from 2005 Port Authority PFC collection are based on the following criteria:

1. Groups of airlines with less than 1% of total passenger enplanements for each airport;
2. Unscheduled Part 121 charter carriers that do not use the terminals; and
3. Unscheduled Part 121 charter carriers that use the terminal, but do not report individual passenger enplanements.

The airlines that are included in Group 1 were selected based on their reported passenger enplanements. If the air carriers belonged to a group of airlines that represented less than 1% of total enplanements, they were included in Group1. In addition to Group 1, it was determined that charter airlines operate at each airport that either do not use the terminal or do not report individual enplanements; these carriers are included in Groups 2 and 3. For example, there are unscheduled charter air carriers at EWR and JFK that sell package tours to tourist destinations. These carriers typically make short-term arrangements with airlines holding long-term leases to use the established airlines ticket counters and gates for these flights. Due to the nature of Unscheduled Part 121 operations, these particular carriers are not required to record and report individual passenger enplanements. Therefore, it is impossible to record and track the level of passenger enplanements for these unscheduled charter operations.

The main reason for exempting carriers from PFC collection is that the amount of PFC revenue collected from the airlines in these categories is not worth the burden of managing the PFC program from both the airline and Port Authority perspective. Furthermore, the comparative benefit that these groups of airlines realize from the capital projects is inconsequential to their respective operations, given the limited level of enplanements these carriers bring to the airport.

The airlines that have been exempted from PFC collection are shown on the following tables:

Newark Liberty International Airport Airline	Annual Enplanements
Buxmont Aviation Services, Inc.	6
Flight International,Inc.	5
Air Lexington, Inc.	3
Aero Charter, Inc.	2
Kinsey Interests, Inc.	2
Penn Air, Inc.	2
Florida Jet Services, Inc.	1
Wellsville Flying Services, Inc.	1
Chautauqua Airlines, Inc.	21,155
Mesa Airlines, Inc.	6,425
Champlain Enterprises, Inc.	5
Allegheny Commuter Airlines	0
North American Airlines, Inc.	4,389
Planet Airways	2,029
Miami Air International	1,671
Pace Airlines	1,370
Falcon Air Express, Inc.	284
Transmeridian Airlines	147
T.E.M. Enterprises, Inc.	64
Allegiant Air	34
Air Atlanta Icelandic	1,605
Air Comet S.A.	516
Bradley Air Services Ltd	137
Total Enplanements	39,853
Percent of Total Airport Enplanements	0.27%

John F. Kennedy International Airport Airline	Annual Enplanements
Leading Edge Aviation, Inc.	20
Buxmont Aviation Service, Inc.	16
Aerodynamics, Inc.	15
Florida Jet Service, Inc.	12
JIB, Inc.	5
Kinsey Interests, Inc.	2
United Express	0
American Eagle	0
Pace Airlines	16,383
Air Tran Airlines	40
Gulf Air Co, G.S.C.	0
Polar Airlines	0
Air Atlanta Icelandic	2,862
Cayman Airways Ltd.	140
Vanguard Airlines	0
Total Enplanements	19,495
Percent of Total Airport Enplanements	0.12%

LaGuardia Airport Airline	Annual Enplanements
Champlain Enterprises, Inc.	2,165
Total Enplanements	2,165
Percent of Total Airport Enplanements	0.02%

The exempted airline listing for each airport has been revised since the draft PFC application was distributed to the airlines in April 2004. The changes in the exempted listing include the following:

- **Removal of Atlantic Coast Airlines from John F. Kennedy International Airport and Newark Liberty International Airport exempted listing.** Atlantic Coast Airlines previously conducted operations as a United Airlines partner providing commuter service complementing United Airline's mainline schedule. In November 2003, Atlantic Coast Airlines announced that it would introduce a new low-cost independent air carrier under the name Independence Air. Atlantic Coast Airline's contract expired with United Airlines in April 2004 and Independence Air initiated operations on June 16, 2004. Presently, the airline utilizes regional jets aircraft and anticipates introducing Airbus A319 and A320 passenger aircraft.

- **Removal of Royal Air Maroc from John F. Kennedy International Airport exempted listing.** Royal Air Maroc was originally excluded because it was incorrectly categorized as an Unscheduled Part 121 Charter Carrier. Royal Air Maroc is actually classified as a Foreign Flag Carrier and as such is eligible for PFC collection.

- Because these two carriers were originally excluded, the Port Authority conducted individual consultation with these carriers and both carriers acknowledged no disagreement with the projects listed in the application.

ATTACHMENT E

Alternative Uses/Projects

ATTACHMENT E

ALTERNATIVE USE PROJECTS

The following document represents the alternative projects that the Port Authority may seek to fund with PFC revenue in the event that any or all of the "Impose Only" projects contained in the application are ultimately abandoned or disapproved. These projects have been reviewed by the airlines and the projects are eligible under the current PFC Regulations. Each of the projects listed below can be implemented within 5 years.

These projects are currently included in the Port Authority's Airport Capital Improvement Plan (ACIP), as shown in Attachment A.

Alternative Projects Summary

Airport	Project	Estimated Cost
Newark Liberty International Airport	Inter-Terminal Walkways	$190,000,000
Newark Liberty International Airport	Blast Fence North Area	$4,000,000
Newark Liberty International Airport	Fire Alarm Upgrade	$4,000,000
Newark Liberty International Airport	Guard Post Security	$10,000,000
Newark Liberty International Airport	School Soundproofing	$78,000,000
John F. Kennedy International Airport	Guard Post Security	$15,000,000
John F. Kennedy International Airport	Rehabilitation and Widening of Runway 13R	$92,000,000
John F. Kennedy International Airport	School Soundproofing	$24,000,000
LaGuardia Airport	Hardening Guard Posts	$10,000,000
LaGuardia Airport	Perimeter Security Phase II	$45,000,000
LaGuardia Airport	Runway Deck Rehbilitation Phase III	$50,000,000
LaGuardia Airport	Taxiway Rehabilitation	$25,000,000
LaGuardia Airport	School Soundproofing	$67,000,000
Total Alternative Projects		**$614,000,000**

ALTERNATIVE PROJECTS DESCRIPTIONS

NEWARK LIBERTY INTERNATIONAL AIRPORT

Inter-Terminal Walkways – This project will plan, design and construct elevated and moving pedestrian walkways between Terminals A, B and C. The Walkways will be enclosed with heating and cooling. The purpose of constructing the walkways is to separate pedestrians from taxi, bus and automobile traffic vehicle. Presently, there are no public walkways that allow airport patrons to efficiently walk between terminals. These walkways will be designed to accommodate the full-

range of passengers during all weather conditions. The design will also include provisions for Americans with Disabilities Act (ADA) compliance.

Blast Fence North Area – This project will renew a portion of the blast fence at the north end of the Airport adjacent to the east end of R/W 11-29. The existing fence is deteriorating and in the near future may not be capable of protecting the automobiles in long-term parking lot from the effects of jet and propeller blast.

Fire Alarm Upgrade – This project will upgrade the fire alarm system in Terminal B. The project will replace outmoded equipment with modern fire alarm detectors and monitoring systems to bring Terminal B in line with the alarm systems in the other terminals.

Guard Post Security – This project includes the planning, design and construction of new guard posts and rehabilitation of existing guard posts. Gates and guard posts are currently used at various locations throughout the airports. Gates and guard posts are typically located in areas where access to terminal areas, fuel farms, and other areas that allow direct access to the air operations area (AOA). This project will review the number, size, and location of access gates. Each one of the gates presents a potential intrusion point and therefore must be carefully examined to ensure positive control and monitoring of individuals entering and exiting the AOA and other sensitive areas of the airport. Guard posts are a critical component of gate control. The project will also consider the placement and protection of guard posts and prescribe basic capabilities that each guard post will possess, such as bullet resistance, crash proof, and remote surveillance and detection. These capabilities will provide security staff with protection and communications capability to respond to illegal entry onto the AOA.

School Soundproofing - Aircraft operations (take-offs and landings) in the vicinity of Newark Liberty International Airport create noise which affects the teaching environment in schools situated in close proximity to the Airport. In order to mitigate the effect of aircraft noise, a multi-year school-soundproofing program was initiated. Noise contour maps were developed and impacted schools within these contours were identified to be included in the program. This project involves the replacement of existing windows with dual glazed operable windows, modern air conditioning systems and other ancillary items, acoustically designed to achieve an interior noise level of 55 dB(A) (Decibels A Weighted).

JOHN F. KENNEDY INTERNATIONAL AIRPORT

Guard Post Security – This project includes the planning, design and construction of new guard posts and rehabilitation of existing guard posts. Gates and guard posts are currently used at various locations throughout the airports. Gates and guard posts are typically located in areas where access to terminal areas, fuel farms, and other areas that allow direct access to the air operations area (AOA). This project will review the number, size, and location of access gates. Each one of the gates presents a potential intrusion point and therefore must be carefully examined to ensure

positive control and monitoring of individuals entering and exiting the AOA and other sensitive areas of the airport. Guard posts are a critical component of gate control. The project will also consider the placement and protection of guard posts and prescribe basic capabilities that each guard post will possess, such as bullet resistance, crash proof, and remote surveillance and detection. These capabilities will provide security staff with protection and communications capability to respond to illegal entry onto the AOA.

Rehabilitation and Widening of Runway 13R-31L – This project will include design and construction for pavement widening and rehabilitation and the relocation of lighting, signage, drainage, marking and shoulders. The pavement will be widened to 200' to accommodate the Airbus A380, a Design Group VI aircraft, which is scheduled to enter service at JFK in late 2006. R/W 13R-31L was originally constructed to 200' width and was subsequently reduced to 150' for Group V aircraft; the original pavement is currently maintained as runway shoulder.

Lighting, shoulder pavement, drainage, signing and striping will be repositioned and upgraded as needed. The project may also consider the feasibility of moving the displaced thresholds on R/W 13R and R/W 31L to the end of each respective runway. This will enable better operational flow and reduce the need for longer taxiing. As with all airside projects, the planning study will examine methods to maximize construction activities during overnight hours in order to minimize operational impacts to airlines.

School Soundproofing - Aircraft operations (take-offs and landings) in the vicinity of John F. Kennedy International Airport create noise which affects the teaching environment in schools situated in close proximity to the Airport. In order to mitigate the effect of aircraft noise, a multi-year school-soundproofing program was initiated. Noise contour maps were developed and impacted schools within these contours were identified to be included in the program. This project involves the replacement of existing windows with dual glazed operable windows, modern air conditioning systems and other ancillary items, acoustically designed to achieve an interior noise level of 55 dB(A) (Decibels A Weighted).

LAGUARDIA AIRPORT

Hardening Guard Posts – This project includes the planning, design and construction of new guard posts and rehabilitation of existing guard posts. Gates and guard posts are currently used at various locations throughout the airports. Gates and guard posts are typically located in areas where access to terminal areas, fuel farms, and other areas that allow direct access to the air operations area (AOA). This project will review the number, size, and location of access gates. Each one of the gates presents a potential intrusion point and therefore must be carefully examined to ensure positive control and monitoring of individuals entering and exiting the AOA and other sensitive areas of the airport. Guard posts are a critical component of gate control. The project will also consider the placement and protection of guard posts and prescribe basic capabilities that each guard post will possess, such as bullet resistance, crash proof, and remote surveillance and

detection. These capabilities will provide security staff with protection and communications capability to respond to illegal entry onto the AOA.

Perimeter Security Phase II - This project will enhance perimeter and airport operations area (AOA) security at LGA. The project will complement overall security measures and will be coordinated with the LGA Federal Security Director (FSD) and will be consistent with Transportation Security Administration (TSA) guidelines for airport security. The project will incorporate design, purchase and installation of security related equipment and infrastructure.

This project will enhance the security posture of LGA. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas. By adding to and updating the perimeter security to complement improved security systems, security personnel will be able to more closely and thoroughly monitor activities in and around the AOA. The security enhancements will also enable staff to more quickly evaluate incidents and to concentrate their efforts in areas most prone to intrusion.

Runway Deck Rehabilitation Phase III: Construction at the runway deck includes rehabilitation of pile caps, concrete girders, deck slabs, expansion joints and steel sheet piling; replacement of pile wraps, cathodic protection system and rip-rap. By maintaining, repairing, upgrading and replacing runway deck elements, life cycle costs will be reduced and the deck capacity will be maintained, ensuring the reliability of this asset and minimizing the impact to operations that could result from immediate repair needs or a reduction in the load-carrying capacity of the deck.

Taxiway and Runway Rehabilitation: Construction of the taxiways (and runways) includes rehabilitation of asphalt pavement and in-pavement lighting systems, as well as improvement of safety areas and storm drainage systems. Maintaining taxiway (and runway) pavement will prevent further deterioration and subsequent damage to the pavement sub-grade, which would cause higher frequency of maintenance, lengthy disruption in operation and eventual full pavement and sub-grade removal and replacement at a much higher cost

School Soundproofing - Aircraft operations (take-offs and landings) in the vicinity of LaGuardia Airport create noise which affects the teaching environment in schools situated in close proximity to the Airport. In order to mitigate the effect of aircraft noise, a multi-year school-soundproofing program was initiated. Noise contour maps were developed and impacted schools within these contours were identified to be included in the program. This project involves the replacement of existing windows with dual glazed operable windows, modern air conditioning systems and other ancillary items, acoustically designed to achieve an interior noise level of 55 dB(A) (Decibels A Weighted).

ATTACHMENT F

Competition Plan/Update

U.S. Department
of Transportation
Federal Aviation
Administration

Office of Airport Planning
and Programming

800 Independence Ave., SW.
Washington, DC 20591

MAY 10 2004

Mr. William R. DeCota
Director, Aviation Department
The Port Authority of NY & NJ
Port Authority Technical Center
241 Erie Street
Jersey City, NJ 07310

Dear Mr. DeCota:

Thank you for submitting the Port Authority of New York & New Jersey's (Port Authority)'s FY 2004 Competition Plan update for Newark Liberty International Airport (EWR) and for participating in our recent telephone conference call. We have reviewed your Plan Update and have determined that it is in accordance with the requirements of section 155 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. 106-181, April 5, 2000, codified as Title 49 U.S. Code sections 40117(k) and 47106(f).

The EWR FY 2004 Update indicates the Port Authority has implemented the following competitive actions, including the following policies and practices:

- Prepared a gate utilization assessment for 2003 for use in enforcing contractual utilization standards to ensure greater gate efficiency and to accommodate requesting carriers;
- The gate utilization assessment resulted in:
  - Plans to recapture an underutilized exclusively leased gate (Gate 23, a former TWA gate) and to convert that gate to common-use, and
  - Plans to renegotiate the lease of an international carrier's underutilized gates.
- Accommodated the entry of domestic carriers (as well as international service):
  - Alaska Airlines, on a common-use gate and on a sublease with a signatory carrier; and
  - Southeast Airlines, which subleased an international carrier's gate;
- Completed a detailed Aircraft Gate and Ticket Counter Utilization Study, to update the conditions and activities of the airport and to provide management with information needed to facilitate requests for new entrant accommodation and expansion by incumbent carriers;

- Posted the availability of Competition Plans on the airport's web site;
- Clarified that the New Entrant Manager is the airport's Manager of Properties and Commercial Development and Competition, who is responsible for instilling competition strategies and objectives in the airport's decision-making process and in planning for the expansion of Terminal A;
- Clarified that the Port Authority oversees sublease fees and associated costs;
- Used airline station manager meetings to convey the need for tenant airlines to accommodate new entrants on a reasonable and timely basis, consistent with the AIR-21 Competition Plan objectives
- Provided new entrants with guidelines and information on gate availability to ensure fair and transparent distribution of information; and
- Directed the reporting of airline gate usage on a monthly basis to the airport's Properties and Commercial Development Division, for purposes of determining underutilization of gates and to inform the executive staff on compliance with AIR-21 initiatives.

The Update also indicates the Authority plans to implement the following competitive actions:

- Recapture additional gates that are currently underutilized and under long term leases;
- Apply for PFC funding for eligible expenses associated with the planning effort for the expansion of Terminal A;
- Continue planning efforts for gate and ticket counter expansion in Terminal B to encourage domestic use during off-peak hours;
- Publish gate schedule for Port Authority controlled gates at EWR on the web site;
- Enforce current gate utilization standards to assure gate efficiency; and
- Work with carriers to ensure access to additional markets.

As noted above, we have determined that your update meets the requirements of section 155 of AIR-21. We are enclosing with this letter a chart, prepared in April 2003, highlighting actions taken by airports covered by the Competition Plan requirements to reduce barriers to entry and enhance competitive access (EWR is included). We have distributed this product at several airport conferences in order to demonstrate the tools airport managers are using to comply with the statutory elements of the Competition Plan requirement, the competitive benefits that may be achieved through implementation of these tools, and other ancillary advantages that may be derived from these tools. This chart may be of interest to you as you implement your Competition Plan. Further, although not shown on the chart, at 29 of the 38 airports highlighted on the chart, new or expanded entry or service by low-cost carriers has occurred, and larger carriers have benefited through new lease arrangements and gate change accommodations.

Finally, we recommend that you continue to post the Competition Plan on the EWR web site.

We look forward to reviewing future updates to your Competition Plan. Your next update will be due 18 months from the date of this letter. We will notify you before the end of your 18-month cycle as to whether you remain a covered airport. As you may know, the Secretary is required by section 40117(k) to review implementation of Competition Plans from time to time to verify each covered airport implements its plan successfully. In connection with our review, we may determine that site visits to, or teleconferences with, one or more locations would be useful. We will notify you should we decide to visit EWR in connection with its Competition Plan.

If you have any questions regarding this letter or the FAA's review of your Plan, please contact Ms. JoAnn Horne, Manager, Airports Financial Analysis and Passenger Facility Charge Branch, at (202) 267-3831.

Sincerely,

Original Signed By

Dennis E. Roberts
Director, Office of Airport Planning
and Programming

Enclosure
APP-510: Jhorne 79922 th 5/6/04
APP500/1/510/AGC/AAS/C-10/APO

ATTACHMENT G

ALP/Airspace/Environmental

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE**********
PFC Application Number:
****

I. ALP Findings

1. Current ALP approval date: **January 2005**
   List proposed project(s) shown on this ALP:
   Airfield Expansion Project;
   North Area Roadway Improvements;
   Perimeter Security Project.

2. List proposed project(s) not required to be shown on an ALP:
   Runway Extension Drainage Infrastructure;
   Runway/Taxiway Pavement Rehabilitation Project;
   Project to Plan for Expanded Terminal A;
   Modernization of Terminal B;
   Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02;
   Vertical Circulation Improvements in Terminal A.

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

II. Airspace Findings

1. FAA Airspace finding date: **Listed Below** (repeat as necessary)
   List proposed project(s) covered by this finding:
   Airfield Expansion Project – June 2003;
   Perimeter Security Project – April 2004;
   Runway/Taxiway Pavement Rehabilitation Project – February 2005;
   North Area Roadway Improvements – February 2005.
2. List proposed project(s) not required to have an airspace determination
   Runway Extension Drainage Infrastructure;
   Project to Plan for Expanded Terminal A;
   Modernization of Terminal B;
   Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02;
   Vertical Circulation Improvements in Terminal A.

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:
   Airfield Expansion Project
   - T/Ws RL, W & Y at Terminal C 04/08/04;

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE**********
PFC Application Number:
****

I. ALP Findings

1. Current ALP approval date:
   List proposed project(s) shown on this ALP: **Listed Below**
   Relocation and Rehabilitation of T/W A and Rehabilitation of T/W B - May 2004;
   Perimeter Security Project – February 2005.

2. List proposed project(s) not required to be shown on an ALP:
   Reconstruction and Strengthening of Taxiways A and B Bridges;
   Runway 13L-31R Rehabilitation Project;
   Planning Project for the Rehabilitation and Widening of R/W 13R;
   Infrastructure Study/Preliminary Design to Accommodate a New Terminal;
   Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02.

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

II. Airspace Findings

1. FAA Airspace finding date: **Listed Below** (repeat as necessary)
   List proposed project(s) covered by this finding:
   Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B – January 7, 2005;
   Perimeter Security Project – February 2005;
   Reconstruction and Strengthening of Taxiways A and B Bridges – February 16, 2005;
   Runway 13L-31R Rehabilitation Project – February 16, 2005.

2. List proposed project(s) not required to have an airspace determination
   Planning Project for the Rehabilitation and Widening of R/W 13R
   Infrastructure Study and Preliminary Design to Accommodate a New Terminal
   Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

Rehabilitation of T/W B	05/22/03;
Runway 13L-31R Rehabilitation Project	04/22/04;

- RON and Relocation of T/Ws A & B 10/14/03;
- New Switch House #1 11/29/04;
- New Switch House #3 02/12/04;
- Switch House 2 (Rehabilitation of existing) 12/29/04.

North Area Roadway Improvements **12/29/04;**

Runway/Taxiway Pavement Rehabilitation Project
- Rehabilitation of T/W P 05/22/03;
- Rehabilitation of 4R/22L 10/23/03.

Perimeter Security Project **11/29/04;**
Project to Plan for Expanded Terminal A **N/A;**
Modernization of Terminal B **12/29/04;**
Vertical Circulation Improvements in Terminal A **12/29/04.**

2. Date of FAA Finding of No Significant Impact: **N/A**
(repeat as necessary)
List proposed project(s) covered by this finding:

3. Date of FAA environmental record of decision: **July 1997**
(repeat as necessary)
List proposed project(s) covered by this finding:
Runway Extension Drainage Infrastructure

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

Application Reviewed by:

Name	Routing Symbol	Date

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE**********
PFC Application Number:
****

I. ALP Findings

1. Current ALP approval date: **Listed Below**
   List proposed project(s) shown on this ALP:
   Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) – September 2002;
   Perimeter Security Project – February 2005.

2. List proposed project(s) not required to be shown on an ALP:
   Central Terminal Building (CTB) Modernization Feasibility Study
   Runway Rehabilitation Project;
   Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02.

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

II. Airspace Findings

1. FAA Airspace finding date: **Listed Below** (repeat as necessary)
   List proposed project(s) covered by this finding:
   Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) – June 2003;
   Perimeter Security Project – February 2005;
   Runway Rehabilitation Project – February 2005.

2. List proposed project(s) not required to have an airspace determination
   CTB Modernization Feasibility Study;
   Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02.

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:
   Perimeter Security Project
   - LGA Interim Security Fencing, Buoys, and Piles 04/06/04.

   Runway Rehabilitation Project
   - Rehabilitation of Runways 13-31 and 4-22 08/17/04.

   CTB Modernization Feasibility Study **N/A;**

Perimeter Security Project	11/29/04;
Reimbursement for Mandated Security Costs	N/A;
Infrastructure Study and Preliminary Design to Accommodate a New Terminal	N/A.

2. Date of FAA Finding of No Significant Impact:
   Improvements to Accommodate the Airbus A380 – 9/15/04
   (repeat as necessary)
   List proposed project(s) covered by this finding:
   Construction of Taxiway A and P Connector;
   Reconstruction and Strengthening of T/W A and B Bridges;
   Relocation and Rehabilitation of T/W A;
   Planning Project for the Rehabilitation and Widening of R/W 13R.

3. Date of FAA environmental record of decision: **See Item #2 above**.
   (repeat as necessary)
   List proposed project(s) covered by this finding:

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

Application Reviewed by:

Name	Routing Symbol	Date

ATTACHMENT H

RESPONSES TO AIRCARRIER COMMENTS

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-Projects for Newark Liberty International Airport – Page 1
-Projects for John F. Kennedy International Airport – Page 14
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SECTION 2 – Copies of Air Carrier Comment Letters

SECTION 1

Responses to Air Carrier Comments

RESPONSE TO AIR CARRIER COMMENTS

The Port Authority received twelve (12) letters from ten (10) air carriers and their respective affiliates at EWR, JFK, and LGA offering comments on the agency's PFC application. Pakistan International Airlines also provided a letter agreeing or disagreeing with the application, but did not provide comments on the specific projects contained in the application. In most instances, the air carrier comments were similar, if not identical to one another. All but one of the air carriers who responded via a letter to the Port Authority certified their agreement, disagreement, or conditional agreement/disagreement with respect to specific projects and not the application in its entirety. The remaining air carriers certified agreement by not providing a written certification of disagreement.

The air carrier comments were fully considered by the Port Authority in its preparation of the PFC application. The comments have been summarized and categorized by project. For each issue, the Port Authority has given a response, including the reasons for proceeding in the face of opposing comments.

PROJECTS AT NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR)

- Runway Extension Drainage Infrastructure
- Runway/Taxiway Pavement Rehabilitation
- Airfield Expansion Project
- Perimeter Security Project
- Project to Plan for Expanded Terminal A
- Modernization of Terminal B
- Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02
- Vertical Circulation Improvements in Terminal A
- North Area Roadway Improvements
- Upgrade of Navigational Aids for Runway 22R-22L
- Upgrade of Navigational Aids for Runway 4L
- Improvements to Runway Safety Areas

The air carriers that responded with written comments and certified agreement, disagreement, and/or conditional agreement with all or some of the components of these projects are as follows:

- American Airlines
- Comair
- Continental Airlines
- Delta Airlines
- Midwest Airlines
- Northwest Airlines
- Pakistan International Airlines
- United Airlines
- USAirways

1. **RUNWAY EXTENTION DRAINAGE INFRASTRUCTURE**
   All airlines certified agreement with this project.

   CARRIERS: American, Continental, Comair, Delta, Midwest, Northwest, United, USAirways
   COMMENTS: All comments received were in support of the project for reasons varying from enhanced safety and longevity to the fact that utilizing PFC funding for this project eliminates the need to raise flight fees.

2. **RUNWAY/TAXIWAY PAVEMENT REHABILITATION**
   All airlines certified agreement with this project.

   COMMENT: Two airline comments were received stating that the Port Authority should pursue additional AIP funding for this project.

   CARRIERS: Northwest, USAirways

   RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

3. **AIRFIELD EXPANSION PROJECT**
   All airlines certified agreement with this project.

   COMMENT: Six airline comments were received stating that The Port Authority should seek additional funding from appropriate grants-in-aid programs, including AIP funding, to limit the exposure to the carriers' rates and charges.

   CARRIERS: American, Comair, Delta, Northwest, United, USAirways

   RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

   COMMENT: The use of $79.97 million in Port Authority contributed capital should be eliminated so as to reduce airline flight fees.

   CARRIERS: Continental

   RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. In addition the Port Authority is pursuing alternative methods of reducing the flight fee. These methods include using PFC revenue to reimburse airlines for retroactive security costs associated with unfunded security mandates imposed by the FAA subsequent to the events of September 11, 2001.

4. PERIMETER SECURITY PROJECT

CARRIERS CERTIFYING AGREEMENT: Northwest
CARRIERS CERTIFYING DISAGREEMENT: American, Comair, Continental, Delta, Midwest, United, USAirways

COMMENT: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, funds should be provided by the Department of Homeland Security. The Port Authority must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

CARRIERS: American, Comair, Continental, Delta, Midwest, United, USAirways

RESPONSE: The Port Authority actively pursues alternative methods for funding security related projects at the airports. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhances the overall security posture of the airport.

5. PROJECT TO PLAN FOR EXPANDED TERMINAL A

CARRIERS CERTIFYING AGREEMENT: Delta, Comair, Northwest, Midwest

CARRIERS CERTIFYING DISAGREEMENT: American, Continental, United, USAirways.

COMMENT 1: Although the project may serve as an enhancement to competition and capacity at the airport, it must, too, include an analysis of the current demand within the terminal. A plan that would include best utilization of the current facilities should be addressed prior to implementing any plan that would expand the terminal facility. This project should not be approved for PFC funding until it is confirmed that a lack of facilities exists for new entrants.

CARRIERS: American, Comair, Delta, Midwest, United, USAirways

RESPONSE 1: The Port Authority has conducted a series of gate utilization studies that considers the current use of terminal facilities on a yearly basis by each individual airline. These studies are performed in accordance with FAA requirements for the completion of a Competition Plan that is updated and approved every 18 months. In addition to the analysis of current gate and ticket counter utilization, the Port Authority is responsible for developing plans to accommodate future passenger enplanement growth. The Port Authority has developed forecasts of passenger and aircraft operational activity that incorporates projections based on

FAA and airline industry analysis. Although the airline industry has experienced a worldwide downturn since 2001, Port Authority projections indicate that EWR's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013, or an approximate 30% increase in total enplanements over current passenger activity therefore, planning must begin as soon as possible to accommodate future demand.

COMMENT 2: Eligible PFC projects must be limited to those programs for which an "immediate and justifiable" need exists. It is understood that several existing Terminal A air carriers have expressed their desire to return surplus gates and support facilities to the Port; consequently, this project should be deferred indefinitely until a definitive need exists. Further, we encourage the Port to enter into good faith negotiations with Terminal A air carriers regarding the immediate return of surplus gates and support facilities so as to provide immediate and enhanced competition.

CARRIERS: United, USAirways

RESPONSE 2: Terminal planning, design and construction is an extremely complex and detailed effort. If the Port Authority defers the project until an "immediate and justifiable" need exists it will be too late to design a terminal building and stage construction that will address not only immediate needs but also the long-term needs of airlines and air passengers to accommodate the expected passenger demand.

It must also be considered that Terminal A has remained virtually unchanged since the terminal was constructed in 1973 when the airport served 3 million annual passengers. Today the airport serves over 30 million annual passengers and is projected to serve 40 million annual passengers within the next ten years.

There has been no official notice to the Port Authority regarding the give back of gates from any airline at EWR. We understand that there is some discussion among some Master Lessees regarding the consolidation and/or reconfiguration of their leasehold and gate properties. These discussions are ongoing and have not resulted in any request or agreements between or among these carriers to date.

Continental's comments for disagreeing with this project are broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to projects that reduce rate base costs, e.g. flight fees and monorail fees.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

Although the primary goal of this application is not to reduce landing fees, the Port Authority is working with the FAA for a Type A amendment to the existing PFC application that funded the Newark Monorail - Northeast Corridor. When the Type A is approved, the airlines at Newark would receive monorail fee relief of almost $5 million per year. In the first year (2005) the airlines will get prorated relief.

COMMENT 2: The required amount is out of line (significantly higher) with similar planning costs for a seemingly larger project scope at EWR Terminal C.

RESPONSE 2: The Terminal A Expansion project is significantly different from other recent terminal projects for several reasons. First, this project requires a sizeable increase in the amount of terminal planning required compared to that which was allocated for other terminal projects. Secondly, the degree of flexibility that was afforded to those projects does not exist for the Terminal A project. In the case of Terminal C, there was a single unit terminal operator, which allowed the redevelopment of Terminal C to occur with little inconvenience to operations.

However, this is not the case at Terminal A. There are currently nine (9) air carriers that operate at Terminal A with widely varying arrival and departure schedules. Comparisons with other Terminal projects are difficult to make because of the nature of work performed in the other terminals. For example, the Terminal C project constituted a nearly full reconstruction of the terminal building with certain operations relocated to other available terminals during construction. In comparison, Terminal A must provide a consistently safe, secure and operational environmental for uninterrupted passenger accommodation during construction. Finally, the Terminal A project involves both roadway and terminal frontage improvements, which were not included in other terminal projects, increasing the total cost of the project.

COMMENT 3: The Port Authority has previously commissioned a number of expansion studies for a Terminal A site that has a very limited number of ways to increase gates. Such prior studies should be "refreshed" at a fraction of the proposed cost.

RESPONSE 3: This project builds on previous terminal design studies. The results of this project will form the basis for detailed architectural and engineering design efforts that will directly follow this project. Before detailed design can be accomplished it is vital to address alternative development options that must be explored to ensure that the most cost-effective and operationally accommodating terminal expansion concept is adopted. It should be noted that this project includes a much larger scope then previous efforts. This project will advance terminal design concepts to the designation of a preferred alternative and approximately Stage 1 design and include environmental documentation. It could prescribe an expansion that could double the Terminal floor space from the present 520,000 square feet to 1,100,000 square feet, add 80 ticket counters, eight (8) passenger loading gates, reconfigure seven (7) baggage claim facilities and add two (2) claim devices. The costs associated with this initial planning effort

will be approximately 1% - 2% of the total estimated project cost that is expected to be in the range of $1.3 billion – $1.7 billion.

COMMENT 4: Both United and USAirways have offered back gates to the Port Authority, which has rejected them with the result that the revenues stream to the Port Authority associated with these gates has been preserved. These gates could have been reclaimed by the Port Authority and used to enhance competition.

RESPONSE 4: There has been no official notice to the Port Authority regarding the give back of gates from any airline at EWR. We understand that there is some discussion among some Master Lessees regarding the consolidation and/or reconfiguration of their leasehold and gate properties. These discussions are ongoing and have not resulted in any request or agreements between or among these carriers to date.

COMMENT 5: Runway capacity rather than terminal capacity is the biggest constraint to future growth at EWR. The project justification cites a projection of 40 million passengers served by 2013. However, it is likely that the combined capacities of Terminals A, B, and C already meet or exceed that processing capability.

RESPONSE 5: This comment is not accurate. In 2002/2003, The Port Authority conducted a thorough analysis of the terminal and airfield capacity of EWR using FAA guidelines and current industry accepted methods for measuring airport capacity. The determination of this analysis was that there exists an imbalance between airfield capacity and terminal capacity, and with the current runway and taxiway configuration that there is a need for an additional 20 gates to accommodate the full airfield capacity. This analysis utilized a conservative approach that did not significantly alter the types of aircraft currently serving EWR. Current gate turns per day and airfield hourly capacity was factored to derive the anticipated 20 gates needed to accommodate passenger and aircraft activity forecasts.

6. MODERNIZATION OF TERMINAL B

CARRIERS CERTIFYING AGREEMENT: Delta, Comair, Midwest

CARRIERS CERTIFYING DISAGREEMENT: American, Continental, United, USAirways, Northwest

COMMENT 1: This project should be reviewed in its entirety to ensure the passengers' and the carriers' major concerns are being addressed. The Port Authority must agree to work closely with the carriers and the TSA in order to alleviate the congestion in the security areas within the terminal.
CARRIERS: American, Comair, Delta, Midwest

RESPONSE 1: This project is focused on reducing passenger congestion in the terminals,

improving security functions, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority for the Airport. The project will add a total of 30 ticket counters and will reconfigure three of the baggage claim facilities. Prior to entering into construction, the Port Authority will review the modernization design with all terminal stakeholders to ensure maximum participation by all concerned tenants. The EWR Federal Security Director (FSD) has provided key insight into the security improvement aspects of the project.

COMMENT 2: When this and the Terminal A projects are completed, nothing will have been done to alleviate the passenger screening congestion in the B1 Terminal. Yet carriers in all of Terminal A, and those carriers operating in terminals B2 and B3 will have benefited to the extent that the B1 carriers will be at a competitive disadvantage. The Port needs to include the B1 passenger-screening checkpoint in this project in order to maintain competitive equilibrium.

CARRIER: Northwest

RESPONSE 2: Passenger screening in Terminal B-1 will be addressed as part of a separate project that will be conducted concurrently with the Terminal B Modernization. Project elements that will alleviate security-screening congestion will be conducted utilizing a separate funding source.

COMMENT 3: Although the proposed project appears to meet FAR statute requirements, it is noted that the Port did not include PFC project funding in its application for prior similar improvements made to Terminal A, which is similar in age and condition to Terminal B and raises serious questions of fairness and equity. Terminal A air carriers made similar improvements and upgrades to Terminal A in the mid-1990's (Relifing Project), which could be reimbursable pursuant to the statute. We strongly urge the Port to modify its application to include reimbursement of those Terminal A Relifing Project improvements and upgrades for subsequent reimbursement to Terminal A air carriers covering their payment of Additional Rents. Further in its application, the Port attempts to justify the use of PFCs to "improve airline competition" and "accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers and to enhance international air carrier competition". Today, two-thirds of Terminal B supports international flight activity outside the scope of the Port Authority's Competition Plan.

CARRIER: United

RESPONSE 3: The Terminal Relifing Projects were comprehensively coordinated with each airline operating from Terminal A. The airline tenants mutually agreed to the purpose and need for the Relifing Project and the Port Authority and the airlines amended their existing lease agreements to reflect the investment made in terminal upgrades.
Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B

complex. Currently, these areas experience significant passenger congestion due to implementation of security mandates that required additional staff and passenger screening equipment that the terminal was not originally designed to accommodate.

This project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the ticketing areas to the boarding areas. The prime objective of the project will reduce passenger congestion in the terminals, improve security functions, and provide greater utilization of the terminal to meet the competitive objectives of the Port Authority.

COMMENT 4: As with the Terminal A Project, we do not believe that a near term and justified need has been demonstrated for this project. We also note that improvements and expansions to other terminal facilities, notably Terminal A, were financed and paid for by those airline tenants. Therefore, the Port should treat Terminal B tenants similarly and use PFC revenues for the general benefit of all airport users.

CARRIER: USAirways

RESPONSE 4: We believe that the current levels of congestion that occur within the terminal building during peak hours provide clear justification for the project to proceed without delay. Furthermore, forecast growth in passenger traffic will result in conditions within the building worsening each year until the work is complete.

It must also be considered that, although improvements have been made in Terminal B to accommodate international arriving passengers, facilities for departing passengers have remained virtually unchanged since the terminal was constructed in 1973 when the airport served 3 million annual passengers. Today the airport serves over 30 million annual passengers and is projected to serve 40 million annual passengers within the next ten years. Furthermore, the Port Authority is contributing over $53 million of it's own funds to complete the scope of this project.

Continental's comments for disagreeing with this project are broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to projects that impact the costs that account for the airline rate base that is allocated to all carriers.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

Although the primary goal of this application is not to reduce landing fees, the Port Authority is working with the FAA for a Type A amendment to the existing PFC application that funded the

Newark Monorail - Northeast Corridor. When the Type A is approved, the airlines at Newark would receive monorail fee relief of almost $5 million per year. In the first year (2005) the airlines will get prorated relief.

COMMENT 2: The Port Authority in its project description attempts to justify the use of PFCs as being in furtherance of its airline competition plan and objectives. Two-thirds of Terminal B supports international flights actively outside of the scope of the airline competition plan.

RESPONSE 2: Although an Airline Competition Plan is only required for domestic service, the Port Authority applies a similar principal to provide consumers with maximum travel alternatives on international routes. Currently, the goals of maximizing consumer choice for both international and domestic routes are being met through higher utilization of terminal facilities, such as ticket counters and gates. However, this high utilization of terminal facilities results in lower levels of service for air passengers. The long-term solution to meet the goals of enhanced airline competition is to provide additional ticket counters to accommodate demand without reducing passenger service levels.

In order to accommodate new carriers to enhance competition for domestic carriers and international air carriers, it is necessary to expand airline check-in areas and baggage claim areas. Considering that additional ticket counters cannot be added on to the existing departures level without increasing the terminal footprint requiring substantial terminal structural modification, the additional ticket counters will be added by converting the existing domestic baggage claim area on the lower floor of the terminal to a ticketing area.

Despite the dramatic increase in passenger enplanements, the departure facilities for Terminal B remain essentially as they were when the terminal was designed, constructed and dedicated in 1973 to accommodate approximately 3 million annual passenger enplanements. As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. This modernization will enhance passenger level of service, provide adequate accommodations for security personnel and equipment, and redirect passenger flows for more efficient routing through the terminal complex. Airlines currently operating out of Terminal B have demonstrated significant support for this project.

7. REIMBURSEMENT OF MANDATED SECURITY COSTS FROM 9/11/01–9/30/02

All air carriers certified agreement with this project.

CARRIERS: American, Continental, Comair, Delta, Midwest, Northwest, United, USAirways

COMMENT 1: The Port should continue to pursue the TSA to pay for these types of projects.

CARRIER: American

RESPONSE 1: The Port Authority is actively pursuing alternative methods for funding security related projects, including seeking additional AIP grant funds. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhances the overall security posture of the airport.

COMMENT 2: The Port Authority must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

CARRIERS: American, Comair, Delta

RESPONSE 2: Once these funds are received, The Port Authority will enact reductions in the flight fee at each airport to reflect the corresponding reduction in operating costs.

8. VERTICAL CIRCULATION IMPROVEMENTS IN TERMINAL A

CARRIERS CERTIFYING AGREEMENT: Delta, American, Comair, United, Northwest, USAirways, Midwest

CARRIERS CERTIFYING DISAGREEMENT: Continental

COMMENT: The project will provide for the enhanced flow of passengers and baggage through the terminal facility and better accommodate the disabled passenger in meeting all ADA requirements. The Port needs to demonstrate a need for all these improvements before they move forward with the project.

CARRIER: American

RESPONSE: This project will construct new large capacity elevators serving all four levels of Terminal A. The project may also include new escalators connecting the baggage claim area to the lower level ground transportation and parking level. In addition, an enlarged lobby at the ground transportation and parking level will accommodate a new ground transportation area. Over 45,000 arriving and departing passengers utilize Terminal A during the course of an average day. The existing elevators are undersized resulting in excessive congestion around elevators and baggage carts being used on escalators. Furthermore, the existing elevators and the escalators connecting the baggage claim area and the lower level ground transportation and parking level are not optimally located for passenger convenience and accessibility. Currently there are three banks of escalators and two small passenger elevators that can accommodate approximately six (6) passengers each connecting the arrivals, departures and HOV roadway/parking levels. These elevators were originally installed when the terminal was

dedicated in 1973 with annual passenger enplanements of 3 million per year versus the current 30 million enplaned passengers per year.

As passenger volumes increase at EWR, traffic congestion increases on the terminal frontage roadways. EWR's strategy for addressing this problem has been to remove unnecessary vehicles from the frontage roadways. To this end, a new HOV roadway and frontage was recently completed on the ground/operations level in front of the three terminals. At Terminals B and C, buses now pick up passengers on this lower level. However, at Terminal A, buses cannot yet utilize the new HOV frontage, as the existing vertical circulation within the building is inadequate to handle the additional passenger traffic. A peak hour passenger traffic study conducted in 2000 determined that 6% of arriving passengers traveled to the parking lots on the lower level. This percentage will increase to a total of 19% of arriving passengers once the new HOV frontage is in operation.

CARRIER: Continental

Continental's comments are the same as their comments for Project 6, Modernization of Terminal B. Responses are broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to projects that impact the costs that account for the airline rate base that is allocated to all carriers.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

Although the primary goal of this application is not to reduce landing fees, the Port Authority is working with the FAA for a Type A amendment to the existing PFC application that funded the Newark Monorail - Northeast Corridor. When the Type A is approved, the airlines at Newark would receive monorail fee relief of almost $5 million per year. In the first year (2005) the airlines will get prorated relief.

COMMENT 2: The Port Authority in its project description attempts to justify the use of PFCs as being in furtherance of its airline competition plan and objectives. Two-thirds of Terminal B supports international flights actively outside of the scope of the airline competition plan.

RESPONSE 2: This comment is not germane to the Port Authority's objectives to enhance competition. The goal of this project is to improve vertical circulation throughout the terminal building and provide elevators and escalators adequately sized to accommodate the levels of passengers currently using the facility.

9. NORTH AREA ROADWAY IMPROVEMENTS

CARRIERS CERTIFYING AGREEMENT: Northwest, USAirways

CARRIERS CERTIFYING DISAGREEMENT: Delta, Comair, Midwest, American, Continental, United

COMMENT 1: This roadway will be used solely by parties conducting business with the cargo carriers at the airport. There is no indication that the other users of the airport, including the traveling public and the passenger carriers, will see a benefit from this project. The Port Authority should seek funding from another source other than PFCs or the airlines.

CARRIERS: American, Comair, Delta, Midwest

RESPONSE 1: This project is not solely tailored for air cargo commerce. The project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of traffic between the North Cargo Area of EWR, Port of Newark and access to the interstate roadway system adjacent to EWR. The North Area Cargo Roadway is located on the Airport and is used by two (2) dedicated air cargo carriers, eleven (11) passenger airline cargo operations, and Airport patrons utilizing the adjacent long-term parking lot, Economy Lot P6. On a daily basis, airline passengers park approximately 800 automobiles in Economy Lot P6. Airport ground access, has a direct effect on airport demand and is an essential element in the effective functioning of any airport. Because these improvements will expand airside airport capacity, and therefore airline competition, this project falls within the scope of the PFC regulations (14 CFR 158) with respect to how PFC revenues may be used. Moreover, if PFC's were not applied to this project, rates and charges would have to increase in order to fund the project.

COMMENT 2: Uncertainty exists as to the carrier demand for improved access between the seaport and the air cargo area at EWR. Given today's economic environment, we recommend this project be deferred until demand sufficiently raises the project's priority standing as required by the passenger airlines that generate PFC revenues.

CARRIERS: Continental, Northwest

RESPONSE 2: This project is not solely tailored for air cargo commerce. This Project consists of the construction of a reconfigured airport roadway to provide safe and efficient routing of traffic between the North Cargo Area of EWR, Port of Newark and access to the interstate roadway system adjacent to EWR. The North Area Cargo Roadway is located on the Airport and will be used by the two (2) dedicated air cargo carriers, eleven (11) passenger airline cargo operations, and Airport patrons utilizing the adjacent long-term parking lot, Economy Lot P6. On a daily basis, airline passengers park approximately 800 automobiles in Economy Lot P6.

This project has been previously deferred and it is now imperative to complete this project to alleviate vehicle congestion and safety issues arising from traffic incompatibility between cargo trucks and air passenger automobiles.

10. UPGRADE OF NAVIGATIONAL AIDS FOR RUNWAY 22R-22L

CARRIERS CERTIFYING AGREEMENT: Delta, American, Comair, United, Northwest, USAirways, Midwest

CARRIERS CERTIFYING DISAGREEMENT: Continental

COMMENT: The Port Authority should pursue other FAA program funding and other grant funds (such as AIP funding) to the maximum extent available.

CARRIERS: Continental, Northwest, USAirways

RESPONSE: The Port Authority had previously requested that the FAA provide funding for these projects. The FAA informed the Port Authority that funding for these projects would not be available until 2009 at the earliest and there is no guarantee that Congress will appropriate the funds. The Port Authority understands that significant reductions in delay and associated costs to airlines may be realized with the implementation of this project. The Port Authority is conducting this project based on recommendations contained in the FAA Delay Reduction Strategy Analysis that was completed in 2002 to enhance IFR capacity at the airport during low visibility conditions. The Port Authority has coordinated this project with the FAA and the FAA has issued a letter of support for the Port Authority to install the equipment and turn the system over the FAA for operation and maintenance upon system completion. See FAA letter in Attachment I *Additional Information*.

11. UPGRADE OF NAVIGATIONAL AIDS FOR RUNWAY 4L

CARRIERS CERTIFYING AGREEMENT: Delta, American, Comair, United, Northwest, USAirways, Midwest
CARRIERS CERTIFYING DISAGREEMENT: Continental

COMMENT: The Port Authority should pursue other FAA program funding and other grant funds (such as AIP funding) to the maximum extent available.

CARRIERS: Continental, Northwest, USAirways

RESPONSE: The Port Authority had previously requested that the FAA provide funding for these projects. The FAA informed the Port Authority that funding for these projects would not be available until 2009 at the earliest and there is no guarantee that Congress will appropriate the funds. The Port Authority understands that significant reductions in delay and associated

costs to airlines may be realized with the implementation of this project. The Port Authority is conducting this project based on recommendations contained in the FAA Delay Reduction Strategy Analysis that was completed in 2002 to enhance IFR capacity at the airport during low visibility conditions. The Port Authority has coordinated this project with the FAA and the FAA has issued a letter of support for the Port Authority to install the equipment and turn the system over the FAA for operation and maintenance upon system completion. See FAA letter in Attachment I *Additional Information.*

12. IMPROVEMENTS TO THE RUNWAY SAFETY AREA

All air carriers certified agreement with this project.

CARRIERS: American, Continental, Comair, Delta, Midwest, Northwest, United, USAirways

COMMENTS: All comments received were in support of the project for reasons varying from enhanced safety and longevity to the fact that utilizing PFC funding for this project eliminates the need to raise flight fees.

PROJECTS FOR JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK)

- Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B;
- Construction of Taxiway A and Taxiway P Connector;
- Reconstruction and Strengthening of Taxiways A and B Bridges;
- Runway 13L-31R Rehabilitation Project;
- Planning Project for the Rehabilitation and Widening of Runway 13R;
- Perimeter Security Project;
- Infrastructure Study and Preliminary Design to Accommodate a New Terminal; and,
- Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02.

The air carrier comments were fully considered by the Port Authority in its preparation of the PFC application. The comments have been summarized and categorized by project. For each issue, the Port Authority has given a response, including the reasons for proceeding in the face of opposing comments.

The air carriers that responded with written comments and certified agreement, disagreement, and/or conditional agreement with all or some of the components of the project are as follows:

- Aerolineas Argentinas
- American Airlines
- Comair
- Continental Airlines
- Delta Airlines
- Midwest Airlines
- Northwest Airlines
- United Airlines
- USAirways

1. RELOCATION AND REHABILITATION OF TAXIWAY A AND REHABILITATION OF TAXIWAY B

CARRIERS CERTIFYING AGREEMENT: Aerolineas Argentinas, American (Conditional Agreement), Comair, Delta, Midwest, USAirways

CARRIERS CERTIFYING DISAGREEMENT: Continental, Northwest (Conditional Disagreement), United.

COMMENTS: Although much of this project will enhance the safety & longevity of the airfield system, there is a concern that nearly $25 million of this project relates to upgrades to the airfield to accommodate new large aircraft (NLA), specifically the Airbus A380. Since the projected number of NLA users is relatively small, the amount of PFC's that are dedicated to this project are disproportionate. This project can only be supported to the extent that expenditures are for the benefit of the broader aviation community and the majority of the users at the airport.

CARRIERS: American, Northwest, United

RESPONSE: The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in late 2006. There are presently eight carriers operating at JFK that are projected to operate the A380, and several other airlines at JFK have indicated interest in operating the aircraft as well. A program of airfield improvement projects is necessary to safely accommodate the physical size and operational characteristics of the A380. The taxiway relocation, in addition to providing adequate separation between T/W A and the restricted vehicle service road, will shift the existing taxiway shoulders to meet FAA Group VI design standards for the A380. The mission of this program is to complete all phased implementation of the projects within budget and prior to the arrival of the A380. If this project does not occur, and the runway is not widened to accommodate these new large aircraft, then airfield operations will be severely constrained in order to accommodate the A380. During landing, takeoff, and taxiing operations, certain runway/taxiway combinations would have to be shutdown to all other aircraft traffic in order to allow the A380 to operate safely. This will result in significant reductions in airfield capacity and dramatic increases in delays for all air carriers regardless of aircraft type.

The elements of this project that are directly related to A380 operations represent approximately 28% of the entire project budget. The remaining 72% of the project budget is reserved for project elements that are required to support operations by aircraft in the current fleet mix.

COMMENT: The Authority should pursue AIP and other grants-in-aid funds to the maximum extent available.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

2. CONSTRUCTION OF TAXIWAY A AND TAXIWAY P CONNECTOR

CARRIERS AGREEING: American, Comair, Delta, Midwest, USAirways

CARRIERS DISAGREEING: Aerolineas Argentinas, Continental, Northwest, United.

COMMENT: Although this project will enhance the safety & longevity of the airfield, this project is directly related to the accommodation of NLA aircraft, specifically the Airbus A380.

CARRIERS: Northwest, United

RESPONSE: Yes, this project will accommodate the A380. However, the T/W A and P Connector will benefit all aircraft departing from R/W 13R and arriving on R/W 31L. Presently, when long wheel based aircraft are transitioning from both the terminal area and the runway, these aircraft must taxi at a slower than normal speed in order to negotiate the existing turn radius, thereby reducing capacity on the Airport and contributing to departure and arrival delays. With the completion of the project, air carriers operating long-wheel based aircraft will be able to operate on more areas at JFK in a similar manner without having to conduct modified operational procedures.

Furthermore when Group VI aircraft are transitioning between the terminal areas on T/W A to P, R/W 13R-31L must be closed to arrivals and departures. This is due to the fact that the present configuration of the taxiway does not meet Group VI runway to taxiway separation standards. The new T/W A to P Connector configuration will resolve the runway to taxiway separation conflict by constructing new pavement that will allow for greater separation with the runway. The reconfigured T/W A and P Connector will be designed to accommodate the A380

as well as the current aircraft fleet-mix serving JFK.

The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in late 2006. There are presently eight carriers operating at JFK that are projected to operate the A380, and several other airlines at JFK have indicated interest in operating the aircraft as well. A program of airfield improvement projects is necessary to safely accommodate the physical size and operational characteristics of the A380. Considering the impending introduction of the A380 to JFK, it is prudent to incorporate Group VI criteria into the project design to accommodate the A380.

COMMENT: The Authority should pursue AIP and other grants-in-aid funds to the maximum extent available.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

3. RECONSTRUCTION AND STRENGTHENING OF TAXIWAYS A AND B BRIDGES

CARRIERS AGREEING: Aerolineas Argentinas, American (Conditional Agreement), Comair, Delta, Midwest, Northwest, USAirways

CARRIERS DISAGREEING: Continental, United.

COMMENT: Although this project will enhance the safety & longevity of the airfield, this project is directly related to the accommodation of NLA aircraft.

CARRIERS: American, United

RESPONSE: Approximately 85% of this project can be allocated to the introduction of the A380. This project will reconstruct and strengthen the two pairs of bridges that serve Taxiways A and B in the vicinity of the Van Wyck Expressway (Bridges J11 & J12) and the JFK Expressway (Bridges J13 & 14), where those roadways enter the Central Terminal Area (CTA). Presently, the Bridges are load restricted reducing B-777 and A340 taxiing operations to one per day at 700,000 lbs on the Van Wyck Bridges and they are restricted entirely from the JFK Expressway Bridges. These restrictions result in congestion on the runways and taxiways and can potentially result in safety hazards as aircraft must hold or are rerouted to alternate taxiways. The reconstruction project will be designed to accommodate current aircraft and future aircraft expected to operate at JFK.

The bridge deck and girders will be replaced and strengthened to accommodate existing aircraft fleet mix and the A380. The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in late 2006. There are presently eight carriers operating at JFK that are projected to operate the A380, and several other airlines at JFK have indicated interest in operating the aircraft as well.

The elements of this project that are directly related to A380 operations represent approximately 85% of the entire project budget. The remaining 15% of the project budget is reserved for project elements that are required to support operations by aircraft in the current fleet mix.

COMMENT: The Authority should pursue AIP and other grants-in-aid funds to the maximum extent available.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

4. RUNWAY 13L-31R REHABILITATION PROJECT

CARRIERS AGREEING: Aerolineas Argentinas, American, Comair, Delta, Midwest, Northwest, United, USAirways

CARRIERS DISAGREEING: Continental.

COMMENT: The Authority should pursue AIP and other grants-in-aid funds to the maximum extent available.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

5. PLANNING PROJECT FOR THE REHABILITATION AND WIDENING OF RUNWAY 13R

CARRIERS AGREEING: Aerolineas Argentinas, Comair, Delta, Midwest, Northwest (Conditional Agreement), USAirways

CARRIERS DISAGREEING: American, Continental, United.

COMMENT: Although this project will enhance the safety and longevity of the airfield, this project is directly related to the accommodation of NLA aircraft.

CARRIERS: American, Northwest, United

RESPONSE: Approximately half of this project budget is allocated to A380 operations. The remaining half of the project budget will be allocated to improving airfield efficiency on the bay side of the airfield. This will consider options such as Surface Movement Guidance and Control System (SMGCS), additional holding bays, lower instrument approach procedures and associated equipment, and deicing operations.

The main component of the project that is allocated for A380 operations is the widening of the runway pavement. The Airbus A380 is scheduled to begin operations at JFK at Terminals 1 and/or 4 in late 2006. There are presently eight carriers operating at JFK that are projected to operate the A380, and several other airlines at JFK have indicated interest in operating the aircraft as well. The pavement on R/W 13R-31L was originally constructed to 200' width. This project will consider the design and construction elements required to expand the runway width to ensure compatibility with the existing airfield pavements.

COMMENT: The Authority should pursue AIP and other grants-in-aid funds to the maximum extent available.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

6. PERIMETER SECURITY PROJECT

CARRIERS AGREEING: Aerolineas Argentinas

CARRIERS DISAGREEING: American, Comair, Continental, Delta, Midwest, Northwest, United, USAirways.

COMMENT: Although this project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The Port Authority must seek funding from the TSA, or other appropriate grants-in-aid funding to limit the exposure to the carriers' rates and charges.

CARRIERS: American, Comair, Continental, Delta, Midwest, Northwest, United, USAirways.

RESPONSE: The Port Authority is actively pursuing alternative methods for funding security related projects. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhance the overall security posture of the airport.

7. INFRASTRUCTURE STUDY AND PRELIMINARY DESIGN TO ACCOMMODATE A NEW TERMINAL

CARRIERS AGREEING: American, Comair, Delta, Midwest, USAirways. All were conditional agreements.

CARRIERS DISAGREEING: Aerolineas Argentinas, Continental, Northwest (Conditional Disagreement), United.

COMMENT: The project scope must be limited to the landside evaluation and analysis for possible use in conjunction with any project being considered on the current Terminal 5 & 6 sites. No PFC funding should be made available for any project that will be proprietary to a sole carrier.

CARRIER: American, Comair, Delta, Midwest, Northwest, USAirways

RESPONSE: This project is limited to landside access analysis and preliminary design. This project is necessary to accommodate development at the Terminal 5/6 Site, similar to Port Authority-sponsored projects for similar development at other terminals on the airport. This project will focus on passenger accessibility to the terminal site through roadway, multimodal access, and parking. An element of the project includes utility infrastructure modifications required by reconfiguration of the roadway and parking areas. The Port Authority has completed these types of projects for all terminal development projects at EWR, JFK and LGA.

COMMENT: PFC's should not be used for this specific project on the grounds that it does not meet FAR statute requirements.

CARRIER: Northwest

RESPONSE: This project clearly meets the goals of the PFC program on several levels. Current PFC legislation specifically allows the use of PFC funds for terminal development. This includes project related to public access, intermodal development, ground access and airport operations space. Furthermore, current legislation requires that all PFC eligible projects meet one or more objectives. This particular project clearly meets capacity and competition objectives of the PFC program and is therefore eligible for PFC revenues.

Continental Airlines comments for disagreeing are broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to projects that impact the costs that account for the airline base rate that is allocated to all carriers.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

Although the primary goal of this application is not to reduce landing fees, the Port Authority is working with the FAA for a Type A amendment to the existing PFC application that funded the Newark Monorail - Northeast Corridor. When the Type A is approved, the airlines at Newark would receive monorail fee relief of almost $5 million per year. In the first year (2005) the airlines will get prorated relief.

COMMENT 2: Continental refers to their comment for EWR Project 6. The Port Authority in its project description attempts to justify the use of PFCs here as being in furtherance of its airline competition plan and objectives. Two-thirds of the activity at this terminal support flight activity outside the scope of the airline competition plan.

RESPONSE 2: There is no competition plan at JFK. This comment does not specifically apply to this project at JFK due to the fact that the operations in Terminal 6 serve domestic destinations exclusively. By examining available infrastructure the Port Authority will be able to provide more of an informed analysis of terminal development proposals generated by airlines to ensure compatibility with the existing roadway network, entrance and egress to parking areas, Air Train interface, and existing utilities.

8. REIMBURSEMENT OF MANDATED SECURITY COSTS FROM 9/11/01–9/30/02

CARRIERS AGREEING: Aerolineas Argentinas, American (Conditional Agreement), Comair, Delta, Midwest, United, USAirways. Note: Northwest provided no comment or certification of agreement or disagreement for this project. Based on their response to identical projects at LGA and EWR, it is assumed that they agree with this project.

CARRIERS DISAGREEING: Continental.

COMMENT: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 9/11/01. The Port should continue to pursue the TSA to pay for these types of projects. The Port Authority must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

CARRIERS: American, Comair, Delta, Midwest

RESPONSE: The Port Authority is actively pursuing alternative methods for funding security related projects. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhance the overall security posture of the airport.

Once these funds are received, The Port Authority will enact reductions in the flight fee at each airport to reflect the corresponding reduction in operating costs.

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

PROJECTS AT LAGUARDIA AIRPORT (LGA)

- Central Terminal Building (CTB) Modernization Feasibility Study
- Central Terminal Building (CTB) Modernization Planning and Engineering
- Runway Rehabilitation Project
- Perimeter Security Project
- Crisis Command Center/Police & Airfield Rescue and Firefighting Facility
- Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

The air carriers that responded with written comments and certified agreement, disagreement, and/or conditional agreement with all or some of the components of the project are as follows:

- American Airlines
- Comair
- Continental Airlines
- Delta Airlines
- Midwest Airlines
- Northwest Airlines
- Pakistan International Airlines
- United Airlines
- USAirways

1. CENTRAL TERMINAL BUILDING (CTB) MODERNIZATION FEASIBILITY STUDY

CARRIERS AGREEING: American, Comair, Delta, Midwest, Northwest, United, USAirways

CARRIERS DISAGREEING: Continental

Continental Airlines comments for disagreeing are` broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to projects that impact the costs that account for the airline base rate that is allocated to all carriers.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

COMMENT 2: The Port Authority in its project description attempts to justify the use of PFCs here as being in furtherance of its airline competition plan and objectives. Two-thirds of the activity at this terminal support flight activity outside the scope of the airline competition plan.

RESPONSE 2: This statement is not accurate. Due to the current airline service and available competition, the Port Authority is not required to develop a Competition Plan for LGA.

2. CENTRAL TERMINAL BUILDING (CTB) MODERNIZATION PLANNING AND ENGINEERING

CARRIERS AGREEING: United

CARRIERS DISAGREEING: American, Comair, Continental, Delta, Midwest, Northwest, USAirways

Continental Airlines comments for disagreeing are broken down into the following:

COMMENT 1: PFC funds collected and commingled from all carriers should be dedicated to

projects that impact the costs that account for the airline base rate that is allocated to all carriers.

RESPONSE 1: The airport is very cognizant of the airlines financial situations and have taken steps through both the PFC program (e.g. the reimbursement of mandated security costs included in this application), AIP program and in other ways to reduce landing fees at its airports.

COMMENT 2: The Port Authority in its project description attempts to justify the use of PFCs here as being in furtherance of its airline competition plan and objectives. Two-thirds of the activity at this terminal support flight activity outside the scope of the airline competition plan.

RESPONSE 2: This statement is not accurate. Due to the current airline service and available competition, the Port Authority is not required to develop a Competition Plan for LGA.

COMMENT: The project should not be approved for use of PFC funding until the Modernization Feasibility Study is complete. This project should be limited to Impose Only.

CARRIERS: American, Comair, Delta, Midwest, Northwest, USAirways

RESPONSE: In response to this comment, which was also received during the consultation meeting at JFK, the Port Authority has agreed to change this project from Impose and Use to Impose only. The Port Authority will conduct the required consultation meetings with the airlines prior to requesting Use Authority from the FAA, after the determination of the Modernization Study is complete.

3. RUNWAY REHABILITATION PROJECT

CARRIERS AGREEING: American, Comair, Delta, Midwest, Northwest, United, USAirways

CARRIERS DISAGREEING: Continental

COMMENT: While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at LGA appear fully allocated to the JFK AirTrain for the period of this Application.

CARRIER: Continental
RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

COMMENT: The Port should pursue AIP and other grants-in-aid funding for this project.

CARRIER: USAirways

RESPONSE: The Port Authority seeks funding from all eligible sources, including AIP funding to the extent possible. However, it should be noted that the order of magnitude of projects included in this application far exceeds the Port Authority's AIP entitlement.

4. **PERIMETER SECURITY PROJECT**
All carriers disagreed with this project.

COMMENT: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The Port Authority must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

CARRIERS: American, Comair, Continental, Delta, Midwest, Northwest, United, USAirways

RESPONSE: The Port Authority is actively pursuing alternative methods for funding security related projects. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhance the overall security posture of the airport.

5. **CRISIS COMMAND CENTER/POLICE & AIRFIELD RESCUE AND FIREFIGHTING FACILITY**

CARRIERS AGREEING: American, Comair, Delta, Midwest, Northwest, USAirways. All agreements were conditional.
CARRIERS DISAGREEING: Continental, United

COMMENT: The scope of this project should be limited to the actual requirements to fulfill the requirements in 14 CFR Part 139.

CARRIERS: American, Comair, Delta, Midwest, Northwest, USAirways

RESPONSE: The ARFF portion of the project will be limited to meeting Part 139 compliance standards. However, there are other police and security requirements that must be accommodated within this facility. In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents

involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command will be an integral part of the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) and Police Facility.

These other functions are outside of the normal FAR Part 139 requirements, but due to space constraints at LGA it is imperative that these security, police and ARFF functions are combined into a consolidated facility. Furthermore, the FSD has reviewed this concept and concurs that this approach will enable the facility to provide the highest level of security monitoring and response coupled with the required ARFF capability.

COMMENT: PFC collections at LGA appear fully allocated to the JFK AirTrain for the period of this Application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

COMMENT: United does not question the project's justification; however, we are of the opinion that less expensive alternatives should be considered in order to eliminate the need to use Port Bonds and reduce future increases in air carrier rates and charges at the airport.

CARRIER: United Airlines

RESPONSE: As a matter of course, the Port Authority is always fiscally responsible in the projects performed at the airports. Regardless of the source of funding, the Port Authority routinely reviews proposed projects to ensure that each project provides a positive return with particular regard to safety, security, and operational efficiency for the tenant airlines. The Port Authority will apply these same criteria to this project. .

For this project the Port Authority has maximized PFC funding for the eligible portions of the project. At this stage of the project, approximately 70% of the estimated costs will be funded through PFC's. The PFC revenue collected as part of this application allows the Port Authority to fund capital development without direct costs passed on to the airlines.

6. REIMBURSEMENT OF MANDATED SECURITY COSTS FROM 9/11/01–9/30/02

CARRIERS AGREEING: American (Conditional), Comair, Delta, Midwest, Northwest, United, USAirways

CARRIERS DISAGREEING: Continental

COMMENT: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 9/11/01. The Port Authority must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

CARRIERS: American, Comair, Delta, Northwest, USAirways

RESPONSE: The Port Authority is actively pursuing alternative methods for funding security related projects. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program that is coordinated with the TSA Federal Security Director (FSD) at the Airport. Presently, security projects are PFC eligible and as such, this project represents an effective application of PFC funds. The project achieves the goal of providing the highest level of security systems available that enhance the overall security posture of the airport.

Once these funds are received, The Port Authority will enact reductions in the flight fee at each airport to reflect the corresponding reduction in operating costs.

COMMENT: PFC collection at LGA appear fully allocated to JFK AirTrain for the period of this application.

CARRIER: Continental

RESPONSE: This statement is not accurate. The PFC collections for the Air Train are under the authority of an existing PFC application that was approved in 1997 at a rate of $3.00 per passenger and amended in 2003. The new application prescribes a series of capital improvement projects for airfield and security enhancements and future terminal development, at a rate of $4.50 per passenger. The collection authority for the previous application will expire in 2008, three full years before the authority requested in this new application will expire.

SECTION 2

Copies of Air Carrier Comment Letters

AmericanAirlines®
CORPORATE REAL ESTATE

June 18, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application for Authority to Impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at EWR, JFK, and LGA.

Dear Ms. Clark:

Pursuant to 14 CFR Section 158.23, this letter and attachment shall serve as American Airlines, Inc.'s ("American") Certification of Agreement or Disagreement with respect to the projects specified in the Port Authority of NY & NJ's proposed PFC Application as presented at the Carrier Consultation meetings held on May 17th, May 18th, and May 20th 2004.

It is American's understanding that PFC eligible projects, by statute, are those that preserve or enhance the safety, capacity or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts or enhance competition among air carriers. In addition, American interprets the requirement that PFC-funded projects also qualify as AIP-eligible projects, mandating that PFC-funded projects be limited to those programs for which an immediate and justifiable need can be demonstrated. As a general comment, projects that cannot be justified based upon substantiated current need should be eliminated from the proposed PFC application and deferred for PFC application at the time when the need can be substantiated. The projects must meet a near-term and justifiable need, and proven to be cost effective and warranted. We urge the Port Authority of NY & NJ to apply for other sources of grants-in-aid to supplement any PFC funding on the projects.

American has reviewed the projects that are proposed for funding at the $4.50 PFC level. American appreciates the effort that the Authority has taken to demonstrate the objectives and merit for each of the proposed projects.

Having said that, however, the instability of the aviation industry does not currently have a foreseen conclusion, and the magnitude of industry contractions cannot yet be fully understood. American believes that the dramatic changes in the

P.O. BOX 619616, MD 5317, DALLAS/FORT WORTH AIRPORT, TEXAS 75261-9616

competitive environment seen thus far are significant, lasting, and impactful to airline business models. For example, the extreme price sensitivity of air travelers has led American in certain instances to absorb PFCs to remain competitive, resulting in very large cost increases for American.

American believes it is prudent to pause, rather than act, on plans that will lead to further increases in costs, including future collections of PFCs. The aviation industry is in a financial crisis, and American is hopeful that the future will bring with it a respite to this turmoil. In the meantime, however, it is incumbent on the aviation community as a whole to vigilantly maintain an environment that allows for viable cost structures.

Please accept this Certification of Agreement or Disagreement as a reflection of the grim economic conditions facing the aviation industry and the strong concerns that American has for controlling immediate and long term costs. American is optimistic that in the near future we will be in a better position to engage thoughtful planning efforts as those that have gone into this PFC request. In the meantime, we look forward to continuing to work with the Authority in developing and maintaining an airport facility that will meet the needs of the traveling public and the airlines serving the New York area airports.

In the event the Authority chooses to file the PFC application with the FAA, it is requested that the Authority notify American if any projects are eliminated prior to the filing or if there are any changes to specific elements of a proposed project prior to the filing. In addition, please send a copy of that section of the Airport's application, which summarizes and responds to the comments filed by the airlines.

If you have any questions, please feel free to contact my office. Your cooperation and consideration is sincerely appreciated.

Very truly,

N. Doug Hope
Senior Real Estate Counsel
Corporate Real Estate
American Airlines, Inc.
Tel: (817) 931-4735
Fax: (817) 967-3111

Attachment A
American Airlines, Inc.
Certification of Agreement/Disagreement
Newark Liberty International Airport
JFK International Airport
LaGuardia Airport
June 18, 2004

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Agreement

Comments: The project will enhance the safety and longevity of the airfield.

2. Runway Taxiway Pavement Rehabilitation Project

Project Cost:	$60,000,000.00
PFC Funding:	60,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide for the flexibility to enhance and upgrade the pavement strength for future operations at an effective cost.

3. Airfield Expansion Project

Project Cost:	$165,000,000.00
PFC Funding:	85,000,000.00
PANYNJ Bonds:	80,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield. The PANY&NJ must seek additional funding from appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

4. Perimeter Security Project

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Project to Plan for Expanded Terminal A

Project Cost:	$20,000,000.00
PFC Funding:	20,000,000.00

Position: Disagreement

Comments: Although the project may serve as an enhancement to competition and capacity at the airport, there must be a showing of a demonstrated need for such a facility within the terminal. A plan that would include best utilization of the current facilities should be addressed prior to implementing any plan that would expand the terminal facility. This project should not be approved for PFC funding until it is confirmed that a lack of facilities exists for new entrants. Certain carriers may be willing to release certain gates and other facilities under their leases to accommodate the demand needs of the airport, thus not making a terminal expansion necessary at this time. The market is in a state of flux at the current time and some carriers may drop out and free up more facilities. This project may be too premature. If a carrier wants to expand and pay for a new facility, then the Port can work that out with that specific carrier. The other airlines shouldn't be using their proportionate share of the PFC dollars to fund a new terminal for another carrier, especially where there is no demonstrated need for such a facility at the present time and the PFC dollars could be used for airfield projects.

6. Modernization of Terminal B

Project Cost:	$178,000,000.00
PFC Funding:	125,000,000.00
PANY&NJ Bonds:	53,000,000.00

Position: Disagreement

Comments: This project, much like the project to plan for the expansion of Terminal A, must be reviewed in its entirety to ensure the passengers' and the carriers' major concerns are being addressed. The PANY&NJ must work closely with the carriers and the TSA in order to alleviate the congestion in the security areas within the terminal. The PFC's allocated form this project could be used to for airfield projects.

7. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$9,000,000.00
PFC Funding:	9,000,000.00

Position: Conditional Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The Port should continue to pursue the TSA to pay for these types of projects. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

8. Vertical Circulation Improvements in Terminal A

Project Cost:	$31,000,000.00
PFC Funding:	31,000,000.00

Position: Conditional Agreement

Comments: The project will provide for the enhanced flow of passengers and baggage through the terminal facility and better accommodate the disabled passenger in meeting all ADA requirements. The Port needs to demonstrate a need for all these improvements before they move forward with the project.

9. North Area Roadway Improvements

Project Cost:	$11,000,000.00
PFC Funding:	11,000,000.00

Position: Disagreement

Comments: This roadway will be used solely by parties conducting business with the cargo carriers at the airport. There is no indication that the other users of the airport, including the traveling public and the passenger carriers, will see a benefit from this project. The PANY&NJ should seek funding from another source other than PFC's or the airlines.

10. Upgrade Navigational Aids for Runway 22R – 22L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

11. Upgrade Navigational Aids for Runway 4L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

12. Improvements to the Runway Safety Areas

Project Cost:	$12,000,000.00
PFC Funding:	12,000,000.00

Position: Agreement

Comments: The project will enhance the safety and operational capacity of Runways 11 and 29 to meet FAA standards.

JFK International Airport:

1. Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

Project Cost:	$90,000,000.00
PFC Funding:	90,000,000.00

Position: Conditional Agreement

Comments: Although much of the project will enhance the safety and longevity of the airfield system, there is a concern that nearly $25 million of this project relates to upgrades to the airfield to accommodate new large aircraft (NLA). Considering that very few carriers even plan on flying NLA, it is highly questionable as to whether the Port should pursue NLA projects without having a financial commitment from the aircraft manufacturers of the NLA and the airlines intending to fly the NLA which would pay for these improvements. NLA projects will not benefit the vast majority of the users of the airport, yet a tremendous amount of PFC dollars are being proposed to fund these projects. The Port should defer the NLA aspect of this project until such time that there is a strong demand for these type of improvements. Currently, there is little demand, costs to build and maintain will continue to rise, all while the airline industry continues to lose billions of dollars. These PFC funds could be better used on airfield projects that will benefit the majority of the users of the airport.

2. Construction of Taxiway A and Taxiway P Connector

Project Cost:	$4,000,000.00
PFC Funding:	4,000,000.00

Position: Agreement

Comments: This project will enhance the airfield taxiway system by providing uninterrupted movement of all aircraft between the two taxiways.

3. Reconstruction and Strengthening of Taxiways A and B Bridges

Project Cost:	$40,000,000.00
PFC Funding:	40,000,000.00

Position: Conditional Agreement

Comments: Although much of the project will enhance the safety and longevity of the airfield system, there is a concern that a large part of this project relates to upgrades to the airfield to accommodate new large aircraft (NLA). Considering that very few carriers even plan on flying these NLA, it is highly questionable as to whether the Port should pursue NLA projects without having a financial commitment from the aircraft manufacturers of the NLA and the airlines which would fly the NLA to pay for these improvements. NLA projects will not benefit the vast majority of the users of the airport, yet a tremendous amount of PFC dollars are being proposed to fund these projects. The Port should defer the NLA aspect of this project until such time that there is a strong demand for these type of improvements. Currently, there is little demand, costs to build and maintain will continue to rise, all while the airline industry continues to lose billions of dollars. These PFC funds could be better used on airfield projects that will benefit the majority of the users of the airport.

4. Runway 13L – 31R Rehabilitation Project

Project Cost:	$36,000,000.00
PFC Funding:	36,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and serve to extend the longevity of the runway pavement.

5. Planning Project for the Rehabilitation and Widening of Runway 13R

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Disagreement

Comments: Although the project may enhance the safety and longevity of the airfield system, there is a concern the bulk of this project relates to upgrades to the airfield to accommodate new large aircraft (NLA). Considering that very few carriers even plan on flying these NLA, it is highly questionable as to whether the Port should pursue NLA projects without having a financial commitment from the aircraft manufacturers of the NLA and the airlines which would fly the NLA to pay for these improvements. NLA projects will not benefit the vast majority of the users of the airport, yet a tremendous amount of PFC dollars are being proposed to fund these projects. The Port should defer the NLA aspect of this project until such time that there is a strong demand for these type of improvements. Currently, there is little demand, costs to build and maintain will continue to rise, all while the airline industry continues to lose billions of dollars. These PFC funds could be better used on airfield projects that will benefit the majority of the users of the airport. The project will provide for the safe and sufficient operation on the airfield and accommodate the demands of the new wide-body aircraft serving JFK today, as well as providing the requirements for the new large aircraft for the future in a cost effective manner

6. Perimeter Security Project

Project Cost:	$45,000,000.00
PFC Funding:	45,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Conditional Agreement

Comments: The project scope must be limited to the landside evaluation and analysis for possible use in conjunction with any project being considered on the current Terminal 5 & 6 sites. No PFC funding should be made available for any project that will be proprietary to a sole carrier.

8. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$21,894,475.00
PFC Funding:	21,894,475.00

Position: Conditional Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The Port should continue to pursue the TSA to pay for these types of projects. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study

Project Cost:	$15,000,000.00
PFC Funding:	15,000,000.00

Position: Agreement

Comments: The project will provide for an analysis to enable the PANY&NJ to plan for the expansion and enhancement of the airport landside areas to increase capacity, safety, and competition at the airport.

2. Central Terminal Building (CTB) Modernization Planning and Engineering

Project Cost:	$25,000,000.00
PFC Funding:	25,000,000.00

Position: Disagreement

Comments: The project should not be approved for use of PFC funding until the Modernization Feasibility Study is complete. This project should be limited to Impose Only.

3. Runway Rehabilitation Project

Project Cost:	$35,000,000.00
PFC Funding:	35,000,000.00

Position: Agreement

Comments: The project will provide for the continued safety and capacity of the runways and taxiways at LGA.

4. Perimeter Security Project

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility

PFC Funding:	40,000,000.00
PANY&NJ Bonds:	17,600,000.00
Project Cost:	$57,600,000.00

Position: Conditional Agreement

Comments: The scope of this project should be limited to the actual requirement to fulfill the requirements in 14 CFR Part 139.

6. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$12,274,885.00
PFC Funding:	10,000,000.00
AIP Grant-in-Aid:	2,274,885.00

Position: Conditional Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated,

security requirements due to the events of 09/11/01. The Port should continue to pursue the TSA to pay for these types of projects. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport

June 18, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application for Authority to Impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at EWR, JFK, and LGA.

Dear Ms. Clark:

Pursuant to 14 CFR Section 158.23, this letter and attachment shall serve as Comair, Inc.'s Certification of Agreement or Disagreement with respect to the projects specified in the Port Authority of NY & NJ's proposed PFC Application as presented at the Carrier Consultation meetings held on May 17th, May 18th, and May 20th 2004.

All PFC eligible projects must meet criteria to preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among carriers. The projects must meet a near-term and justifiable need, and proven to be cost effective and warranted. We urge the Port Authority of NY & NJ to apply for other sources of grants-in-aid to supplement any PFC funding on the projects.

Comair requests that the Port Authority provide a copy of the PFC application for our records, and that we be notified of any material change or revision made to the application due to comments received from the carriers or the FAA during the review process.

Respectfully,

Darlene Grieco
Manager, Properties & Contract Services

Attachment A
Comair, Inc.
Certification of Agreement/Disagreement
Newark Liberty International Airport
JFK International Airport
LaGuardia Airport
June 18, 2004

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Agreement

Comments: The project will enhance the safety and longevity of the airfield.

2. Runway Taxiway Pavement Rehabilitation Project

Project Cost:	$60,000,000.00
PFC Funding:	60,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide for the flexibility to enhance and upgrade the pavement strength for future operations at an effective cost.

3. Airfield Expansion Project

Project Cost:	$165,000,000.00
PFC Funding:	85,000,000.00
PANYNJ Bonds:	80,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield. The PANY&NJ must seek additional funding from appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

4. Perimeter Security Project

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Project to Plan for Expanded Terminal A

Project Cost:	$20,000,000.00
PFC Funding:	20,000,000.00

Position: Conditional Agreement

Comments: Although the project may serve as an enhancement to competition and capacity at the airport, it must, too, include an analysis of the current demand within the terminal. A plan that would include best utilization of the current facilities should be addressed prior to implementing any plan that would expand the terminal facility. This project should not be approved for PFC funding until it is confirmed that a lack of facilities exists for new entrants.

6. Modernization of Terminal B

Project Cost:	$178,000,000.00
PFC Funding:	125,000,000.00
PANY&NJ Bonds:	53,000,000.00

Position: Conditional Agreement

Comments: This project, much like the project to plan for the expansion of Terminal A, must be reviewed in its entirety to ensure the passengers' and the carriers' major concerns are being addressed. The PANY&NJ must agree to work closely with the carriers and the TSA in order to alleviate the congestion in the security areas within the terminal.

7. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$9,000,000.00
PFC Funding:	9,000,000.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

8. Vertical Circulation Improvements in Terminal A

Project Cost:	$31,000,000.00
PFC Funding:	31,000,000.00

Position: Agreement

Comments: The project will provide for the enhanced flow of passengers and baggage through the terminal facility and better accommodate the disabled passenger in meeting all ADA requirements.

9. North Area Roadway Improvements

Project Cost:	$11,000,000.00
PFC Funding:	11,000,000.00

Position: Disagreement

Comments: This roadway will be used solely by parties conducting business with the cargo carriers at the airport. There is no indication that the other users of the airport, including the traveling public and the passenger carriers, will see a benefit from this project. The PANY&NJ should seek funding from another source.

10. Upgrade Navigational Aids for Runway 22R – 22L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

11. Upgrade Navigational Aids for Runway 4L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

12. Improvements to the Runway Safety Areas

Project Cost:	$12,000,000.00
PFC Funding:	12,000,000.00

Position: Agreement

Comments: The project will enhance the safety and operational capacity of Runways 11 and 29 to meet FAA standards.

JFK International Airport:

1. Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

Project Cost:	$90,000,000.00
PFC Funding:	90,000,000.00

Position: Agreement

Comments: The project will enhance the safety and longevity of the airfield system. The project will also provide enhancements and upgrades required for the new large aircraft in a cost effective manner, thus increasing the capacity and enhancing competition.

2. Construction of Taxiway A and Taxiway P Connector

Project Cost:	$4,000,000.00
PFC Funding:	4,000,000.00

Position: Agreement

Comments: The project will basically provide safe and sufficient access to the terminal areas from Runway 13R-31L for the new large aircraft. However, it will also enhance the airfield taxiway system by providing uninterrupted movement of all aircraft between the two taxiways.

3. Reconstruction and Strengthening of Taxiways A and B Bridges

Project Cost:	$40,000,000.00
PFC Funding:	40,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and accommodate the demands of the current wide-body aircraft serving JFK today, as well as providing the requirements for the new large aircraft for the future in a cost effective manner.

4. Runway 13L – 31R Rehabilitation Project

Project Cost:	$36,000,000.00
PFC Funding:	36,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and serve to extend the longevity of the runway pavement.

5. Planning Project for the Rehabilitation and Widening of Runway 13R

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and accommodate the demands of the new wide-body aircraft serving JFK today, as well as providing the requirements for the new large aircraft for the future in a cost effective manner

6. Perimeter Security Project

Project Cost:	$45,000,000.00
PFC Funding:	45,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Conditional Agreement

Comments: The project scope must be limited to the landside evaluation and analysis for possible use in conjunction with any project being considered on the current Terminal 5 & 6 sites. No PFC funding should be made available for any project that will be proprietary to a sole carrier.

8. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$21,894,475.00
PFC Funding:	21,894,475.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study

Project Cost:	$15,000,000.00
PFC Funding:	15,000,000.00

Position: Agreement

Comments: The project will provide for an analysis to enable the PANY&NJ to plan for the expansion and enhancement of the airport landside areas to increase capacity, safety, and competition at the airport.

2. Central Terminal Building (CTB) Modernization Planning and Engineering

Project Cost:	$25,000,000.00
PFC Funding:	25,000,000.00

Position: Disagreement

Comments: The project should not be approved for use of PFC funding until the Modernization Feasibility Study is complete. This project should be limited to Impose Only.

3. Runway Rehabilitation Project

Project Cost:	$35,000,000.00
PFC Funding:	35,000,000.00

Position: Agreement

Comments: The project will provide for the continued safety and capacity of the runways and taxiways at LGA.

4. Perimeter Security Project

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility

Project Cost:	$57,600,000.00
PFC Funding:	40,000,000.00
PANY&NJ Bonds:	17,600,000.00

Position: Conditional Agreement

Comments: The scope of this project should be limited to the actual requirement to fulfill the requirements in 14 CFR Part 139.

6. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$12,274,885.00
PFC Funding:	10,000,000.00
AIP Grant-in-Aid:	2,274,885.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport

Continental

Continental Airlines, Inc.
PO Box 4607 HQSPF
Houston TX 77210-4607

Tel 713 324 6877

VIA FAX 212-435-3833 AND FEDEX

June 18, 2004

Ms. Patty Clark
Senior Advisor, Aviation Department
The Port Authority of New York and New Jersey
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application of the Port Authority of New York and New Jersey to the FAA for Authority to Impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at JFK, EWR and LGA

Dear Ms. Clark:

Pursuant to FAR 158.23(c)(2), Continental Airlines, Inc. ("Continental") provides its comments and written certification to the Port Authority of New York and New Jersey ("Port Authority") of projects contained in the above-referenced Application, as follows.

Continental believes this to be a most crucial opportunity in the joint airline-Port Authority efforts to mitigate current rates and charges and to fund priority airport improvement projects. As discussed at one of the three airline consultation meetings (May 17), Continental wants to reiterate a number of general themes and objections upon which our response to individual projects is based.

First, Continental believes that PFC program revenues should be used as a first priority to reduce existing levels of rates and charges at Newark Liberty International Airport ("EWR"), which has the highest in the nation and urgently requires substantial relief. This requires applying PFCs towards airfield and ground access projects where those project costs would otherwise be recovered through ever-increasing flight activity fees.

Importantly, if PFCs are permitted to be used as proposed to finance terminal improvements, the Port Authority could receive a windfall because the rates that will actually be charged to any future user(s) of such facilities should not be affected (or any improper subsidy given to them) as a result of how such facilities were financed. The Port Authority will not have invested its own capital in the facilities, but in Continental's view, the Port Authority could not properly charge any lesser amount to any user(s) because PFCs were used to finance the construction. In sharp contrast, if the Port Authority uses its own capital to fund airfield projects, the Port Authority is able to recoup that investment, plus an additional return, from all of the airlines as part of the

flight activity fee. Thus, as stated above, Continental believes that PFCs should be used in a manner that will reduce the flight activity fees, which will best enhance competition and will equitably benefit all carriers upon whose passengers PFCs are paid.

The Application also touts the virtues of EWR's airline competition plan and the desire to use PFCs in furtherance of its objectives, but misses the most important opportunity to enhance competition. The most effective approach to achieve the maximum enhancement of airline competition at EWR is not the Port Authority's proposal but applying PFC funds against projects affecting the high level of flight activity fees. The use of PFCs at EWR represents the greatest single opportunity to mitigate the harm to competition that exceedingly high levels of rates and charges create. We recommend a more aggressive and targeted approach to the Port Authority's use of PFCs to achieve this objective, even on eligible projects that may have already been commissioned or completed through other funding sources. Certain airfield improvement projects, the NEC monorail extension and the Southern Access Roadway Project (SARP) are but a few opportunities. The Port Authority has commented in prior discussions of the difficulty in accounting for project costs funded through the prior issuance of consolidated bonds. Continental believes that the Port Authority can perform such an accounting, which is no more burdensome than the cost of fixed investments in rates and charges currently being billed to and paid by tenant airlines, and pales in comparison with the enormous financial burden that airlines bear at EWR in paying such high flight activity fees.

While not specifically addressed in the Application to increase collection authority from $3.00 to $4.50 per passenger, Continental believes a Type B amendment[1] is clearly warranted on the EWR AirTrain system and should be sought without delay to remedy the serious imbalance between EWR and JFK on virtually identical Port Authority projects (and also should be pursued in respect of any other eligible historic airfield project at EWR where doing so will reduce the flight fee for all carriers). The disparity between the Port Authority's use of PFCs at EWR and JFK to separately fund AirTrain projects is enormous. In the case of JFK, PFCs represent 70% ($1.3 of the $1.9 billion) of total project costs. By comparison, only 46% or $350 million of the investment at EWR is paid for with PFCs. This imbalance causes a significant inequity with respect to EWR AirTrain rates paid by carriers. The current bill rate for EWR AirTrain is $2.25 per 1,000 pounds of take-off weight. The 2004 projected rate for JFK, on the other hand, is less than fifty cents. That is a 350% rate premium at EWR for the same kind of AirTrain system. Accordingly, Continental strongly recommends that the current application be further revised so as to include a Type B amendment on the EWR AirTrain system to eliminate this disparity and also in respect of any other eligible historic airfield project at EWR where doing so will reduce the flight fee for all carriers.

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[1] See 14 C.F.R. 158.37(b).

As to the specific proposed projects in the Application, our position and detailed comments are as follows:

<u>Newark Liberty International Airport</u>

1. **Runway Extension Drainage Infrastructure**

Project cost:	$30,000,000
PFC funding:	$30,000,000 (impose and use)
Position:	Agreement
Comment:	This project addresses improvements to airfield operational safety. Continental supports the use of PFC funds for this purpose. Not having this project funded by PFCs will raise flight fees.

2. **Runway/Taxiway Pavement Rehabilitation**

Project cost:	$60,000,000
PFC funding:	$60,000,000 (impose and use)
Position:	Agreement
Comment:	This project supports operational safety and extends the useful life of the runway pavement substructure. Continental supports the use of PFC funds for this purpose. Not having this project funded by PFCs will raise flight fees.

3. **Airfield Expansion Project**

Project cost:	$164,970,000
PFC funding:	$ 85,000,000 (impose and use)
PANYNJ capital:	$ 79,970,000
Position:	Agreement with comment on proposed funding level.
Comment:	This project already in progress should be considered for full funding with PFCs. Not supporting this would increase flight fees. This project supports airfield safety and a much-needed increase in Remain Over Night (RON) aircraft parking capacity. The use of $79.97 million in Port Authority contributed capital should be eliminated so as to reduce airline flight fees, by far the highest in the nation.

6. **Modernization of Terminal B**

Project cost:	$178,244,000
PFC funding:	$125,000,000 (impose and use)
PANYNJ capital:	$ 53,244,000
Position:	Disagreement
Comment:	(1) PFC funds collected and commingled from all carriers should be dedicated to projects that impact the costs that account for the airline rate base that is allocated to all carriers. (2) The Port Authority in its project description attempts to justify the use of PFCs here as being in furtherance of its airline competition plan and objectives. Two-thirds of Terminal B supports international flight activity outside the scope of the airline competition plan.

7. **Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

Project costs:	$12,083,814
PFC funding:	$ 9,000,000 (impose and use)
AIP funding:	$ 3,083,814
Position:	Agreement
Comment:	Continental supports the use of PFCs wherever possible to offset current levels of airline rates and charges at EWR, which are the highest in the nation.

8. **Vertical Circulation Improvements in Terminal A**

Project costs:	$31,000,000
PFC funding:	$31,000,000 (impose and use)
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

9. **North Area Roadway Improvements**

Project costs:	$11,000,000
PFC funding:	$11,000,000 (impose and use)
Position:	Disagreement
Comment:	Uncertainty exists as to the carrier demand for improved access between the seaport and the air cargo area at EWR. Given today's economic environment, we recommend this project be deferred until demand sufficiently raises the project's priority standing as required by the passenger airlines that generate PFC revenues.

4. **Perimeter Security Project**

Project cost:	$30,000,000
PFC funding:	$30,000,000 (impose and use)
Position:	Disagreement
Comment:	Consistent with other airline comments, Continental opposes the use of PFC revenue to fund TSA mandated projects.

5. **Project to Plan for Expanded Terminal A**

Project cost:	$20,000,000
PFC funding:	$20,000,000 (impose and use)
Position:	Disagreement
Comment:	(1) In furtherance of Continental's comments and responses above, PFC funds collected and commingled from all carriers should be dedicated to projects that reduce rate base costs, e.g., flight fees and monorail fees. (2) The requested amount is out of line (significantly higher) with similar planning costs for a seemingly larger project scope at EWR Terminal C. Program planning at Terminal C cost less than $4MM even with the inclusion of (a) an FIS international arrivals inspection facility, (b) the paving over of "Adams Ditch", (c) the construction of a hub operations control tower, and (d) the expansion of Terminal C by 19 gates. (3) The Port Authority has previously commissioned a number of expansion studies for a Terminal A site that has a very limited number of ways to increase gates. Such prior studies should be "refreshed" at a fraction of the proposed cost. (4) Both United and US Airways have offered back gates to the Port Authority, which has rejected them with the result that the revenue stream to the Port Authority associated with these gates has been preserved. These gates could have been reclaimed by the Port Authority and used to enhance competition. (5) Runway capacity rather than terminal capacity is the biggest constraint to future growth at EWR. The project justification cites a projection of 40 million passengers served by 2013. However, it is likely that the combined capacities of Terminals A, B and C already meet or exceed that processing capability.

2. **Construction of Taxiway A and P Connector**

Project cost:	$4,000,000
PFC funding:	$4,000,000
Position:	Disagreement
Comment:	While expenditures for this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

3. **Reconstruction and Strengthening of Taxiway A and B Bridges**

Project cost:	$40,000,000
PFC funding:	$40,000,000
Position:	Disagreement
Comment:	While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

4. **Runway 13L-31R Rehabilitation Project**

Project cost:	$36,000,000
PFC funding:	$36,000,000
Position:	Disagreement
Comment:	While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

5. **Planning Project for the Rehab and Widening of R/W 13R**

Project cost:	$5,000,000
PFC funding:	$5,000,000
Position:	Disagreement
Comment:	While expenditures for elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

10. Upgrade Navigational Aids R/W 22R - 22L

Project cost:	$10,000,000
PFC funding:	$10,000,000 (impose only)
Position:	Disagreement
Comment:	Continental is opposed to the use of PFCs as a funding source for NAVAID projects until it is demonstrated that FAA program funding has been thoroughly pursued.

11. Upgrade Navigational Aids on R/W 4L

Project cost:	$10,000,000
PFC funding:	$10,000,000 (impose only)
Position:	Disagreement
Comment:	Continental is opposed to the use of PFCs as a funding source for NAVAID projects until it is demonstrated that FAA program funding has been thoroughly pursued.

12. Improvements to Runway Safety Areas

Project cost:	$20,000,000
PFC funding:	$12,000,000
AIP funding:	$ 8,000,000
Position:	Agreement
Comment:	This project is required for operational safety. Not having this project funded by PFCs will raise flight fees.

<u>John F. Kennedy International Airport</u>

1. Relocation & Rehab of Taxiway A and Rehab of Taxiway B

Project cost:	$90,000,000
PFC funding:	$90,000,000 (impose and use)
Position:	Disagreement
Comment:	While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

6. **Perimeter Security Project**

Project cost:	$45,000,000
PFC funding:	$45,000,000
Position:	Disagreement
Comment:	We oppose using PFC funds for TSA-mandated projects; TSA should fund these itself. Airlines are prepared to discuss prioritizing elements of this project with reference to availability of other funding sources.

7. **Infrastructure Study & Prelim. Design to Accommodate New Terminal**

Project cost:	$5,000,000
PFC funding:	$5,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

8. **Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

Project cost:	$24,788,930
PFC funding:	$21,894,475
AIP funding:	$ 2,894,455
Position:	Disagreement
Comment:	PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

LaGuardia Airport

1. **CTB Modernization Feasibility Study**

Project cost:	$15,000,000
PFC funding:	$15,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

2. **CTB Modernization Planning and Engineering**

Project cost:	$25,000,000
PFC funding:	$25,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

6. **Perimeter Security Project**

Project cost:	$45,000,000
PFC funding:	$45,000,000
Position:	Disagreement
Comment:	We oppose using PFC funds for TSA-mandated projects; TSA should fund these itself. Airlines are prepared to discuss prioritizing elements of this project with reference to availability of other funding sources.

7. **Infrastructure Study & Prelim. Design to Accommodate New Terminal**

Project cost:	$5,000,000
PFC funding:	$5,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

8. **Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

Project cost:	$24,788,930
PFC funding:	$21,894,475
AIP funding:	$ 2,894,455
Position:	Disagreement
Comment:	PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

<u>LaGuardia Airport</u>

1. **CTB Modernization Feasibility Study**

Project cost:	$15,000,000
PFC funding:	$15,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

2. **CTB Modernization Planning and Engineering**

Project cost:	$25,000,000
PFC funding:	$25,000,000
Position:	Disagreement
Comment:	Continental incorporates here by reference its comments above, in particular, EWR Project 6.

3. **Runway Rehabilitation Project**

Project cost:	$35,000,000
PFC funding:	$35,000,000
Position:	Disagreement
Comment:	While expenditures for "state of good repair" elements of this project will enhance the safety and longevity of the airfield system, PFC collections at LGA appear fully allocated to JFK AirTrain for the period of this Application.

4. **Perimeter Security Project**

Project cost:	$10,000,000
PFC funding:	$10,000,000
Position:	Disagreement
Comment:	We oppose using PFC funds for TSA-mandated projects; TSA should fund these itself. Airlines are prepared to discuss prioritizing elements of this project with reference to availability of other funding sources.

5. **Crisis Command Center/Police & ARFF**

Project cost:	$57,600,000
PFC funding:	$40,000,000
PA Capital:	$17,600,000
Position:	Disagreement
Comment:	PFC collections at JFK appear fully allocated to JFK AirTrain for the period of this Application.

6. **Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

Project cost:	$12,274,885
PFC funding:	$10,000,000
AIP funding:	$ 2,274,885
Position:	Disagreement PFC collections at LGA appear fully allocated to JFK AirTrain for the period of this Application.

Lastly, the section of the application concerning the creation of an exempted class of carriers is in need of clarification. As written, confusion is created as to the exemption of certain regional affiliate carriers and not others. The Port Authority should more clearly state its intention to exempt only charters and unscheduled commuter carriers rather than creating the potential appearance of exemptions within the intended class of carriers.

In summary, Continental believes the current PFC application falls seriously short of maximizing the current opportunity to reduce current and future rate base costs, and thus

much of it meets with Continental's disagreement as detailed above. We recommend that the improvement, modernization and expansion of any terminal projects are funded other than with PFC revenue. Such funding capacities should be dedicated to pre-existing and future airfield and ground access projects to help lower costs to all carriers.

Sincerely,

Duane Siguenza

Duane M.I. Siguenza by CWS
Director, Corporate Real Estate

Copy to: FAA Eastern Regional Office
EWR AAAC
NYALO

Delta

June 18, 2004

Delta Air Lines, Inc.
Post Office Box 20706
Atlanta, Georgia 30320-6001

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application for Authority to Imposer and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at EWR, JFK, and LGA.

Dear Ms. Clark:

Pursuant to 14 CFR Section 158.23, this letter and attachment shall serve as Delta Air Lines Certification of Agreement or Disagreement with respect to the projects specified in the Port Authority of NY & NJ's proposed PFC Application as presented at the Carrier Consultation meetings held on May 17th, May 18th, and May 20th 2004.

All PFC eligible projects must meet criteria to preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among carriers. The projects must meet a near-term and justifiable need, and proven to be cost effective and warranted. We urge the Port Authority of NY & NJ to apply for other sources of grants-in-aid to supplement any PFC funding on the projects.

Delta requests that the Port Authority provide a copy of the PFC application for our records, and that we be notified of any material change or revision made to the application due to comments received from the carriers or the FAA during the review process.

Respectfully,

Larry Aldrich
Regional Director
Corporate Real Estate

cc: FAA Eastern Regional Office
Tom Browne, Air Transportation Association
Barry Molar, FAA
EWR AAAC

SKYTEAM

Attachment A
Delta Air Lines, Inc.
Certification of Agreement/Disagreement
Newark Liberty International Airport
JFK International Airport
LaGuardia Airport
June 18, 2004

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Agreement

Comments: The project will enhance the safety and longevity of the airfield.

2. Runway Taxiway Pavement Rehabilitation Project

Project Cost:	$60,000,000.00
PFC Funding:	60,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide for the flexibility to enhance and upgrade the pavement strength for future operations at an effective cost.

3. Airfield Expansion Project

Project Cost:	$165,000,000.00
PFC Funding:	85,000,000.00
PANYNJ Bonds:	80,000,000.00

Position: Agreement

Comments: The project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield. The PANY&NJ must seek additional funding from appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

4. Perimeter Security Project

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Project to Plan for Expanded Terminal A

Project Cost:	$20,000,000.00
PFC Funding:	20,000,000.00

Position: Conditional Agreement

Comments: Although the project may serve as an enhancement to competition and capacity at the airport, it must, too, include an analysis of the current demand within the terminal. A plan that would include best utilization of the current facilities should be addressed prior to implementing any plan that would expand the terminal facility. This project should not be approved for PFC funding until it is confirmed that a lack of facilities exists for new entrants.

6. Modernization of Terminal B

Project Cost:	$178,000,000.00
PFC Funding:	125,000,000.00
PANY&NJ Bonds:	53,000,000.00

Position: Conditional Agreement

Comments: This project, much like the project to plan for the expansion of Terminal A, must be reviewed in its entirety to ensure the passengers' and the carriers' major concerns are being addressed. The PANY&NJ must agree to work closely with the carriers and the TSA in order to alleviate the congestion in the security areas within the terminal.

7. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$9,000,000.00
PFC Funding:	9,000,000.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

8. Vertical Circulation Improvements in Terminal A

Project Cost:	$31,000,000.00
PFC Funding:	31,000,000.00

Position: Agreement

Comments: The project will provide for the enhanced flow of passengers and baggage through the terminal facility and better accommodate the disabled passenger in meeting all ADA requirements.

9. North Area Roadway Improvements

Project Cost:	$11,000,000.00
PFC Funding:	11,000,000.00

Position: Disagreement

Comments: This roadway will be used solely by parties conducting business with the cargo carriers at the airport. There is no indication that the other users of the airport, including the traveling public and the passenger carriers, will see a benefit from this project. The PANY&NJ should seek funding from another source.

10. Upgrade Navigational Aids for Runway 22R – 22L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

11. Upgrade Navigational Aids for Runway 4L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

Comments: The project will upgrade the approach to the runways from a CAT I to CAT II. This will enhance the safety and capacity of the airfield.

12. Improvements to the Runway Safety Areas

Project Cost:	$12,000,000.00
PFC Funding:	12,000,000.00

Position: Agreement

Comments: The project will enhance the safety and operational capacity of Runways 11 and 29 to meet FAA standards.

JFK International Airport:

1. Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

Project Cost:	$90,000,000.00
PFC Funding:	90,000,000.00

Position: Agreement

Comments: The project will enhance the safety and longevity of the airfield system. The project will also provide enhancements and upgrades required for the new large aircraft in a cost effective manner, thus increasing the capacity and enhancing competition.

2. Construction of Taxiway A and Taxiway P Connector

Project Cost:	$4,000,000.00
PFC Funding:	4,000,000.00

Position: Agreement

Comments: The project will basically provide safe and sufficient access to the terminal areas from Runway 13R-31L for the new large aircraft. However, it will also enhance the airfield taxiway system by providing uninterrupted movement of all aircraft between the two taxiways.

3. Reconstruction and Strengthening of Taxiways A and B Bridges

Project Cost:	$40,000,000.00
PFC Funding:	40,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and accommodate the demands of the current wide-body aircraft serving JFK today, as well as providing the requirements for the new large aircraft for the future in a cost effective manner.

4. Runway 13L – 31R Rehabilitation Project

Project Cost:	$36,000,000.00
PFC Funding:	36,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and serve to extend the longevity of the runway pavement.

5. Planning Project for the Rehabilitation and Widening of Runway 13R

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Agreement

Comments: The project will provide for the safe and sufficient operation on the airfield and accommodate the demands of the new wide-body aircraft serving JFK today, as well as providing the requirements for the new large aircraft for the future in a cost effective manner

6. Perimeter Security Project

Project Cost:	$45,000,000.00
PFC Funding:	45,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Conditional Agreement

Comments: The project scope must be limited to the landside evaluation and analysis for possible use in conjunction with any project being considered on the current Terminal 5 & 6 sites. No PFC funding should be made available for any project that will be proprietary to a sole carrier.

8. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$21,894,475.00
PFC Funding:	21,894,475.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study

Project Cost:	$15,000,000.00
PFC Funding:	15,000,000.00

Position: Agreement

Comments: The project will provide for an analysis to enable the PANY&NJ to plan for the expansion and enhancement of the airport landside areas to increase capacity, safety, and competition at the airport.

2. Central Terminal Building (CTB) Modernization Planning and Engineering

Project Cost:	$25,000,000.00
PFC Funding:	25,000,000.00

Position: Disagreement

Comments: The project should not be approved for use of PFC funding until the Modernization Feasibility Study is complete. This project should be limited to Impose Only.

3. Runway Rehabilitation Project

Project Cost:	$35,000,000.00
PFC Funding:	35,000,000.00

Position: Agreement

Comments: The project will provide for the continued safety and capacity of the runways and taxiways at LGA.

4. Perimeter Security Project

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Disagreement

Comments: Although the project will provide for the safety and efficient operation of the airfield, as well as provide additional capacity to the airfield, the funding should be provided by the Department of Homeland Security. The PANY&NJ must seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility

Project Cost:	$57,600,000.00
PFC Funding:	40,000,000.00
PANY&NJ Bonds:	17,600,000.00

Position: Conditional Agreement

Comments: The scope of this project should be limited to the actual requirement to fulfill the requirements in 14 CFR Part 139.

MIDWEST AIRLINES

June 17, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application for Authority to Impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at EWR, JFK, and LGA.

Dear Ms. Clark:

Pursuant to 14 CFR Section 158.23, this correspondence shall serve as Midwest Air Lines Certification of Agreement or Disagreement with respect to the projects specified in the Port Authority of NY & NJ's proposed PFC Application as presented at the Carrier Consultation meetings held on May 17th, May 18th, and May 20th 2004.

All PFC eligible projects must meet criteria to preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among carriers. The projects must meet a near-term and justifiable need, and proven to be cost effective and warranted. We urge the Port Authority of NY & NJ to apply for other sources of grants-in-aid to supplement any PFC funding on the projects.

Delta requests that the Port Authority notify Midwest of any material change or revision made to the application due to comments received from the carriers or the FAA during the review process.

Respectfully,

Jeffrey J. Scheidt

Jeffrey J. Scheidt
Airport Affairs

cc: FAA Eastern Regional Office
Tom Browne, Air Transportation Association
Barry Molar, FAA

Best Care Campus – West Wing, 6744 South Howell Avenue, HQ-13, Oak Creek, WI 53154
Office: 414-570-3912 Fax: 414-570-0245 Web: *www.midwestairlines.com* E-mail: jscheidt@midwest-express.com

MIDWEST EXPRESS HOLDINGS, INC. IS A PUBLIC COMPANY, TRADED ON THE NYSE UNDER THE SYMBOL MEH

6. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$12,274,885.00
PFC Funding:	10,000,000.00
AIP Grant-in-Aid:	2,274,885.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport

Attachment A
Midwest Air Lines.
Certification of Agreement/Disagreement
Newark Liberty International Airport/JFK International Airport/LaGuardia Airport
June 18, 2004

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Agreement

2. Runway Taxiway Pavement Rehabilitation Project

Project Cost:	$60,000,000.00
PFC Funding:	60,000,000.00

Position: Agreement

3. Airfield Expansion Project

Project Cost:	$165,000,000.00
PFC Funding:	85,000,000.00
PANYNJ Bonds:	80,000,000.00

Position: Agreement

4. Perimeter Security Project

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00

Position: Disagreement

Comments: Funding for this project should be provided by the Department of Homeland Security. The PANY&NJ should seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers'.

5. Project to Plan for Expanded Terminal A

Project Cost:	$20,000,000.00
PFC Funding:	20,000,000.00

Position: Conditional Agreement

Comments: Although the project may serve as an enhancement to competition and capacity at the airport, it must, too, include an analysis of the current demand within the terminal. A plan that would include best utilization of the current facilities should be addressed prior to implementing any plan that would expand the terminal facility. This project should not be approved for PFC funding until it is confirmed that a lack of facilities exists for new entrants.

6. Modernization of Terminal B

Project Cost:	$178,000,000.00
PFC Funding:	125,000,000.00
PANY&NJ Bonds:	53,000,000.00

Position: Conditional Agreement

Comments: This project should be reviewed in its entirety to ensure the passengers' and the carriers' major concerns are being addressed. The PANY&NJ must agree to work closely with the carriers and the TSA in order to alleviate the congestion in the security areas within the terminal.

7. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$9,000,000.00
PFC Funding:	9,000,000.00

Position: Agreement

8. Vertical Circulation Improvements in Terminal A

Project Cost:	$31,000,000.00
PFC Funding:	31,000,000.00

Position: Agreement

9. North Area Roadway Improvements

Project Cost:	$11,000,000.00
PFC Funding:	11,000,000.00

Position: Disagreement

Comments:. This roadway will be used solely by parties conducting business with the cargo carriers at the airport. There is no indication that the other users of the airport, including the traveling public and the passenger carriers, will see a benefit from this project. The PANY&NJ should seek funding from another source.

10. Upgrade Navigational Aids for Runway 22R – 22L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

11. Upgrade Navigational Aids for Runway 4L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Agreement

12. Improvements to the Runway Safety Areas

Project Cost:	$12,000,000.00
PFC Funding:	12,000,000.00

Position: Agreement

JFK International Airport:

1. Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

Project Cost:	$90,000,000.00
PFC Funding:	90,000,000.00

Position: Agreement

2. Construction of Taxiway A and Taxiway P Connector

Project Cost:	$4,000,000.00
PFC Funding:	4,000,000.00

Position: Agreement

3. Reconstruction and Strengthening of Taxiways A and B Bridges

Project Cost:	$40,000,000.00
PFC Funding:	40,000,000.00

Position: Agreement

4. Runway 13L – 31R Rehabilitation Project

Project Cost:	$36,000,000.00
PFC Funding:	36,000,000.00

Position: Agreement

5. Planning Project for the Rehabilitation and Widening of Runway 13R

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Agreement

6. Perimeter Security Project

Project Cost:	$45,000,000.00
PFC Funding:	45,000,000.00

Position: Disagreement

Comments: Funding should be provided by the Department of Homeland Security. The PANY&NJ should seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00

Position: Conditional Agreement

Comments: The project scope must be limited to the landside evaluation and analysis for possible use in conjunction with any project being considered on the current Terminal 5 & 6 sites. No PFC funding should be made available for any project that will be proprietary to a sole carrier.

8. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$21,894,475.00
PFC Funding:	21,894,475.00

Position: Agreement

Comments: The FAA has authorized the use of PFC funds to reimburse airport operators for expenditures made to meet unfunded, yet mandated, security requirements due to the events of 09/11/01. The PANY&NJ must provide a flow of funds chart indicating where these funds will be applied and how the use will offset carrier rates and charges at the airport.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study

Project Cost:	$15,000,000.00
PFC Funding:	15,000,000.00

Position: Agreement

2. Central Terminal Building (CTB) Modernization Planning and Engineering

Project Cost:	$25,000,000.00
PFC Funding:	25,000,000.00

Position: Disagreement

Comments: The project should not be approved for use of PFC funding until the Modernization Feasibility Study is complete. This project should be limited to Impose Only.

3. Runway Rehabilitation Project

Project Cost:	$35,000,000.00
PFC Funding:	35,000,000.00

Position: Agreement

4. Perimeter Security Project

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00

Position: Disagreement

Comments: Funding should be provided by the Department of Homeland Security. The PANY&NJ should seek funding from the TSA, or other appropriate grants-in-aid programs to limit the exposure to the carriers' rates and charges.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility

Project Cost:	$57,600,000.00
PFC Funding:	40,000,000.00
PANY&NJ Bonds:	17,600,000.00

Position: Conditional Agreement

Comments: The scope of this project should be limited to the actual requirement to fulfill the requirements in 14 CFR Part 139.

6. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$12,274,885.00
PFC Funding:	10,000,000.00
AIP Grant-in-Aid:	2,274,885.00

Position: Agreement

NORTHWEST AIRLINES
A 1135

Northwest Airlines, Inc.
Department A1135
2700 Lone Oak Parkway
Eagan MN 55121-1534
nwa.com

Certified Mail
Return Receipt Requested

June 11, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Proposed Passenger Facility Charge ("PFC") Application – Newark Liberty International Airport

Dear Ms. Clark:

Northwest Airlines, Inc. has been notified by the Port Authority of NY & NJ ("Port") of its intent to submit an application to impose and use a PFC at Newark Liberty International Airport. Pursuant to 14 CFR Section 158.23, this letter and attachment serve as Northwest's Certification of Agreement or Disagreement with respect to the projects specified within the Port's proposed PFC Application.

PFC-eligible projects, by statute, are those that preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among air carriers. In addition, we interpret the regulations such that PFC-funded projects must be limited to those projects for which a near term and justifiable need can be demonstrated. Therefore, Northwest cannot recommend approval for those projects, which are based on long-term projections of growth, or projects that do not meet statutory requirements.

Northwest requests that the Port notify this office of any material changes to specific elements of a project or projects contained within the proposed PFC program. We would also appreciate a copy of that section of your PFC application that summarizes the comments filed by the airlines. We look forward to working with you and your staff in developing an airport facility that meets the needs of the traveling public and the carriers serving Newark Liberty International Airport.

Sincerely,

Daniel R. Hindes
Regional Director Airport Affairs

cc: FAA Eastern Region
Tom Browne – ATA
Barry Molar – FAA
FAA Regional Office
EWR AAAC
A. Deininger NW EWR

ATTACHMENT A
Proposed PFC EWR
6/11/2004

NORTHWEST AIRLINES, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT

Port Exhibit A: Exempt Airlines:

The Port has exempted Atlantic Coast Airlines from collection of the PFC. Until recently, as a United Express carrier, Atlantic Coasts' passengers were reported along with United's passengers. However this relationship no longer exists and Atlantic Coast will operate apart from United as Independence Air. As an independent airline the Port should collect future PFC's from the new entity.

PROJECTS

1. PROJECT: Runway Extension Drainage Infrastructure

   PROJECT COST: $30,000,000

   PFC FUNDING: $30,000,000

   POSITION: **CERTIFICATION OF AGREEMENT**

   COMMENTS: None

2. PROJECT: Runway/Taxiway Pavement Rehabilitation Project

   PROJECT COST: $60,000,000

   PFC FUNDING: $60,000,000

   POSITION: **CERTIFICATION OF AGREEMENT**

   COMMENTS: The Port should pursue additional AIP grants for this project.

3. PROJECT: Airfield Expansion Project

   PROJECT COST: $164,970,000

   PFC FUNDING: $ 85,000,000

   POSITION: **CERTIFICATION OF AGREEMENT**

   COMMENTS: The Port should pursue additional AIP grants for this project.

4. PROJECT: Perimeter Security

PROJECT COST: $10,000,000

PFC FUNDING: $10,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: NONE

5. PROJECT: Terminal A Expansion – Planning and Design

PROJECT COST: $20,000,000

PFC FUNDING: $20,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: None

6. PROJECT: Modernization of Terminal B

PROJECT COST: $178,244,000

PFC FUNDING: $125,000,000

POSITION: **CERTIFICATE OF CONDITIONAL DISAGREEMENT**

COMMENTS: When this project and the Terminal A projects are completed, nothing will have been done to alleviate the passenger screening congestion in the B1 terminal. Yet carriers in all of Terminal A, and those carriers operating in terminals B2 and B3 will have benefited to the extent that the B1 carriers will be at a competitive disadvantage. The Port needs to include the B1 passenger screening checkpoint in this project in order to maintain competitive equilibrium.

7. PROJECT: Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02

PROJECT COST: $9,000,000

PFC FUNDING: $9,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: None

8. PROJECT: Vertical Circulation Improvements in Terminal A

PROJECT COST: $31,000,000

PFC FUNDING: $31,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: None

9. PROJECT: North Area Roadway Improvements

PROJECT COST: $11,000,000

PFC FUNDING: $11,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: None

10. PROJECT: Upgrade Navigational Aids Runway 22R/22L

PROJECT COST: $10,000,000

PFC FUNDING: $10,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: The Port should pursue additional AIP grants for this project.

11. PROJECT: Upgrade Navigational Aids Runway 4L

PROJECT COST: $10,000,000

PFC FUNDING: $10,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: The Port should pursue additional AIP grants for this project.

ATTACHMENT A
Proposed PFC EWR
6/11/2004

12.	PROJECT:	Improvements to Runway Safety Areas
	PROJECT COST:	$20,000,000
	PFC FUNDING:	$12,000,000
	POSITION:	**CERTIFICATION OF AGREEMENT**
	COMMENTS:	None

This concludes Northwest's comments and certification for Newark Liberty International Airport.

NORTHWEST AIRLINES

Northwest Airlines, Inc.
Department A1135
2700 Lone Oak Parkway
Eagan MN 55121-1534
nwa.com

Certified Mail
Return Receipt Requested

June 18, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Proposed Passenger Facility Charge ("PFC") Application – John F. Kennedy International Airport

Dear Ms. Clark:

Northwest Airlines, Inc. has been notified by the Port Authority of NY & NJ ("Port") of its intent to submit an application to impose and use a PFC at John F. Kennedy International Airport. Pursuant to 14 CFR Section 158.23, this letter and attachment serve as Northwest's Certification of Agreement or Disagreement with respect to the projects specified within the Port's proposed PFC Application.

PFC-eligible projects, by statute, are those that preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among air carriers. In addition, we interpret the regulations such that PFC-funded projects must be limited to those projects for which a near term and justifiable need can be demonstrated. Therefore, Northwest cannot recommend approval for those projects, which are based on long-term projections of growth, or projects that do not meet statutory requirements.

Northwest requests that the Port notify this office of any material changes to specific elements of a project or projects contained within the proposed PFC program. We would also appreciate a copy of that section of your PFC application that summarizes the comments filed by the airlines. We look forward to working with you and your staff in developing an airport facility that meets the needs of the traveling public and the carriers serving John F. Kennedy International Airport.

Sincerely,

Daniel R. Hindes

Daniel R. Hindes
Regional Director Airport Affairs

cc: FAA Eastern Region
Tom Browne – ATA
Barry Molar – FAA
FAA Regional Office
JFK AAAC
R. Harvey NW JFK

ATTACHMENT A
Proposed PFC JFK
6/17/2004

NORTHWEST AIRLINES, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
JOHN F. KENNEDY INTERNATIONAL AIRPORT

Port Exhibit A: Exempt Airlines:

The Port has exempted Atlantic Coast Airlines from collection of the PFC. Until recently, as a United Express carrier, Atlantic Coasts' passengers were reported along with United's passengers. However this relationship no longer exists and Atlantic Coast will operate apart from United as Independence Air. As an independent airline the Port should collect future PFC's from the new entity.

PROJECTS

1. PROJECT: Relocation and Rehabilitation of Taxiway A & Rehabilitation Taxiway B

PROJECT COST: $90,000,000

PFC FUNDING: $90,000,000

POSITION: **CERTIFICATION OF CONDITIONAL DISAGREEMENT**

COMMENTS: A major justification for this project is the accommodation of the A380 aircraft. According to the Airbus Website there are currently 129 orders for this aircraft. With the exception of Federal Express all orders are from foreign flag carriers. Federal Express, an all cargo carrier pays no PFC's. Foreign flag carriers only pay PFC fees on those tickets actually sold in the United States and not on actual enplanements. Thus there is a competitive disadvantage to the US carriers for the benefit of foreign-flag operators of the A380. This seems to be contrary to the statutory requirement that a PFC enhance competition. Northwest can only support this project to the extent expenditures are for the benefit of the broader aviation community and to maintain a good state of repair which is estimated at approximately $67,016,000.

2. PROJECT: Construction of Taxiway A and P Connector

PROJECT COST: $4,000,000

PFC FUNDING: $4,000,000

POSITION: **CERTIFICATION OF DISAGREEMENT**

COMMENTS: The Port's justification for this project is 100% related to the A380 aircraft. According to the Airbus Website there are currently 129 orders

for this aircraft. With the exception of Federal Express all orders are from foreign flag carriers. Federal Express, an all cargo carrier pays no PFC's. Foreign flag carriers only pay PFC fees on those tickets actually sold in the United States and not on actual enplanements. Thus there is a competitive disadvantage to the US carriers for the benefit of foreign-flag operators of the A380. This seems to be contrary to the statutory requirement that a PFC enhance competition

3. PROJECT: Reconstruction and Strengthening of Taxiway A & B Bridges

PROJECT COST: $40,000,000

PFC FUNDING: $40,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: This project is described as necessary to accommodate not only the A380, but also the B777, A340-600, etc. Thus, its benefits are more for the broader aviation community as a whole.

4. PROJECT: Runway 13L-31R Rehabilitation Project

PROJECT COST: $36,000,000

PFC FUNDING: $36,000,000

POSITION: **CERTIFICATION OF AGREEMENT**

COMMENTS: NONE

5. PROJECT: Runway 13R Rehabilitation and Widening – Planning Only

PROJECT COST: $5,000,000

PFC FUNDING: $5,000,000

POSITION: **CERTIFICATION OF CONDITIONAL AGREEMENT**

COMMENTS: A major justification for this project is the accommodation of the A380 aircraft. According to the Airbus Website there are currently 129 orders for this aircraft. With the exception of Federal Express all orders are from foreign flag carriers. Federal Express, an all cargo carrier pays no PFC's. Foreign flag carriers only pay PFC fees on those tickets actually sold in the United States and not on actual enplanements. Thus there is a

competitive disadvantage to the US carriers for the benefit of foreign-flag operators of the A380. This seems to be contrary to the statutory requirement that a PFC enhance competition. Northwest can only support this project to the extent expenditures are for the benefit of the broader aviation community and to maintain a good state of repair which is estimated at approximately $2,000,000.

6. PROJECT: Perimeter Security Project

PROJECT COST: $10,000,000

PFC FUNDING: $10,000,000

POSITION: **CERTIFICATE OF DISAGREEMENT**

COMMENTS: This project should be first funded by the Department of Homeland Security. The Port must first aggressively seek funding from the TSA and/or other grants before consideration for funding through a PFC.

7. PROJECT: Infrastructure Study and Preliminary Design to Accommodate a New Terminal

PROJECT COST: $5,000,000

PFC FUNDING: $5,000,000

POSITION: **CERTIFICATION OF CONDITIONAL DISAGREEMENT**

COMMENTS: Currently all JFK terminals are operated by airlines or 3rd party developers who have invested heavily in these facilities. No PFC funding should be used for any project in support of any proprietary or semi-proprietary facility. PFC funding should be limited to project scope in support of landside evaluation, and utilization analysis.

This concludes Northwest's comments and certification for John F. Kennedy International Airport.

NORTHWEST AIRLINES

Northwest Airlines, Inc.
Department A1135
2700 Lone Oak Parkway
Eagan MN 55121-1534
nwa.com

Certified Mail
Return Receipt Requested

June 17, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Proposed Passenger Facility Charge ("PFC") Application – LaGuardia Airport

Dear Ms. Clark:

Northwest Airlines, Inc. has been notified by the Port Authority of NY & NJ ("Port") of its intent to submit an application to impose and use a PFC at LaGuardia Airport. Pursuant to 14 CFR Section 158.23, this letter and attachment serve as Northwest's Certification of Agreement or Disagreement with respect to the projects specified within the Port's proposed PFC Application.

PFC-eligible projects, by statute, are those that preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among air carriers. In addition, we interpret the regulations such that PFC-funded projects must be limited to those projects for which a near term and justifiable need can be demonstrated. Therefore, Northwest cannot recommend approval for those projects, which are based on long-term projections of growth, or projects that do not meet statutory requirements.

Northwest requests that the Port notify this office of any material changes to specific elements of a project or projects contained within the proposed PFC program. We would also appreciate a copy of that section of your PFC application that summarizes the comments filed by the airlines. We look forward to working with you and your staff in developing an airport facility that meets the needs of the traveling public and the carriers serving LaGuardia Airport.

Sincerely,

Daniel R. Hindes
Regional Director Airport Affairs

cc: FAA Eastern Region
Tom Browne – ATA
Barry Molar – FAA
FAA Regional Office
LGA AAAC
B. Anderson NW LGA

ATTACHMENT A
Proposed PFC LGA
6/17/2004

NORTHWEST AIRLINES, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
LAGUARDIA AIRPORT

PROJECTS

1. PROJECT: Modernization Feasibility Study

   PROJECT COST: $15,000,000

   PFC FUNDING: $15,000,000

   POSITION: **CERTIFICATION OF AGREEMENT**

   COMMENTS: None

2. PROJECT: Modernization Planning & Engineering

   PROJECT COST: $25,000,000

   PFC FUNDING: $25,000,000

   POSITION: **CERTIFICATION OF DISAGREEMENT**

   COMMENTS: This project should be Impose Only pending completion of Modernization Feasibility Study. If changed to Impose Only, Northwest rescinds its Certification of Disagreement.

3. PROJECT: Runway Rehabilitation Project

   PROJECT COST: $35,000,000

   PFC FUNDING: $ 35,000,000

   POSITION: **CERTIFICATION OF AGREEMENT**

   COMMENTS: None

4. PROJECT: Perimeter Security

   PROJECT COST: $10,000,000

UNITED

June 18, 2004

VIA TELEFAX AND MAIL
212-435-3833

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of New York and New Jersey
225 Park Avenue South, 9th Floor
New York, New York 10003

Re: Application to Impose and Use Passenger Facility Charge Revenues ("PFCs") for Airside and Landside Development Projects at EWR, JFK, and LGA

Dear Ms. Clark:

United Air Lines, Inc. ("United") appreciates the opportunity to comment on the referenced application to be filed by the Port Authority of New York and New Jersey (the "Port") with the Federal Aviation Administration (the "FAA") to impose and use PFCs pursuant to the Federal Aviation Regulation ("FAR") Title 14, CFR, Part 158 at Newark Liberty International Airport, JFK International Airport, and LaGuardia Airport, (collectively, the "Airports").

United hereby submits its written Certification of Agreement/Disagreement as to those proposed projects referenced in the Port's office notice of April 15, 2004 and as presented and discussed at the consultation meetings of May 17th, May 18th, and May 20th 2004.

It is our understanding that PFC eligible projects, by statute, are those that preserve or enhance the safety, capacity, or security of the national air transportation system; reduce airport noise or mitigate noise impacts; or enhance competition among air carriers. Further, we interpret the requirement that PFC-funded projects must qualify as AIP-eligible projects, mandating that PFC-funded projects be limited to those programs for which an immediate and justifiable need can be demonstrated or substantiated. Projects that cannot be justified based upon an immediate and justifiable need should be eliminated from the proposed PFC application and deferred for PFC consideration until such time as a definitive need exists or can be demonstrated.

With this as background, United respectfully submits the following comments regarding the Port's proposed PFC program:

ATTACHMENT A
Proposed PFC LGA
6/17/2004

	PFC FUNDING:	$10,000,000
	POSITION:	**CERTIFICATION OF DISAGREEMENT**
	COMMENTS:	This project should be first funded by the Department of Homeland Security. The Port must first aggressively seek funding from the TSA and/or other grants before consideration for funding through a PFC.
5.	PROJECT:	Crisis Command Center/Police & Airfield Rescue & Firefighting Facility
	PROJECT COST:	$57,600,000
	PFC FUNDING:	$40,000,000
	POSITION:	**CERTIFICATION OF CONDITIONAL AGREEMENT**
	COMMENTS:	Project scope should be limited to only those requirements under 14 CFR Part 139.
6.	PROJECT:	Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02
	PROJECT COST:	$12,274,885
	PFC FUNDING:	$10,000,000
	POSITION:	**CERTIFICATION OF AGREEMENT**
	COMMENTS:	To the extent these costs have already been incurred and paid for by the airlines through rates and charges, any PFC receipts must be used to offset airline rates and charges.

This concludes Northwest's comments and certification for LaGuardia Airport.

Newark Liberty International Airport

1. Runway Extension Drainage Infrastructure

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements

2. Runway Taxiway Pavement Rehabilitation Project

Project Cost:	$60,000,000.00
PFC Funding:	60,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements

3. Airfield Expansion Project

Project Cost:	$165,000,000.00
PFC Funding:	85,000,000.00
Port Bonds:	80,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements. We encourage the Port to seek and maximize additional funding from appropriate grants-in-aid programs in order to limit air carrier exposure to increased rates and charges.

4. Perimeter Security Project

Project Cost:	$30,000,000.00
PFC Funding:	30,000,000.00
Certification:	Disagreement

Comments: Although the proposed project appears to meet FAR statute requirements, we question the wisdom and need to utilize finite PFC funds for a mandated project that is clearly a responsibility of the Transportation Security Administration ("TSA"); consequently, the Port must seek funding from the TSA, or other appropriate grants-in-aid programs, so PFCs dedicated to this specific project could be used for other eligible airport projects that would otherwise increase rates and charges to the air carriers.

5. Project to Plan for Expanded Terminal A

Project Cost:	$20,000,000.00
PFC Funding:	20,000,000.00

Certification: Disagreement

Comments: Although the proposed project appears to meet FAR statute requirements, we are of the opinion that this proposed project is speculative in nature and utilization of finite PFC funds for planning and preliminary design of "future" improvements to Terminal A is premature. As stated above, eligible PFC projects must be limited to those programs for which an "immediate and justifiable" need exists. We further understand that several existing Terminal A air carriers have expressed their desire to return surplus gates and support facilities to the Port; consequently, this project should be deferred indefinitely until a definitive need exists. Further, we encourage the Port to enter into good faith negotiations with Terminal A air carriers regarding the immediate return of surplus gates and support facilities so as to provide immediate and enhanced competition.

6. Modernization of Terminal B

Project Cost:	$178,000,000.00
PFC Funding:	125,000,000.00
Port Bonds:	53,000,000.00

Certification: Disagreement

Comments: Although the proposed project appears to meet FAR statute requirements, we note that the Port did not include PFC project funding in its application for prior similar improvements made to Terminal A, which is similar in age and condition to Terminal B and raises serious questions of fairness and equity. Terminal A air carriers made similar improvements and upgrades to Terminal A in the mid-1990's ("Relifing Project"), which could be reimbursable pursuant to the FAR statute. We strongly urge the Port to modify its application to include reimbursement of those Terminal A Relifing Project improvements and upgrades for subsequent reimbursement to Terminal A air carriers covering their payment of Additional Rents. Further, in its application, the Port attempts to justify the use of PFCs to "improve airline competition" and "accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers, and to enhance international air carrier competition." Today, two-thirds of Terminal B supports international flight activity outside the scope of the Port's Competition Plan.

7. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost: $9,000,000.00
PFC Funding: 9,000,000.00

Certification: Agreement

Comments: Meets FAR statute requirements.

8. Vertical Circulation Improvements in Terminal A

Project Cost: $31,000,000.00
PFC Funding: 31,000,000.00

Certification: Agreement

Comments: Meets FAR statute requirements and would make Terminal A more competitive compared to other similar Terminals at the airport.

9. North Area Roadway Improvements

Project Cost:	$11,000,000.00
PFC Funding:	11,000,000.00
Certification:	Disagreement
Comments:	Given the uncertainty as to future air carrier demand for improved access between the seaport and the air cargo area at the airport, it does not appear that an "immediate and justifiable" need exists for this project. This project should be deferred until demand sufficiently raises the project's priority as required by passenger air carriers that actually generate PFC revenues.

10. Upgrade Navigational Aids for Runway 22R – 22L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements.

11. Upgrade Navigational Aids for Runway 4L

Project Cost:	$10,000,000.00
PFC Funding:	10,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements.

12. Improvements to the Runway Safety Areas

Project Cost:	$12,000,000.00
PFC Funding:	12,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements.

JFK International Airport:

1. Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B

Project Cost:	$90,000,000.00
PFC Funding:	90,000,000.00
Certification:	Disgreement
Comments:	Although the proposed project appears to meet FAR statute requirements, we oppose the use of finite PFC funds for this specific project on grounds that the amount of PFCs dedicated to this project are grossly disproportionate to the number of projected users of NLA aircraft at the airport.

2. Construction of Taxiway A and Taxiway P Connector

Project Cost:	$4,000,000.00
PFC Funding:	4,000,000.00
Certification:	Disagreement
Comments:	See JFK Project #1 and comments.

3. Reconstruction and Strengthening of Taxiways A and B Bridges

Project Cost:	$40,000,000.00
PFC Funding:	40,000,000.00
Certification:	Disagreement
Comments:	See JFK Project #1 and comments.

4. Runway 13L – 31R Rehabilitation Project

Project Cost:	$36,000,000.00
PFC Funding:	36,000,000.00
Certification:	Agreement
Comments:	Meets FAR statute requirements.

5. Planning Project for the Rehabilitation and Widening of Runway 13R

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00
Certification:	Disagreement
Comments:	See JFK Project #1 and comments.

6. Perimeter Security Project

Project Cost:	$45,000,000.00
PFC Funding:	45,000,000.00
Certification:	Disagreement
Comments:	Although the proposed project appears to be meet FAR statute requirements, we question the wisdom and need to utilize finite PFC funds for a project that is clearly a responsibility of the TSA; consequently, the Port must seek funding from the TSA, or other appropriate grants-in-aid programs, so those PFCs dedicated to this specific project can be used for other eligible airport projects that otherwise would increase rates and charges to the air carriers.

7. Infrastructure Study and Preliminary Design to Accommodate a New Terminal

Project Cost:	$5,000,000.00
PFC Funding:	5,000,000.00
Certification:	Disagreement
Comments:	United opposes the use of PFCs for this specific project on the grounds that it does not meet FAR statute requirements.

8. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$21,894,475.00
PFC Funding:	21,894,475.00
Certification:	Agreement

Comments: Meets FAR statute requirements.

LaGuardia Airport

1. Central Terminal Building (CTB) Modernization Feasibility Study

Project Cost: $15,000,000.00
PFC Funding: 15,000,000.00

Certification: Agreement

Comments: Meets FAR statute requirements.

2. Central Terminal Building (CTB) Modernization Planning and Engineering

Project Cost: $25,000,000.00
PFC Funding: 25,000,000.00

Certification: Agreement

Comments: Meets FAR statute requirements.

3. Runway Rehabilitation Project

Project Cost: $35,000,000.00
PFC Funding: 35,000,000.00

Certification: Agreement

Comments: Meets FAR statute requirements.

4. Perimeter Security Project

Project Cost: $10,000,000.00
PFC Funding: 10,000,000.00

Certification: Disagreement

Comments: Although the proposed project appears to meet FAR statute requirements, we question the wisdom and need to utilize

finite PFC funds for a project that is clearly a responsibility of the TSA; consequently, the Port must seek funding from the TSA, or other appropriate grants-in-aid programs, so PFCs dedicated to this specific project can be used for other eligible projects that otherwise would increase rates and charges to the air carriers.

5. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility

Project Cost:	$57,600,000.00
PFC Funding:	40,000,000.00
Port Bonds:	17,600,000.00

Certification: Disagreement

Comments: United does not question the project's justification; however, we are of the opinion that less expensive alternatives should be considered in order to eliminate the need to use Port Bonds and reduce future increases in air carrier rates and charges at the airport.

6. Reimbursement for Mandated Security Costs from 09/11/01 – 09/30/02

Project Cost:	$12,274,885.00
PFC Funding:	10,000,000.00
AIP Grant-in-Aid:	2,274,885.00

Certification: Agreement

Comments: Meets FAR statute requirements.

With respect to Exhibit A of the application concerning the creation of an exempted class of carriers, in our opinion, this exhibit is not only confusing, but exempts a number of scheduled commuter carriers from collecting PFCs. For example, Atlantic Coast Airlines operates at all Port airports, but is exempted from PFC collections at JFK and EWR. Since they will now operate as Independence Air, the Port should revise Exhibit A accordingly and exclude Independence Air as an exempted carrier and require their participation in the PFC collection process at the Airports.

We cannot emphasize enough the importance of using PFC revenues in a prudent manner, specifically to fund previous and current airport projects that otherwise increase rates and charges to the air carriers. We strongly urge the Port to reprioritize its proposed PFC application with emphasis on prior and current airport projects, with the ultimate objective of reducing the dependence on cost recovery in air carrier rates and charges.

This concludes United's comments and certification of agreement/disagreement regarding the Port's proposed PFC application.

Sincerely,

Michael Matthews /la

Michael A. Matthews
Regional Manager
Worldwide Real Estate

/mm

cc: FAA Eastern Region
FAA/ADO (EWR, JFK, and LGA)
Tom Browne - ATA
UAL/GMs – EWR, JFK, and LGA

U·S AIRWAYS

VIA CERTIFIED MAIL & FACSIMILE (#212-435-3833)

June 18, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Application for Authority to Impose and Use Passenger Facility Charge ("PFC") Revenue for Airside and Landside Development Projects at JFK, EWR and LGA

Dear Ms. Clark:

We have been notified by the Port Authority of New York & New Jersey ("Authority") of its intent to submit an application for authority to impose and use a PFC at JFK, EWR and LGA. Pursuant to 14 CFR Section 158.23, this letter and attachment serve as US Airways' Certification of Agreement or Disagreement with respect to the projects specified within the Authority's proposed PFC Application.

PFC-eligible projects, by statute, are those that preserve or enhance the safety, capacity, or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among air carriers. In addition, we interpret the regulations such that PFC-funded projects must be limited to those projects for which a near term and justifiable need can be demonstrated. Therefore, US Airways cannot recommend approval for those projects, which are based on long-term projections of growth, or projects that do not meet statutory requirements.

US Airways requests that the Authority notifies this office of any material changes to specific elements of a project or projects contained within the proposed PFC program. We would also appreciate a copy of that section of your PFC application that summarizes the comments filed by the airlines. We look forward to working with you and your staff in developing and airport facility that meets the needs of the travelling public and the carriers serving JFK, EWR and LGA.

Sincerely,

Laura McKee /bms

Laura A. McKee
Regional Director – Airport Affairs

LAM/bms
cc: FAA Eastern Region
Tom Browne – ATA
Wayne Herndon
Larry Aldrich – Chair JFK AAAC
Duane Siguenza – Chair EWR AAAC
Doug Hope – Chair LGA AAAC

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

GENERAL COMMENTS:

IN ADDITION TO THE INDIVIDUAL PROJECT CERTIFICATIONS BELOW, US AIRWAYS ALSO OBJECTS TO THE CONTINUED USE OF LGA PFC REVENUES TO SUBSIDIZE OTHER PORT AUTHORITY AIRPORTS, NOTABLY EWR IN THIS APPLICATION. PER EXHBIT B, LGA IS ESTIMATED TO CONTRIBUTE $205.8 MILLION OF THE TOTAL $815 MILLION OF COLLECTIONS, OR 25.2%, YET ONLY $135 MILLION – OR 16.6% - WILL BE SPENT AT LGA. ON THE OTHER HAND, EWR CONTRIBUTES $280.8 MILLION, OR 34.4% OF THE REVENUES, BUT WILL RECEIVE THE BENEFIT OF $433 MILLION OR 53.1% OF THE COLLECTIONS. SIMILARLY, JFK WILL CONTRIBUTE $328.4 MILLION OF THE REVENUES – OR 40.3% - BUT RECEIVE ONLY $247 MILLION OR 30.3%, THEREBY ALSO SUBSIDIZING EWR.

CURRENTLY, ALL OF LGA PFC REVENUES BEING COLLECTED UNDER THE PREVIOUSLY APPROVED (AND AMENDED) APPLICATION ARE USED TO SUPPORT JFK. ACCORDING TO THE FIRST QUARTER 2004 PFC REPORT, LGA'S PFC CUMULATIVE CONTRIBUTION IS $400.4 MILLION OUT OF $1.3 BILLION OR 30.6%. YET, LGA IS ALLOCATED ONLY $7.6 MILLION – OR 0.5% - OF THE TOTAL EXPENDITURES. JFK RECEIVES THE BENEFIT OF $877.7 MILLION – OR 68% OF THE REVENUES WHILE CONTRIBUTING ONLY 35.3%. SINCE THE FAA APPROVED ADDITIONAL FUNDS IN OCTOBER, 2003 FOR JFK, INCREASING THE TOTAL APPROVED APPLICATION TO $1.7 BILLION, LGA WILL ONLY RECEIVE THE BENEFIT OF 0.4% OF THE REVENUES WHILE JFK BENEFITS FROM 76.2% OF THE REVENUES. THE ONE PROJECT APPROVED FOR LGA WAS COMPLETED IN 1998 AND THEREFORE ALL LGA PFC REVENUES FOR THE LAST 5 YEARS HAVE BEEN COMPLETELY USED TO BENEFIT JFK.

WE DO NOT BELIEVE IT IS EQUITABLE TO CONTINUE THIS PRACTICE WHEREBY LGA REVENUES SUBSIDIZE OTHER AIRPORTS. RATHER, WE BELIEVE THE PORT SHOULD USE EACH AIRPORT'S REVENUES TO SUPPORT AND BENEFIT THE USERS AT THAT AIRPORT. IN ADDITION, GIVEN THE NATURE OF UNIT TERMINALS AT LGA, WHEREBY THOSE CARRIERS ARE INDIVIDUALLY RESPONSIBLE FOR ALL EXPENSES TO OPERATE AND MAINTAIN THOSE TERMINALS, WE BELIEVE THE PORT SHOULD ALLOCATE PFC REVENUES TO NONTERMINAL PROJECTS THAT BENEFIT ALL USERS, SUCH AS AIRFIELD PROJECTS.

WE ALSO DO NOT SUPPORT THE EXCLUSION OF ATLANTIC COAST AIRLINES FROM COLLECTION OF PFC REVENUES. UNTIL RECENTLY THEY HAD BEEN OPERATING UNDER A RELATIONSHIP WITH UNITED AIRLINES, AND INSTEAD THEY WILL NOW OPERATE INDEPENDENTLY. GIVEN THEY COMMENCED SCHEDULED SERVICE ON JUNE 16, 2004, WE DO NOT BELIEVE THEY SHOULD BE EXEMPT FROM COLLECTION.

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

NEWARK INTERNATIONAL AIRPORT:

1.	PROJECT:	Runway Extension Drainage Infrastructure
	PROJECT COST:	$30,000,000
	PFC FUNDING:	$30,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	None
2.	PROJECT:	Runway/Taxiway Pavement Rehabilitation Project
	PROJECT COST:	$60,000,000
	PFC FUNDING:	$60,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP funding to the maximum extent available.
3.	PROJECT:	Airfield Expansion Project
	PROJECT COST:	$164,970,000
	PFC FUNDING:	$ 85,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
4.	PROJECT:	Perimeter Security Fencing
	PROJECT COST:	$30,000,000
	PFC FUNDING:	$30,000,000
	POSITION:	**Certification of Disagreement**
	COMMENTS:	Since we do not believe these security improvements are mandated by law, the Port should pursue funding from the Department of Homeland Security or other appropriate federal agencies.

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

5. PROJECT: Project to Plan for Expanded Terminal A

PROJECT COST: $20,000,000

PFC FUNDING: $20,000,000

POSITION: **Certification of Disagreement**

COMMENTS: As indicated in our cover letter, we interpret the federal regulations such that PFC-funded projects must be limited to those projects for which a near term and justifiable need can be demonstrated. Therefore, US Airways cannot recommend approval for those projects, which are based on long-term projections of growth, or projects that do not meet statutory requirements. Since the Port indicates that 18% of the gates are available to Non-Master Airlines, and we believe that vacant gates currently exist in Terminal A, we cannot support this project. We also note that the project consists of planning and design for numerous concepts to accommodate future growth, including an in-line baggage system, which we believe should be funded from other funding sources.

6. PROJECT: Modernization of Terminal B

PROJECT COST: $178,244,000

PFC FUNDING: $125,000,000

POSITION: **Certification of Disagreement**

COMMENTS: As with the Terminal A Project, we do not believe that a near term and justified need has been demonstrated for this project. We also note that improvements and expansions to other terminal facilities, notably Terminal A, were financed and paid for by those airline tenants. Therefore, the Port should treat Terminal B tenants similarly and use PFC revenues for the general benefit of all airport users.

7. PROJECT: Reimbursement for Mandated Security Costs from 09/11/01-09/30/02

PROJECT COST: $9,000,000

PFC FUNDING: $9,000,000

POSITION: **Certification of Agreement**

COMMENTS: Agreement is based on the understanding that these expenses were included in the airlines' rates and charges and therefore receipt of PFC revenues will be reimbursed to the airlines.

8. PROJECT: Vertical Circulation Improvements in Terminal A

PROJECT COST: $31,000,000

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

	PFC FUNDING:	$31,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	None
9.	PROJECT:	North Area Roadway Improvements
	PROJECT COST:	$11,000,000
	PFC FUNDING:	$11,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	None
10.	PROJECT:	Upgrade Navigational Aids Runway 22R/22L
	PROJECT COST:	$10,000,000
	PFC FUNDING:	$10,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
11.	PROJECT:	Upgrade Navigational Aids Runway 4L
	PROJECT COST:	$10,000,000
	PFC FUNDING:	$10,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
12.	PROJECT:	Improvements to Runway Safety Areas
	PROJECT COST:	$12,000,000
	PFC FUNDING:	$12,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	None

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

JFK INTERNATIONAL AIRPORT:

1.	PROJECT:	Relocation and Rehabilitation of Taxiway A and Rehabilitation of Taxiway B
	PROJECT COST:	$90,000,000
	PFC FUNDING:	$90,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
2.	PROJECT:	Construction of Taxiway A and P Connector
	PROJECT COST:	$4,000,000
	PFC FUNDING:	$4,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
3.	PROJECT:	Reconstruction and Strengthening of Taxiways A and B Bridges
	PROJECT COST:	$40,000,000
	PFC FUNDING:	$40,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
4.	PROJECT:	Runway 13L-31R Rehabilitation Project
	PROJECT COST:	$36,000,000
	PFC FUNDING:	$36,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

5.	PROJECT:	Planning Project for the Rehabilitation and Widening of Runway 13R
	PROJECT COST:	$5,000,000
	PFC FUNDING:	$5,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
6.	PROJECT:	Perimeter Security Project
	PROJECT COST:	$45,000,000
	PFC FUNDING:	$45,000,000
	POSITION:	**Certification of Disagreement**
	COMMENTS:	Since we do not believe these security improvements are mandated by law, the Port should pursue funding from the Department of Homeland Security or other appropriate federal agencies.
7.	PROJECT:	Infrastructure Study and Preliminary Design to Accommodate a New Terminal
	PROJECT COST:	$5,000,000
	PFC FUNDING:	$5,000,000
	POSITION:	**Certification of Conditional Agreement**
	COMMENTS:	Agreement is limited to the study to determine whether a near term and justified need exists for a new terminal. Design should not proceed at this time. In no event shall PFC revenues be used to benefit a sole terminal operator.
8.	PROJECT:	Reimbursement for Mandated Security Costs from 09/11/01-09/30/02
	PROJECT COST:	$21,894,475
	PFC FUNDING:	$21,894,475
	POSITION:	**Certification of Agreement**
	COMMENTS:	Agreement is based on the understanding that these expenses were included in the airlines' rates and charges and therefore receipt of PFC revenues will be reimbursed to the airlines.

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

LAGUARDIA AIRPORT

1.	PROJECT:	Central Terminal Building (CTB) Modernization Feasibility Study
	PROJECT COST:	$15,000,000
	PFC FUNDING:	$15,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	Agreement is provided based on the project description that this is a study to analyze alternatives and feasibility of various landside and airside access issues.
2.	PROJECT:	Central Terminal Building (CTB) Modernization Planning and Engineering
	PROJECT COST:	$25,000,000
	PFC FUNDING:	$25,000,000
	POSITION:	**Certification of Disagreement**
	COMMENTS:	Planning and engineering funds are premature given the requirement for the Feasibility Study.
3.	PROJECT:	Runway Rehabilitation Project
	PROJECT COST:	$35,000,000
	PFC FUNDING:	$35,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	The Authority should pursue AIP and other grant funds to the maximum extent available.
4.	PROJECT:	Perimeter Security Project
	PROJECT COST:	$10,000,000
	PFC FUNDING:	$10,000,000
	POSITION:	**Certification of Disagreement**
	COMMENTS:	Since we do not believe these security improvements are mandated by law, the Port should pursue funding from the Department of Homeland Security or other appropriate federal agencies.

US AIRWAYS, INC.
CERTIFICATION OF AGREEMENT/DISAGREEMENT WITH PFC APPLICATION
NEWARK LIBERTY INTERNATIONAL AIRPORT
JFK INTERNATIONAL AIRPORT
LAGUARDIA AIRPORT

5.	PROJECT:	Crisis Command Center/Police & Airfield Rescue and Firefighting Facility
	PROJECT COST:	$57,600,000
	PFC FUNDING:	$40,000,000
	POSITION:	**Certification of Conditional Agreement**
	COMMENTS:	Agreement is based on the representation that this facility is required in order to meet FAR Part 139.
6.	PROJECT:	Reimbursement for Mandated Security Costs from 09/11/02-09/30/02
	PROJECT COST:	$12,274,885
	PFC FUNDING:	$10,000,000
	POSITION:	**Certification of Agreement**
	COMMENTS:	Agreement is based on the understanding that these expenses were included in the airlines' rates and charges and therefore receipt of PFC revenues will be reimbursed to the airlines.

PIA
Pakistan
International
Airlines

SM-JFK/PFC/04

June 17, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South – 9th Floor
New York, NY 10003

RE: Application for Authority to Impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at Newark, JFK and LaGuardia Airports

---

Dear Ms. Clark:

In reference to 14 CFR Section 158.23, this letter shall serve as Pakistan International Airlines' Certification of Agreement or Disagreement with regard to the projects specified in the Port Authority's proposed PFC Application, as presented at the Carrier Consultation meeting held on May 18th, 2004.

"All PFC eligible projects must meet criteria to preserve or enhance the safety, capacity or security of the national air transportation system, reduce airport noise or mitigate airport noise impacts, or enhance competition among carriers. The projects must meet a near term and justifiable need, and proven to be cost effective and warranted. We urge the Port Authority of New York and New Jersey to apply for other sources of grants-in-aid to supplement any PFC funding on the projects."

PIA requests that the Port Authority provide a copy of the PFC application for our file. We also request that we be notified of any material change or revision made to the application, as a result of comments received from other airlines or the Federal Aviation Administration during the review process.

Very truly yours,

PAKISTAN INTERNATIONAL AIRLINES

Azhar Zaidi
Station Manager
JFK

TERMINAL 4W, INTERNATIONAL AIR TERMINAL • JFK INTERNATIONAL AIRPORT • JAMAICA, N.Y. 11430
(718) 656-4030 • FAX (718) 656-4704

AEROLINEAS ARGENTINAS

VIA FAX (212) 435-3833 and FEDEX

June 17, 2004

Ms. Patty Clark
Senior Advisor
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Ms. Clark:

After careful consideration of the information received on "The Application for Authority to impose and Use Passenger Facility Charge Revenue for Airside and Landside Development Projects at JFK, EWR and LGA", as well as during our attendance to the meeting held at JFK on May 18th, 2004, we would like to extend our comments:

We agree with the following discussed matter:

- Runways that need new resurfacing, new asphalt.
- Expansion of Taxiway A/B, due to the increase in airline traffic.
- Increase security around the airport.

While on the other hand, we disagree with the increase for the following reasons:

- Aerolineas Argentinas does not operate with A-380's, only B747 and A.340.
- Expansion of Terminal 5, which will be used exclusively by certain airlines.
- We request the possibility of making Aerolineas Argentinas exempt from this additional charge, as our annual passenger transportation is that of approximately 53 thousand which would be in line with airlines as Atlantic Coast that is exempt as transportation is approximately 65 thousand a year (more than Aerolineas Argentinas).

Your consideration to the above-mentioned, comments is greatly appreciated.

If you have any questions or need additional information from us, please do not hesitate to contact me at (305) 648-4107 of our Station Manager at JFK, Mr. Joao Delboni at (718) 751-4321.

Sincerely,

Osvaldo A. Ferraro
VP North/Central America & Caribbean

OAF/mcf
MIACB-108/04

6205 Blue Lagoon Drive • Suite 350 • Miami, FL 33126 • Tel. (305) 261-0100
Call Center (305) 648-4100 • (800) 333-0276 • Fax (305) 648-4102
Fax Executive Office (305) 267-6097 • Fax Accounting (305) 266-1107 • Fax Sales (305) 266-1204
www.aerolineas.com

ATTACHMENT I

ADDITIONAL INFORMATION

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SECTION 2 – FAA NAVAIDS Support Letter

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SECTION 5 – PFC Estimated Collection Schedule

SECTION 6 – Runway Safety Area (RSA) Project Scheduling Letter

Reimbursement for Mandated Security Costs from 9/1101-9/30/02 **N/A.**

2. Date of FAA Finding of No Significant Impact:
   Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) **2/11/02.**
   (repeat as necessary)
   List proposed project(s) covered by this finding:
   - Police Emergency Garage.

3. Date of FAA environmental record of decision: _____
   (repeat as necessary)
   List proposed project(s) covered by this finding:
   N/A

*****FOR FAA USE**********

Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.

****

Application Reviewed by:

Name	Routing Symbol	Date

SECTION 1

Port Authority Board Resolution

JOHN F. KENNEDY INTERNATIONAL, NEWARK LIBERTY INTERNATIONAL AND LAGUARDIA AIRPORTS – AUTHORIZATION TO SUBMIT AN APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION TO IMPOSE AND USE PASSENGER FACILITY CHARGES FOR CERTAIN PROJECTS

It was recommended that the Board authorize the Executive Director to submit an application to the Federal Aviation Administration (FAA) to impose and use a Passenger Facility Charge (PFC) at the $4.50 level at John F. Kennedy International (JFK), Newark Liberty International (EWR), and LaGuardia (LGA) Airports for projects at those airports that will increase terminal and airside capacity, reduce delays, increase airline competition, enhance security and improve safety. At the same time, in order to secure a uniform collection level for all outstanding projects at the $4.50 level, FAA guidance provides that a request must be made, at the time of a new application to impose and use PFCs at the $4.50 level, to collect at the same level for any outstanding projects for which collection authority is now set at $3. Accordingly, it was also recommended that a request be made to the FAA to combine the authority to impose and use PFCs for existing projects with the authority to impose and use for these new projects at the $4.50 level.

The Aviation Safety and Capacity Expansion Act of 1990 amended the Federal Aviation Act of 1958 to authorize a public agency to impose a PFC of up to $3 per departing passenger at a commercial service airport it controls, subject to FAA approval. The proceeds from such PFCs are to be used to finance eligible airport-related projects that preserve or enhance safety, capacity or security of the national air transportation system, reduce noise from an airport that is part of that system, or furnish opportunities for enhanced competition among air carriers.

Since 1992, the Port Authority has been granted FAA approval for collection and use of PFCs totaling $1.569 billion for airport access projects at JFK and EWR. In addition, the Port Authority will soon be submitting an amendment to the FAA to collect and use an additional $172 million of PFC funding for AirTrain JFK.

In 2000, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) granted new PFC collection authority. A public agency may now apply to the FAA to increase the PFC level that it may charge to $4 or $4.50. Under AIR-21, to be eligible to collect at the $4 or $4.50 level, the project must meet new criteria, such as it must make a "significant contribution" to improving air safety and security, increasing competition among air carriers, reducing current or anticipated congestion, or reducing the impact of aviation noise on people living near the airport.

The eligible projects at LGA may include projects such as security, aircraft rescue, fire fighting, rehabilitation of runways, and planning and preliminary engineering for the modernization of terminal buildings. At JFK, the eligible projects may include security and rehabilitation of runways, as well as airside improvements to improve runway safety and enhance capacity. At EWR, eligible projects may include security, rehabilitation of a runway/taxiway and projects to expand the airside capacity of the airport, as well as the modification and/or expansion of terminals. The application will be accompanied by an

SECTION 2

FAA NAVAIDS Support Letter

appropriate request to combine existing authority to impose and use PFCs for existing projects with any new authority given to impose and use for these new projects. Thereby, a PFC at the level of $4.50 would be sought for all PFC projects.

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Blakeman, Chasanoff, Gargano, Mack, Pocino, Sartor, Silverman, Sinagra and Steiner voting in favor; none against:

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, to submit an application to the Federal Aviation Administration (FAA) to impose and use a Passenger Facility Charge (PFC) at the $4.50 level for projects at John F. Kennedy International (JFK), Newark Liberty International (EWR) and LaGuardia (LGA) Airports that will increase terminal and airside capacity, reduce delays, increase airline competition, enhance security and improve safety; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, by way of application, amendment or other appropriate request to the FAA, to combine existing authority to impose and use PFCs for existing projects with any new authority given to impose and use PFCs at the $4.50 level for projects at JFK, EWR and LGA that will increase terminal airside capacity, reduce delays, increase airline competition, or enhance security and improve safety; and it is further

RESOLVED, that the form of the foregoing applications, amendment or other request shall be subject to the approval of General Counsel or his authorized representative.

MEMORANDUM

U.S. Department
Of Transportation
Federal Aviation
Administration

Subject: Newark, NJ Upgrade the ILS System to CAT III on Runway 4L and 22L

Date: July 8, 2004

Reply to Darryel Adams
(718) 977-6527

From: New York Flight Procedures Office

Attn. of:

To: Mr. Tom Bock
General Manager
Airspace Modernization, Technology & Operational Enhancement
The Port Authority of NY and NJ

Dear Mr. Bock:

Thank you for taking the time to express your concerns on upgrading the ILS systems on runways 4L and 22L at Newark Liberty International Airport. We share your concerns with regards to enhancing the capability of airports that contribute to the national air transportation system.

The Eastern Region Airspace and Procedures Team (AEA RAPT) supports your request to upgrade the ILS on runways 4L and 22L at Newark Liberty International Airport. We will submit a letter stating said support in the forthcoming annual call for requirements meeting. This letter will request these projects be added to the FY 07 operations and maintenance budget submissions. However, at this time there is no current FAA funding included in the established of the F&E program for the following Newark ILS projects.

We look forward to working with you on these requests. If we can be of further assistance please call.

Sincerely,

For Michael S. Vermuth
Manager,
New York City Flight Procedures Office
(718) 977-6525

cc. AEA-1/3
AEA RAPT

SECTION 3

AIP Application for Mandated Security Reimbursement

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

PORT AUTHORITY TECHNICAL CENTER
241 ERIE STREET
JERSEY CITY, NJ 07310

(201) 216-2001

January 18, 2002

Mr. Philip Brito
Manager
New York Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, NY 11530

Subject: AIRPORT IMPROVEMENT PROGRAM - FISCAL YEAR 2002 - PROJECT APPLICATION FOR FUNDING FOR NEW SECURITY REQUIREMENTS UNDER SECTION 119 OF THE AVIATION AND TRANSPORTATION SECURITY ACT (P.L. 107-71)

Dear Mr. Brito:

This letter is in response to your January 9, 2002 letter regarding Department of Defense Fiscal Year 2002 dedicated appropriation of $175 million for additional security costs. The Port Authority of New York & New Jersey is hereby applying for $56,219,019 in reimbursement for some of the additional security costs incurred by our Part 107 airports as a result of FAA security directives issued after September 11, 2001.

As your know, the Port Authority, as owner and occupant of the World Trade Center complex, was directly affected by the attacks of September 11. Given the unique and devastating magnitude of these events, including the destruction of our Headquarters and the loss of 75 of our colleagues, including 37 police officers, coupled with the additional security directives for the airports and the limited time frame to produce this application, this is a preliminary estimate of the eligible costs incurred.

Your review and approval of these submissions is requested.

Sincerely,

William R. DeCota
Director
Aviation Department

Application for Additional AIP Funding for New, Additional or Revised Airport Security Requirements Per USDOT/FAA Program Guidance Letter 02-04 for Section 119 of the Aviation and Transportation Security Act (P.L. 107-71) for John F. Kennedy International, Newark International and LaGuardia Airports

THE PORT AUTHORITY OF NY & NJ

January 18, 2002

Introduction

The Port Authority, as the operator of four airports, John F. Kennedy International (JFK), LaGuardia (LGA), Newark International (EWR), and Teterboro Airport (TEB), and a heliport, the Downtown Manhattan Heliport, and its airline tenants were adversely financially affected by the federally mandated directives to heighten security in and around airports.

In the aftermath of the attacks, the agency tracked all additional police costs incurred. Certain police labor costs, including those that were incurred at the airports, were assigned a special emergency code. The Port Authority seeks reimbursement for the police costs incurred as a result of this federal emergency from its insurance carriers and the Federal Emergency Management Agency (FEMA) for the emergency period. This period is defined by FEMA as September 11 through November 9, 2001.

As a result, the Port Authority does not seek funding for incremental police labor costs incurred at the airports through November 9, valued at approximately $14.4 million, in this Section 119 application. We do however seek $56,219,019 in Section 119 funding for other additional security costs incurred from September 11, as well as police labor costs incurred and anticipated from November 10, 2001 through September 30, 2002, as a result of FAA security directives issued after September 11, 2001.

The following schedules provide information on a consolidated basis for: John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA) and Newark International Airport (EWR). Corresponding information for the individual airports is attached.

System-wide

Section I. Eligible New, Additional or Revised Security Requirements & Direct Costs

New, Additional, or Revised Security Requirement(s)	Actual Direct cost(s) incurred 9/11/01 – 12/31/01	Estimated Direct cost(s) to be incurred 1/1/02 – 9/30/02	Total Cost(s)
Increased Law Enforcement Officer personnel/overtime	$ 10,502,710 *	$36,200,000	$46,702,710*
Increased other personnel/overtime	$ 1,083,200	$	$ 1,083,200
Equipment, supplies, radios, badge stock, vehicles, etc.	$ 574,350	$ 250,000	$ 824,350
Temporary construction, facility modifications, barriers, etc.	$ 1,215,000	$	$ 1,215,000
Outside services, contractor support, etc.	$ 1,882,537	$ 3,135,000	$ 5,017,537
Other: Police Materials and Services	$ 1,376,222	$	$ 1,376,222
Total	**$16,634,019**	**$39,585,000**	**$56,219,019**

* Does not include $14.4 million in Port Authority Police Department labor costs incurred between September 11 and November 9, which the Port Authority anticipates will be reimbursed by its insurance carriers and the Federal Emergency Management Agency (FEMA).

Section II. Passenger Traffic Data

Year	September	October	November	December
2000	7.6 million	7.8 million	7.6 million	7.2 million
2001	4.6 million (-39.9%)	5.4 million (-30.3%)	5.1 million (-33%)	5 million (-30.1%)

2000 Actual Total Passengers	2001 Budgeted Total Passengers	2001 Revised Total Passengers	2002 Budgeted Total Passengers	2002 Revised Passenger Estimate
92.4 million	95.4 million	81.4 million (-14.7%)	96.5 million	73.8 million (-23.6%)

As a result of a slowing domestic and international economy, passenger growth in the New York/New Jersey (NY/NJ) region was expected to fall about 1.5% in 2001 to approximately 91 million total annual passengers, compared to 92.4 million in 2000. By the middle of 2001, however, passenger growth in the region was down almost 2%, similar to the national decline.

The tragic events of September 11 undermined the confidence of the flying public on a global basis. During the last four months of the year, passenger growth fell an average of 20% across the nation. However, the impacts of September 11 were even more dramatic in the NY/NJ region while traffic fell an average of 31%.

Other indicators confirm the disproportional impacts of September 11 on air travel in the NY/NJ region. For example, seat capacity fell by 21.8% in the region while it was off by only 12.9% nationwide. Additionally, aircraft movements at the three airports declined by 22.3% while the nation's flights were off by 13.1%.

As a result, passenger levels at JFK, LGA and EWR dropped 11.9% in 2001. The region's airports accommodated 81.4 million passengers. In contrast, the nation's overall traffic decline for 2001 is expected to be 8.6%. This marks the first decline in NY/NJ passenger traffic since 1991 and represents the largest annual decline in the region's airport history. Affected even more severely was international traffic, which fell 12% in the region compared to a drop of 5.3% for the nation.

Further, the NY/NJ region is continuing to suffer disproportionally from the lingering fear of flying. A nationwide survey conducted by Yasawich, Pepperdine and Brown (YP&B) in November indicated that 20% of travelers said that their business plans would continue to be affected by the terrorist events. A majority said they would not travel to specific destinations. Specific areas mentioned most frequently were New York (46%), the Middle East (23%) and Washington D.C. (23%).

Since 77% of the region's traffic is origin and destination, expedited recovery of the regional economy is critical. However, the devastation of the September 11 events on the NY/NJ economy has convinced analysts that the region's economic recovery will lag the nation's. The 2002 consensus forecast indicates the nation's Gross Domestic Product will grow by approximately 1.3%, yet, NYC's Gross City Product is expected to decline by 8.9%. Personal income is expected to grow by 2.6% on the national level in 2002, while NYC's is expected to decline 3.2%.

Tourism plays a vital role in New York City's economy. In 2000, tourism was responsible for $25 billion dollars in economic activity, generated $936 million in city tax revenues and directly supported 282,000 jobs. This sector has suffered severely and is not expected to recover in the near future. An analysis by the New York City Partnership

projects a 7-13% drop in cumulative travel and tourism related revenues for the region for 2001-2003.

The U.S. economy is expected to recover in the second quarter of 2002 and the national air travel industry is expect to return to normal by 2003 and attain pre- September 11 levels by 2004. In contrast, the NY/NJ regional economy is expected to lag the U.S. recovery by 6 to 8 months, and air traffic is not expected to reach pre-September 11 levels until 2005-2006.

Section III. Additional Supporting Information –Revenue
($ in millions)

Airport Revenues & Expense Categories	Annual Totals – 2000 (most recent fiscal year) (1)	September 2001	October thru December 2000	October thru December 2001 (2)
Aeronautical Revenues				
Landing Fees	$ 380.0	$ 30.7	$ 96.6	$ 92.7
Fuel Fees	$ 48.0	$ 4.9	$ 13.3	$ 5.6
Terminal Rents	$ 345.9	$ 25.6	$ 89.3	$ 77.2
Other	$ 214.8	$ 27.4	$ 45.3	$ 43.0
Sub-Total	$ 988.7	$ 88.6	$244.5	$218.5
Non-Aeronautical Revenues				
Concessions	$ 60.7	$ 3.8	$ 15.7	$ 15.8
Parking	$ 132.4	$ 7.3	$ 30.5	$ 23.5
Rental Cars	$ 42.0	$ 2.8	$ 11.4	$ 10.1
Other	$ 202.9	$ 16.3	$ 54.9	$ 56.4
Sub-Total	$ 438.0	$ 30.2	$112.5	$105.8
Total	**$1426.7**	**$118.8**	**$357.0**	**$324.3**

(1) See copy of attached FAA Forms 5100-125, previously submitted to FAA.
(2) Based on preliminary closing. Final figures may change.

It is important to note that most of the incremental costs associated with increased security measures implemented subsequent to September 11 are being paid for by the airlines operating at Newark, Kennedy and LaGuardia Airports through increased flight fees. The flight fees at each airport are calculated pursuant to agreements with the carriers operating at those airports using compensatory formulas structured to recover the cost to build, operate and maintain airport facilities, plus an allocated share of infrastructure and other costs that support or benefit the airfield. The percentage of

security costs that are paid for by the airlines varies by airport and type of cost, and averages about 69% at JFK, 65% at LGA and is fully paid at EWR.

Since the airlines are paying for the overwhelming majority of increased security costs, it is the Port Authority's intention to credit, against expense, every dollar of reimbursement received for security costs under this application, and thereby reduce the burden to the airlines through the recovery percentages in the flight fee agreements. Depending upon when the reimbursement is received, the credit would be applied to final 2001 calculations, if received by early March, or 2002 rates, if received later.

While these flight fee calculations use methodologies that are fair, reasonable and non-discriminatory in accordance with Department of Transportation policy on airport rates and charges, the Port Authority recognizes that these increased security costs represent an additional cost burden on an industry that is suffering the consequences of reduced traffic and lower yields. In 2001 costs paid for by the airlines through flight fees from all classes of aircraft at the Port Authority's airports were about $381.5 million. In 2002, flight fees are projected to increase to $447.5 million, reflecting in large part the increase in security costs. In the context of the current financial circumstances confronting the industry these additional costs are substantial.

In addition to increased security costs flight fees have increased due to the steep fall off in air traffic after September 11. Flight fees are charged as a rate per thousand pounds of take-off or landed weight. The numerator of the calculation reflects costs and the denominator the projected level of aircraft weights operating at a particular airport. After September 11, the decline in traffic coupled with extraordinary security costs have caused 2002 projected flight fee rates to substantially increase. Projected 2002 rates compared to estimated 2001 rates at EWR, JFK, and LGA are expected to increase 62%, 28% and 19%, respectively. At the same time, the airlines are experiencing a sharp decline in passenger fares, averaging a 15% drop in the Fourth Quarter of 2001.

In an effort to mitigate the impact on airlines, the Port Authority has significantly reduced non-security operational costs where feasible. The impacts on the Port Authority has also been substantial as a result of the air traffic decline post-September 11. Not only has the Port Authority had to bear a share of the increased airport security costs but airport revenues have declined as well. It should be noted that subsequent to September 11 the Port Authority reduced its estimate for aviation-related 2002 Gross Revenues by over $90 million. Nevertheless, despite the Port Authority's own increased security costs and reduced revenues, monies received under this application will benefit the airlines through reduced flight fees.

Section IV. 2001 Monthly Security Operating Costs
($ in millions)

Month (2001)	Security Operating Costs
June	$ 12.8
July	$ 12.1
August	$ 11.0
September	$ 10.6 (1)
October	$ 8.3 (1)
November	$ 15.0 (1)
December	$ 17.0 (2)

(1) Costs lower due to exclusion of Port Authority Police Department labor costs anticipated to be recovered through insurance and FEMA.
(2) Based on preliminary closing. Final figures may change.

Security Operating Costs are derived from the Port Authority accounting system. They consist of direct airport police units (labor and materials), police investigation and training units assigned to the airports, supervisory and general police costs allocated to the airports, costs for contract guard services, and expenses associated with the Computerized Access Control System. They do not reflect certain components, such as non-police personnel required to construct barriers, included in Section I above.

John F. Kennedy International Airport

Section I. Eligible New, Additional or Revised Security Requirements & Direct Costs

New, Additional, or Revised Security Requirement(s)	Actual Direct cost(s) incurred 9/11/01 – 12/31/01	Estimated Direct cost(s) to be incurred 1/1/02 – 9/30/02	Total Cost(s)
Increased Law Enforcement Officer personnel/overtime	$4,460,745 *	$9,800,000	$14,260,745*
Increased other personnel/overtime	$ 735,000		$ 735,000
Equipment, supplies, radios, badge stock, vehicles, etc.	$ 435,000	$ 150,000	$ 585,000
Temporary construction, facility modifications, barriers, etc.	$ 50,000		$ 50,000
Outside services, contractor support, etc.	$1,411,206	$1,822,000	$ 3,233,206
Other: Police Materials and Services	$ 783,067		$ 783,067
Total	**$7,875,015**	**$1,972,000**	**$ 5,386,273**

* Does not include $14.4 million in Port Authority Police Department labor costs incurred between September 11 and November 9, which the Port Authority anticipates will be reimbursed by its insurance carriers and the Federal Emergency Management Agency (FEMA).

Section II. Passenger Traffic Data

Year	September	October	November	December
2000	2.8 million	2.7 million	2.5 million	2.5 million
2001	1.6 million (-41.1%)	2.0 million (-26.7%)	1.8 million (-29.9%)	1.8 million (-28.2%)

2001 Budgeted Total Passengers	2001 Revised Total Passengers	2002 Budgeted Total Passengers	2002 Revised Passenger Estimate
34.4 million	29.3 million (-14.7%)	34.4 million	25.5 million (-24.8%)

Section III. Additional Supporting Information – Revenue
($ in millions)

Airport Revenues & Expense Categories	Annual Totals – 2000 (most recent fiscal year) (1)	September 2001	October thru December 2000	October thru December 2001 (2)
Aeronautical Revenues				
Landing Fees	$177.7	$ 14.7	$ 45.6	$ 42.4
Fuel Fees	$ 15.2	$ 1.3	$ 4.4	$ (2.2)
Terminal Rents	$115.2	$ 9.1	$ 31.2	$ 29.0
Other	$170.6	$ 22.9	$ 32.8	$ 31.6
Sub-Total	$478.7	$ 48.0	$114.0	$100.8
Non-Aeronautical Revenues				
Concessions	$ 36.3	$ 2.5	$ 8.1	$ 7.0
Parking	$ 33.9	$ 2.4	$ 7.9	$ 6.7
Rental Cars	$ 9.2	$ 0.6	$ 2.5	$ 2.3
Other	$111.2	$ 9.2	$ 27.2	$ 29.8
Sub-Total	$190.6	$14.7	$ 45.7	$ 45.8
Total	**$669.3**	**$62.7**	**$159.7**	**$146.6**

(1) See copy of attached FAA Forms 5100-125, previously submitted to FAA.
(2) Based on preliminary closing. Final figures may change.

Section IV. 2001 Monthly Security Operating Costs
($ in millions)

Month (2001)	Security Operating Costs
June	$ 6.1
July	$ 5.6
August	$ 5.3
September	$ 4.7 (1)
October	$ 4.1 (1)
November	$ 7.2 (1)
December	$ 8.3 (2)

(1) Costs lower due to exclusion of Port Authority Police Department labor costs anticipated to be recovered through insurance and FEMA.
(2) Based on preliminary closing. Final figures may change.

Confidential Schedule for JFK

FAA Form 5100-125 - JFK

LaGuardia Airport

Section I. Eligible New, Additional or Revised Security Requirements & Direct Costs

New, Additional, or Revised Security Requirement(s)	Actual Direct cost(s) incurred 9/11/01 – 12/31/01	Estimated Direct cost(s) to be incurred 1/1/02 – 9/30/02	Total Cost(s)
Increased Law Enforcement Officer personnel/overtime	$2,750,457 *	$1,100,000	$3,850,457*
Increased other personnel/overtime	$ 322,700		$ 322,700
Equipment, supplies, radios, badge stock, vehicles, etc.	$ 114,500	$ 50,000	$ 164,500
Temporary construction, facility modifications, barriers, etc.	$ 130,000		$ 130,000
Outside services, contractor support, etc	$ 196,500	$ 563,000	$ 759,500
Other: Police Materials and Services	$ 285,997		$ 285,977
Total	**$3,800,154**	**$1,713,000**	**$5,513,154**

* Does not include $14.4 million in Port Authority Police Department labor costs incurred between September 11 and November 9, which the Port Authority anticipates will be reimbursed by its insurance carriers and the Federal Emergency Management Agency (FEMA).

Section II. Passenger Traffic Data

Year	September	October	November	December
2000	2.1 million	2.3 million	2.3 million	2.1 million
2001	1.2 million (-44.0%)	1.5 million (-34.0%)	1.4 million (-40.9%)	1.4 million (-29.0%)

2001 Budgeted Total Passengers	2001 Revised Total Passengers	2002 Budgeted Total Passengers	2002 Revised Passenger Estimate
25.6 million	21.9 million (-25.9%)	35.5 million	28.3 million (-20.4%)

Section III. Additional Supporting Information – Revenue
($ in millions)

Airport Revenues & Expense Categories	Annual Totals – 2000 (most recent fiscal year) (1)	September 2001	October thru December 2000	October thru December 2001 (2)
Aeronautical Revenues				
Landing Fees	$ 93.2	$ 7.1	$23.5	$22.4
Fuel Fees	$ 1.0	$ 0.1	$ 0.3	$ 0.3
Terminal Rents	$ 41.1	$ 3.6	$10.6	$11.1
Other	$ 15.0	$ 2.0	$ 4.0	$ 3.3
Sub-Total	$150.3	$12.8	$38.4	$37.1
Non-Aeronautical Revenues				
Concessions	$ 9.9	$ 0.4	$ 3.2	$ 2.7
Parking	$ 35.5	$ 1.6	$ 9.0	$ 6.2
Rental Cars	$ 11.6	$ 0.6	$ 3.1	$ 2.4
Other	$ 37.1	$ 3.5	$ 9.3	$ 9.7
Sub-Total	$ 94.1	$ 6.1	$24.6	$21.0
Total	**$244.4**	**$18.8**	**$63.0**	**$58.1**

(1) See copy of attached FAA Forms 5100-125, previously submitted to FAA.
(2) Based on preliminary closing. Final figures may change.

Section IV. 2001 Monthly Security Operating Costs
($ of millions)

Month (2001)	Security Operating Costs
June	$ 2.8
July	$ 2.7
August	$ 2.4
September	$ 2.5 (1)
October	$ 1.9 (1)
November	$ 3.1 (1)
December	$ 3.6 (2)

(1) Costs lower due to exclusion of Port Authority Police Department labor costs anticipated to be recovered through insurance and FEMA.
(2) Based on preliminary closing. Final figures may change.

Confidential Schedule for LGA

FAA Form 5100-125 - LGA

Newark International Airport

Section I. Eligible New, Additional or Revised Security Requirements & Direct Costs

New, Additional, or Revised Security Requirement(s)	Actual Direct cost(s) incurred 9/11/01 – 12/31/01	Estimated Direct cost(s) to be incurred 1/1/02 – 9/30/02	Total Cost(s)
Increased Law Enforcement Officer personnel/overtime	$3,291,508 *	$25,300,000	$28,591,508*
Increased other personnel/overtime	$ 25,500		$ 28,500
Equipment, supplies, radios, badge stock, vehicles, etc.	$ 24,850	$ 50,000	$ 74,850
Temporary construction, facility modifications, barriers, etc.	$1,035,000		$ 1,035,000
Outside services, contractor support, etc.	$ 274,831	$ 750,000	$ 1,024,831
Other: Police Materials and Services	$ 307,158		$ 307,158
Total	**$4,958,857**	**$26,100,000**	**$31,058,847**

* Does not include $14.4 million in Port Authority Police Department labor costs incurred between September 11 and November 9, which the Port Authority anticipates will be reimbursed by its insurance carriers and the Federal Emergency Management Agency (FEMA).

Section II. Passenger Traffic Data

Year	September	October	November	December
2000	2.7 million	2.8 million	2.8 million	2.6 million
2001	1.8 million (-35.5%)	1.9 million (-30.8%)	2.0 million (-29.3%)	1.9 million (-29.0%)

2001 Budgeted Total Passengers	2001 Revised Total Passengers	2002 Budgeted Total Passengers	2002 Revised Passenger Estimate
35.3 million	30.6 million (-13.5%)	35.5 million	28.3 million (-20.4%)

Section III. Additional Supporting Information – Revenue
($ in millions)

Airport Revenues & Expense Categories	Annual Totals – 2000 (most recent fiscal year) (1)	September 2001	October thru December 2000	October thru December 2001 (2)
Aeronautical Revenues				
Landing Fees	$109.1	$ 8.9	$ 27.5	$ 27.9
Fuel Fees	$ 31.8	$ 3.5	$ 8.7	$ 7.5
Terminal Rents	$189.7	$13.0	$ 47.5	$ 37.1
Other	$ 29.2	$ 2.6	$ 8.4	$ 8.0
Sub-Total	$359.7	$28.0	$ 92.1	$ 80.5
Non-Aeronautical Revenues				
Concessions	$ 14.5	$ 1.0	$ 4.4	$ 6.1
Parking	$ 62.9	$ 3.2	$ 13.6	$ 10.6
Rental Cars	$ 21.3	$ 1.5	$ 5.8	$ 5.4
Other	$ 54.5	$ 3.7	$ 18.5	$ 16.9
Sub-Total	$153.2	$ 9.4	$ 42.3	$ 39.0
Total	**$512.9**	**$37.4**	**$134.3**	**$119.5**

(1) See copy of attached FAA Forms 5100-125, previously submitted to FAA.
(2) Based on preliminary closing. Final figures may change.

Section IV. 2001 Monthly Security Operating Costs
($ in millions)

Month (2001)	Security Operating Costs
June	$ 3.9
July	$ 3.8
August	$ 3.3
September	$ 3.4 (1)
October	$ 2.3 (1)
November	$ 4.8 (1)
December	$ 5.1 (2)

(1) Costs lower due to exclusion of Port Authority Police Department labor costs anticipated to be recovered through insurance and FEMA.
(2) Based on preliminary closing. Final figures may change.

Confidential Schedule for EWR

SECTION 4

TSA Support Letters for the Perimeter Security Projects and Support Letter for the Crisis Commend Center/Police and Airfield Rescue and Firefighting Facility at LGA

FAA Form 5100-125 -EWR

U.S. Department of Homeland Security
Office of the Federal Security Director
Newark Liberty International Airport
614 Frelinghuysen Avenue, 3rd Floor
Newark, New Jersey 07114

Transportation
Security
Administration

September 29, 2004

Ms. Arlene Feldman
Regional Administrator
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434-4809

Subject: Newark Liberty International Airport (EWR)
Proposed Security Projects
Letter of Concurrence

Dear Administrator Feldman:

In response to new world threat conditions and new credible intelligence information, new enhanced security postures must be adopted throughout airports in the United States. The heightened security postures for airports throughout the United States vary widely based on threat vector vulnerabilities, however all security countermeasures place a greater emphasis on personnel and facility infrastructures designed to prevent and deter acts of terrorism. Obviously, today's enhanced countermeasures go beyond, in scope and cost, those measures required prior to the events of September 11, 2001.

As the Federal Security Director (FSD) appointed by the Transportation Security Administration (TSA), it is my responsibility to provide day-to-day operational direction for federal security requirements at EWR, which are directly involved in the national interest. The FSD is the ranking TSA authority responsible for the leadership and coordination of TSA security activities. These responsibilities and accompanying authority include tactical planning, execution, and operational management for coordinated security services and other duties as prescribed by the Under Secretary of Transportation for Security. Among the overall security responsibilities described above, some specific duties assigned to the FSD include:

- Implementation of the Federal Security Crisis Management Response Plan;
- Assessment of airport security risk;
- Implementation of security technology and maintenance within established guidelines;
- Supervision of Federal law enforcement activities within the purview of the TSA; and,
- Coordination of federal, state, and local emergency services and law enforcement.

These specific responsibilities require the FSD to employ all available resources in order to provide the highest security level attainable. To this end, I have directed the performance of security risk assessment, vulnerability studies surveys and a continuous ongoing inspection program of EWR, in conjunction with the EWR airport Port Authority (PA); and we, TSA & PA have developed a comprehensive listing of projects that are designed to enhance the overall security posture of EWR.

U.S. Department of Homeland Security
La Guardia International Airport
Post Office Box 441
Flushing, NY 11371
718-639-1134

Transportation
Security
Administration

October 19, 2004

Ms. Arlene Feldman
Regional Administrator
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434-4809

Subject: LaGuardia Airport
Proposed Security Projects
Letter of Concurrence

Dear Administrator Feldman:

The heightened security posture of airports throughout the United States has placed a greater emphasis on personnel and facility requirements than was necessary or required prior to the events of September 11, 2001.

As the Federal Security Director (FSD) appointed by the Transportation Security Administration (TSA) it is my responsibility to provide day-to-day operational direction for federal security at airports directly involved in the national interest. The FSD is the ranking TSA authority responsible for the leadership and coordination of TSA security activities. These responsibilities and accompanying authority include tactical planning, execution, and operational management for coordinated security services and other duties as prescribed by the Under Secretary of Transportation for Security. Among the overall security responsibilities described above, some specific duties assigned to the FSD include:

- Implementation of the Federal Security Crisis Management Response Plan;
- Assessment of airport security risk;
- Implementation of security technology and maintenance within established guidelines;
- Supervision of Federal law enforcement activities within the purview of the TSA, and,
- Coordination of federal, state, and local emergency services and law enforcement.

These specific responsibilities require the FSD to employ all available resources in order to provide the highest security level attainable. Toward this end, I have performed security risk assessment inspections of the airport and in conjunction with the airport have developed a comprehensive listing of projects that are designed to enhance the overall security posture of the airport.

The Port Authority's Perimeter Security Project, which is described further in the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* document dated September 15, 2004, is designed to enhance access control of the airport's Security Identification Area (SIDA) through the installation of technology for the detection of intrusions on the airport perimeter by unauthorized persons. This project is vitally important to enhance the security posture of LGA. The updated equipment will also enable staff to more quickly respond to incidents and concentrate their efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion protection equipment will supplement the existing security measures used to protect the AOA.

It is understood that the Port Authority desires to fund these projects with Passenger Facility Charge revenue. In accordance with FAA Order 5100.38B, *Airport Improvement Program*, Paragraph 542a, please accept this letter as concurrence that these projects meet TSA requirements and are a supporting element of the Airport's overall security program. Due to SSI requirements, the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* document dated September 15, 2004, is not for public discussion as described in 14 CFR 191.

Your support authorizing PFC collection authority for these projects will allow the Port Authority the funding capability to install the security enhancements earlier than other funding mechanisms will allow.

Your attention to this project is greatly appreciated. If you have any questions or comments, please do not hesitate to call me.

Sincerely,

Thomas H. Wilkins

Thomas H. Wilkins
Federal Security Director
LaGuardia Airport

Cc: Warren D. Kroeppel, General Manager, LaGuardia Airport

Facility not only provides sufficient office space, but also accommodates an extensive network of communications equipment, emergency vehicles and other security equipment.

It is understood that the Port Authority desires to fund these projects with Passenger Facility Charge revenue. In accordance with FAA Order 5100.38B, *Airport Improvement Program*, Paragraph 542a, please accept this letter as concurrence that this project meets TSA requirements and is a supporting element of the Airport's overall security program. Due to SSI requirements, the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* document dated September 15, 2004, is not for public discussion as described in 14 CFR 191.

Your support authorizing PFC collection authority for this project will allow the Port Authority the funding capability to implement this project earlier than other funding mechanisms will allow.

If you have any questions or comments, please do not hesitate to call me.

Sincerely,

Thomas H. Wilkins
Federal Security Director
LaGuardia Airport

Cc: Warren D. Kroeppel, General Manager, LaGuardia Airport

response requirements of the airport. Some of these projects are encompassed into a single project referred to as the Crisis Command Center/Police and Airfield Rescue and Fire Fighting Facility (ARFF).

This project will construct a new 45,000 square foot facility that will combine all security, police and ARFF personnel in a single facility that will include a Crisis Command Center. The new facility will be completely located within the secure perimeter of the Airport. The existing ARFF facility was originally constructed in the 1940's, expanded in the 1970's, and expanded once again in 1986 to fulfill the needs for office and garage space. However, due to increased responsibilities and security requirements at the Airport, supplementary office and vehicle bays are needed for the additional security, police and fire fighting personnel and associated response equipment

In response to mandated security requirements that were established in the months following September 11th, the Port Authority made significant accomplishments in accommodating police and fire/rescue needs. As a short-term measure, temporary buildings were erected to provide security, police, and ARFF staff with essential space such as locker rooms, offices, and equipment storage. In order to provide the most efficient facilities that security, police and fire/rescue forces need, a consolidated police and ARFF facility has been conceived that locates command staff, emergency crews and required equipment in a single facility on the airport.

Incorporated into the design of the new Facility will be vehicle bays expressly configured for emergency and security vehicles. These vehicle bays will be sized to accommodate the ARFF vehicles and security response vehicles assigned to the Airport. The bays will be designed with quick-acting roll-up doors, along with water/foam dispenser systems and electrical connection points to support the emergency response equipment.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminal area. The Crisis Command Center will be responsible for dispatching and coordinating all on-airport emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command Center will be an integral part of the Facility.

The types of emergencies that the Crisis Command Center/Police & ARFF Facility will respond to and coordinate include aircraft and terminal incidents (including fire and medical emergencies); security breaches within the terminal and the Airport Operations Area (AOA); and on-airport traffic incidents.

The Port Authority's Perimeter Security Project, which is described further in the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* document dated September 15, 2004, is designed to enhance access control of the airport's Security Identification Area (SIDA) through the installation of technology for the detection of intrusions on the airport perimeter by unauthorized persons. This project is critical to ensure that Police and ARFF personnel have adequate accommodations at the Airport. The proposed

U.S. Department of Homeland Security
La Guardia International Airport
Post Office Box 44
Flushing, NY 11371
718-639-1104

October 10, 2004

Ms. Arlene Feldman
Regional Administrator
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434-4809

Subject: LaGuardia Airport
Proposed Crisis Command Center/
Police and Airfield Rescue and Fire Fighting (ARFF) Facility
Letter of Concurrence

Dear Administrator Feldman:

The heightened security posture of airports throughout the United States has placed a greater emphasis on personnel and facility requirements than was necessary or required prior to the events of September 11, 2001.

As the Federal Security Director (FSD) appointed by the Transportation Security Administration (TSA) it is my responsibility to provide day-to-day operational direction for federal security at airports directly involved in the national interest. The FSD is the ranking TSA authority responsible for the leadership and coordination of TSA security activities. These responsibilities and accompanying authority include tactical planning, execution, and operational management for coordinated security services and other duties as prescribed by the Under Secretary of Transportation for Security. Among the overall security responsibilities described above, some specific duties assigned to the FSD include:

- Implementation of the Federal Security Crisis Management Response Plan;
- Assessment of airport security risk;
- Implementation of security technology and maintenance within established guidelines;
- Supervision of Federal law enforcement activities within the purview of the TSA; and,
- Coordination of federal, state, and local emergency services and law enforcement.

These specific responsibilities require the FSD to employ all available resources in order to provide the highest security level attainable. Toward this end, I have performed security risk assessment inspections of the airport and in conjunction with the airport have developed a comprehensive scope of projects designed to accommodate the current security and rescue

One such project which both the TSA and the EWR PA have determined to be of high priority is for security improvements at EWR that is encompassed in an overall project entitled Perimeter Security Project. This project is designed to enhance access control of the airport's Security Identification Area (SIDA) through the installation of technology for the detection of intrusions on the airport perimeter by unauthorized persons.

The Port Authority's Perimeter Security Project, is described in the "*Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination*" document dated September 15, 2004. This project is vitally important to enhance the security posture of EWR. The updated equipment will also enable staff to detect and provide immediate respond to incidents and concentrate TSA staff efforts in areas most prone to intrusion. For example, the Airport's perimeter is difficult to consistently monitor and control using manual methods such as vehicle patrols. The addition of high technology security monitoring and intrusion protection equipment will supplement and enhance the existing security measures used to protect and safeguard the AOA.

It is understood that the Port Authority desires to fund these projects with Passenger Facility Charge revenue. In accordance with FAA Order 5100.38B, *Airport Improvement Program*, Paragraph 542a, please accept this letter as concurrence that these projects meet TSA requirements and are a supporting element of the Airport's overall security program. Due to SSI requirements, the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* dated September 15, 2004, is not for public discussion as described in 14 CFR 191.

Your support authorizing PFC collection authority will allow the Port Authority the funding capability to install the security enhancements earlier than other funding mechanisms will allow.

Your attention to this project is greatly appreciated. If you have any questions or comments, please do not hesitate to call me or email me at: (973) 286-4901 or (201) 341-4950; or marcus.arroyo@dhs.gov respectively.

Sincerely,

Marcus V. Arroyo

Marcus V. Arroyo
Federal Security Director,
Newark Liberty International Airport

cc Mr. Raymond Whalen, AFSD Sem.
Mr. Russell White, AFSD Insp.
Mr. John S. Jacoby, Deputy General Manager

If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

William R. Hall
Federal Security Director
John F. Kennedy International Airport

cc: Jerry Spampanato (PORT)
Deputy General Manager
John F. Kennedy International Airport

Transportation
Security
Administration

September 22, 2004

Ms. Arlene Feldman
Regional Administrator
Federal Aviation Administration
1 Aviation Plaza
Jamaica, New York 11434-4809

Dear Ms. Feldman:

I have become aware of the Port Authority of New York and New Jersey's (PORT's) initiative to request your support to authorize Passenger Facility Charge (PFC) revenue to help fund security related projects at John F. Kennedy International Airport (JFK). In particular, it is my understanding that the PORT is seeking funding for the perimeter security equipment procurement phase for a project entitled "Perimeter Security Project". This is designed to enhance access control of the airport's Security Identification Area (SIDA) through the installation of technology for the detection of intrusions on the airport perimeter by unauthorized persons.

This phase of the overall project seeks to enhance prevention of intrusion on JFK's waterside by installing water barriers, water buoys and signage to provide a deterrent and to delineate the boundaries of marine security and exclusion zones recently established by the U.S. Coast Guard for JFK's waterfront. On the landside perimeter this phase calls for subsurface sensing cables, the addition of closed circuit television (CCTV) cameras in areas not presently covered, a technological upgrade of the current CCTV cameras and a surface radar system to instantly detect intruders and initiate an immediate response to specific target locations.

In accordance with the Transportation Security Administration's AVO 400.50.5-3, Airport Improvement Plan Funding Proposals, please accept this letter as concurrence in the PORT's request for funding. A review of this specific request leads me to conclude that this phase of the Perimeter Security Project is unquestionably eligible for funding since it enables the PORT to meet the requirements of 49 C.F.R. 1542.201 (b)(2) which mandates prevention and detection measures for an airport's secured area.

SENSITIVE SECURITY INFORMATION
WARNING: THIS RECORD CONTAINS SENSITVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

U.S. Department of Homeland Security – Transportation Security Administration
Office of the Federal Security Director
John F. Kennedy International Airport – Federal Building 111, Jamaica, N.Y. 11430

SECTION 5

PFC Estimated Collection Schedule

Projected PFC Collections and Applications

(in thousands)		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	Estimated level of operations - Passengers-Moderate Growth Scenario											
	Newark	31,100	29,203	29,429	31,500	32,068	33,101	34,061	34,975	35,892	37,005	38,150
	LaGuardia	22,613	21,987	22,482	23,500	23,675	24,173	24,883	25,344	26,059	26,792	27,545
	Kennedy	29,891	29,943	31,736	36,000	36,267	37,944	39,468	40,964	42,667	44,360	46,118
		83,504	81,133	83,647	91,000	92,010	95,218	98,412	101,283	104,618	108,157	111,813
	Enplaned Passengers - 1/2 of total passengers											
	Newark	15,550	14,602	14,715	15,750	16,034	16,551	17,031	17,488	17,946	18,503	19,075
	LaGuardia	11,257	10,994	11,241	11,750	11,838	12,087	12,442	12,672	13,030	13,396	13,773
	Kennedy	14,946	14,972	15,868	18,000	18,134	18,972	19,734	20,482	21,334	22,180	23,059
		41,752	40,567	41,824	45,500	46,005	47,609	49,206	50,642	52,309	54,079	55,907
	Newark			85%								
	LaGuardia			92%								
	Kennedy			92%								
Weighted Average Collection Rate		94%	93%	89%	86%							
Collections at $2.92 (2003 actual) until 4/17/04, 2.89 thereafter												
$3 Collections less Admin Fees	Newark			36,352	39,247							
	LaGuardia			30,331	29,279							
	Kennedy			42,428	44,853							
$3 Collections less Admin Fees		114,473	110,471	109,111	113,477	114,341	118,327	122,297	125,864	130,009	134,407	138,950
Collections at $1.50						29,673	61,416	63,476	65,328	67,479	69,761	72,119
Total Annual Collections				109,111	113,477	144,014	179,743	185,772	191,192	197,487	204,168	211,069
Expected PFC Applications												
Approved	1,569,000											
15% of 1.148B	172,200											
	1,741,200											
AirTrain PFC Application without Type A Amendment			1,171,910	1,281,021	1,394,498	1,508,839	1,627,166	1,741,200				
EWR Artm Type A Amendment	1st Part of $37.5M				-	5,000	10,000	15,000	20,000			
AirTrain PFC Application with Type A Amendment						1,503,839	1,617,166	1,734,463	1,741,200			
						1,508,839	1,627,166	1,749,463	1,761,200			
New PFC Application ($815M)	$1.50's				-	0	80,762	144,238	209,565	277,044	346,805	
	$40M Security (Operating)					29,673	10,327					
	Post AirTrain $3's								114,127	244,136	378,543	
New PFC Application ($815M)					-	29,673	91,089	144,238	323,692	516,180	715,348	815,000

SECTION 6

Runway Safety Area (RSA) Project Scheduling Letter

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT
225 PARK AVENUE SOUTH, 9TH FLOOR
NEW YORK, NY 10003
(212) 435-3703
(212) 435-3833 FAX

April 20, 2005

Mr. William Flanagan, Manager
Federal Aviation Administration
Eastern Region – Airports Division
1 Aviation Plaza
Jamaica, NY 11434

SUBJECT: The Port Authority of New York and New Jersey
Passenger Facility Charge Application
Runway Safety Area Project Status

Dear Mr. Flanagan:

The Port Authority of New York and New Jersey (Port Authority) will be submitting its application for authority to Impose and Use Passenger Facility Charges (PFC's) for a variety of capital improvement and planning projects at Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA). The application requests the FAA to grant authority for the Port Authority to collect PFC's at a rate of $4.50 per passenger. In accordance with PFC guidance, collection at this level requires that the "public agency", in this case the Port Authority, ensure that adequate provisioning for financing the airspace needs of the Airports are met and are addressed in the PFC application. The Port Authority will meet these needs and demonstrate through its Capital Improvement Plan (CIP).

As part of a preliminary review, the FAA suggested that the Port Authority more clearly describe the status of its airfield projects in order for the FAA to determine eligibility at the $4.50 collection rate. Specifically, a concern was raised regarding the Runway Safety Areas (RSA) at EWR, JFK, and LGA. The FAA noted that in the draft PFC application, there is one RSA project identified at EWR. The FAA further noted that funds are not programmed to address the other RSA's within the Port Authority's Three-Year CIP for JFK or LGA.

The Port Authority recognizes the FAA's national initiative to upgrade all airport RSA's to meet new criteria by 2007. In support of that objective, the Port Authority has undertaken substantial steps to improve the RSA's at all four airports it currently administers, as acknowledged by your letter dated October 6, 2004. This effort undertaken by the Port Authority has included:

- JFK – Installation of Engineered Material Arresting System (EMAS) on R/W 22L;
- JFK – Investment of $30 million in enhancements to R/W 22R RSA; and,
- LGA – Contracting of two EMAS installations on R/W 4 and 13.

This on-going effort has resulted in the Port Authority completing over $50 million in RSA improvements over the past five years. In addition to this effort, The Port Authority is currently coordinating with the FAA, through the AIP program, to conduct RSA improvements at:

- TEB – R/W 6-24 and R/W 1-19;
- EWR – R/W 11-29;
- LGA – R/W 22 and R/W 13; and,
- JFK – R/W 13L-31R, R/W 4R-22L and R/W 4L-22R.

Solutions to enhance these RSA's are much more complex in terms of environmental consequences, potential off-airport impacts, construction costs and operational restraints, when compared with the RSA improvements completed by the Port Authority over the past five years. To ensure that the full-range of RSA options are considered, the Port Authority commissioned a comprehensive study by a team of consultants to examine the full range of solutions available to resolve the RSA issues.

The purpose of the study is to analyze the existing RSA's relative to new FAA guidance, develop a series of possible solutions for each RSA, and provide recommendations to the Port Authority on the most effective approach to achieving the new RSA objectives. An understanding of these issues is a key factor before the Port Authority can develop the projects and identify the resource requirements and document the associated environmental impacts. The preferred alternatives to meeting the new RSA standards will have to be addressed on a policy level and in close coordination with the FAA, state agencies, community groups, and the airlines. The current schedule calls for presenting these alternatives to the airline community this spring with a final report due in July.

While the RSA study is being completed, the Port Authority will be preparing the next version of its capital budget. The Port Authority will prioritize the RSA projects relative to other critical aeronautical construction projects. While Port Authority staff will be working diligently towards the completion of the RSA projects, it is essential to carefully phase all construction work in a manner that will not create unbearable scheduling impacts for the airlines – delays that would resonate throughout the National Aerospace System (NAS) – and to ensure the judicious application of capital improvement funds.

Based on these constraints, The Port Authority has developed a CIP that phases all construction in a manner that will minimize runway closures for RSA and runway rehabilitation construction projects, while applying the full resources available to the Port Authority to complete these critical projects.

The schedule for completing the RSA projects for the remaining runways is as follows:

- EWR – R/W 11-29: Preliminary Engineering and Environmental 2005, Construction 2006;
- JFK – R/W 13L and 31R: Preliminary Engineering and Environmental Documentation 2005, Construction in 2009;
- JFK – R/W 4R-22L: Construction in 2006;

- JFK – R/W 4L-22R: Preliminary Engineering and Environmental Documentation 2005, Construction in 2007;
- LGA* – R/W 22 and 13: Preliminary Engineering and Environmental Documentation 2005;
- TEB – R/W 6-24: Preliminary Engineering and Environmental Documentation 2005, Construction 2006; and,
- TEB – R/W 1-19: Construction 2007.

*A construction schedule for R/W 22 and R/W 13 has not yet been established due to the fact that these projects will involve substantial environmental impacts and associated mitigation costs that cannot be ascertained at this time. With the completion of the RSA Study, the Port Authority will have the cost estimates necessary to include in next year's CIP.

The Port Authority, like the FAA, only approves a single year budget and approves each project within the budget individually. However, you have my commitment as Director of Aviation that the Port Authority will work closely with the FAA to develop and maintain a schedule of prioritized RSA Projects and implement that schedule to the best of our ability on time and within budget.

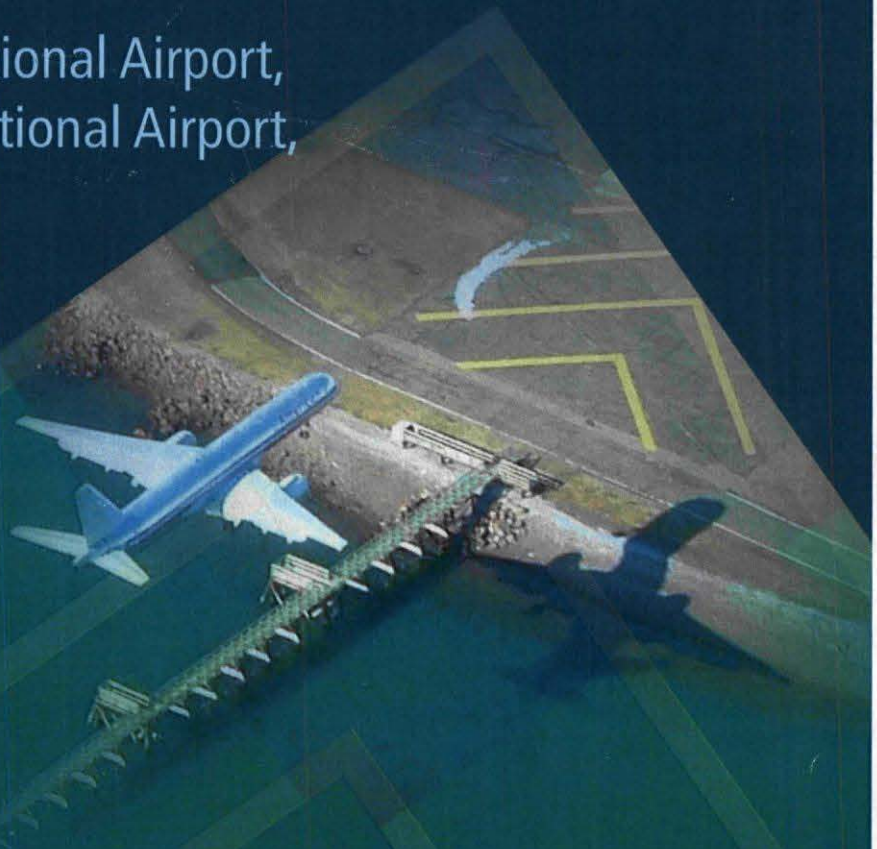
Thank you for your continued support; I look forward to working closely with you on this issue.

Sincerely,

William R. DeCota
Director
Aviation Department

Passenger Facility Charge Amendment Application

Newark Liberty International Airport, John F. Kennedy International Airport, and LaGuardia Airport



Prepared for:
Federal Aviation Administration

Prepared by:
The Port Authority of New York and New Jersey

June 2010

mowatz.ev.2805200

FAA FORM 5500-1

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Not Applicable

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NEWARK LIBERTY INTERNATIONAL AIRPORT
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SECTION 1 - Modernization of Terminal B

SECTION 1

Modernization of Terminal B

ATTACHMENT B: PROJECT INFORMATION

—— FOR FAA USE ——
PFC Application number:

1. AIRPORT WHERE PROJECT IS LOCATED:
Newark Liberty International Airport, Newark, New Jersey

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Modernization of Terminal B - Amended

4.a. PROJECT DESCRIPTION:

ORIGINAL PROJECT DESCRIPTION FROM 2006 APPLICATION

Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates that required additional staff and passenger screening equipment that the terminal was not originally designed to accommodate.

With an understanding of key inadequacies of Terminal B, the Port Authority commissioned a comprehensive study to quantify the capability of Terminal B to accommodate future passenger demands. The comprehensive study is referred to as *The Terminal B Facility Analysis.* The Study began in August of 2002, was completed in July 2004 and formed the basis for Terminal B modernization effort. This expansive study effort included detailed analysis of:

- **Passenger Activity Forecasts;**
- **Safety and Security;**
- **Functionality and Efficiency;**
- **Future Flexibility; and,**
- **Tenant Needs.**

The results of the study highlighted the deficiencies of the Terminal B relative to trends in passenger growth rates and prescribed a series of terminal improvements to accommodate current and anticipated passengers.

Using *The Terminal B Facility Analysis* as a basis, the Terminal B Modernization Project seeks to relieve existing passenger congestion occurring in the ticketing areas, improve interior circulation, and install in-line baggage screening in order to improve passenger flows from the

ticketing areas to the boarding areas. To achieve these goals, the project will include:

- **Construction of a new Baggage Claim area on the Operations level;**
- **Enlarging an existing Lobby on the Operations level and installing a new ground transportation center;**
- **Demolition of the existing Domestic Baggage Claim area and construction of new check-in counters in this location;**
- **Modifications to the existing Departures Level Check-In and queuing areas;**
- **Modifications to accommodate In-Line Baggage screening; and,**
- **Congestion and Security Improvements at the International Arrivals Area.**

This project is focused on reducing passenger congestion in the terminals, improving security functions, and providing greater utilization of the terminal to meet the competitive objectives of the Port Authority.

The terminal comprises approximately 1,100,000 square feet (sq) of floor space that houses ticket counters, baggage claim areas, concessions, hold rooms, gates, security processing and circulation space. Preliminary estimates of changes in ticket counter positions, gates, and baggage claim facilities are shown below.

PROJECT DESCRIPTION FOR THE 2010 AMENDMENT

The Port Authority is seeking an amendment to the 2006 PFC application for an additional $30,500,000. During the construction period, several changes have occurred that have increased the construction costs, including escalations in the construction cost index and changes to the scope of work identified during construction to enhance the functionality and capacity of the terminal.

Program costs are higher than originally forecast, mainly due to higher than anticipated contract bid prices. The original project estimates, were developed in 2004 and the construction phase of the project got underway in 2005. The original estimates used a standard escalation on construction costs of 3.5 percent per year. However, actual construction pricing in the metropolitan area has increased at a much greater rate from 7 percent to 10.5 percent between 2005 and 2007.

In addition, several scope changes have been identified during the construction period to improve functioning of the terminal:

- ***The Lower Level ticket counters were originally planned to be temporary swing counters, but due to increasing airline demand and***

TSA requirements for baggage screening, it was decided to make these counters permanent. By constructing these additional permanent counters, an important benefit realized is that the Port Authority can now can spread the international check-in process along these counters and decrease some of the demand on the upper level. By distributing the check-in process during peak periods, the Port Authority does not need to progress with the pushback of the north and south ends of the Upper Level. The Port Authority's review of the north and south end push-backs, indicates that there would not be enhanced utility, for these areas, as the Terminal would actually lose ticket counters in these areas (versus what currently exists), in order to access employee and service elevators in these zones.

- ***Emergency power was significantly increased to address growing concerns with electrical service reliability. The increase in emergency electrical distribution caused changes to the electrical substation designs and required significantly increased feeder service between the generator and substations. It is important to note that the current design will provide generating capacity for the two new substations to support near normal operations in a blackout situation.***

Lastly, the costs associated with planning and engineering for the project also increased by $20,300,000 due to the following:

- ***Engineering and Planning estimates did not provide for escalation over the term of the Program (5 years), which adds approximately $4,800,000.***

- ***Significant changes were implemented, which consumed the original contingency and required associated engineering efforts. Approximately $8,200,000 in incremental engineering is directly attributable to these changes.***

- ***The original program authorization was based on a pro-forma estimate of less than 21% for planning and engineering services, which is unrealistically low for this type of complex, airside, building related construction in an active terminal. Also the nature of the work requires significant stakeholder interface and continuing need to assess program elements throughout the development process, further adding to the planning and engineering costs. Considering engineering and planning services can range between 18% and 31% of construction costs (on a pro forma basis) and recognizing the challenging nature of this program, a pro forma rate of 26% is much more realistic, which adds an additional $7,300,000.***

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **107**, gates **24**, and baggage facilities **10**.
   2. Number of ticket counters **137**, gates **0**, and baggage facilities **3** to be constructed or rehabilitated.
   3. Net change in ticket counters **30**, gates **0**, and baggage facilities **0**.

FOR FAA USE

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

5. PROJECT JUSTIFICATION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

Despite the opening of a new Federal Inspection Station (FIS) facility in 1996, and the dramatic increase in passenger enplanements, the departure facilities for Terminal B remain essentially as they were when the terminal was dedicated in 1973 to accommodate approximately three million annual passenger enplanements.

As a result, there is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. This modernization will enhance passenger level of service, provide adequate accommodations for security personnel and equipment, and redirect passenger flows for more efficient routing through the terminal complex.

FOR FAA USE

a. Is justification adequate? YES [ ] NO [ ].

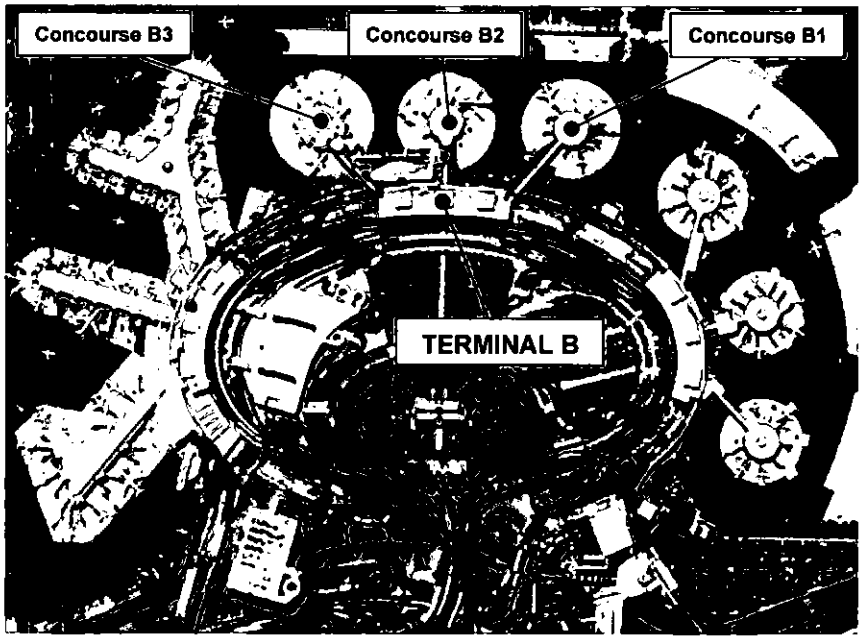
b. Comments:

6. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 8)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 8)

7. SIGNIFICANT CONTRIBUTION:

EWR has experienced substantial domestic and international air passenger growth since 1989. Port Authority statistics for 2003 indicate that over 405,000 international and domestic aircraft operations occurred at the airport accounting for over 29,400,000 annual passengers. This places EWR as #13 in the nation and #23 worldwide for commercial passenger enplanements, according to Airports Council International. Port Authority projections indicate that the Airport's passenger base will continue to expand over the near term as an annual passenger growth rate of 2.6% is anticipated over the next ten years. This will result in the Airport serving 40 million annual passengers by Year 2013.

As a result of this substantial growth, Terminal B, which was dedicated in 1973, has undergone several modifications to improve passenger services. The latest projects in Terminal B involved the creation of new International Arrivals facilities at Satellites B2 and B3, including a new FIS facility, the modernization of the gate areas, boarding areas and baggage systems and new elevators and escalators at the B2 core. In addition retail concessions and passenger services were expanded and improved.



However, departure facilities in Terminal B have changed little since the terminal was dedicated. Since that time, there have been major changes in

security requirements and procedures, not to mention the dramatic increase in the total numbers of domestic and international passengers. Terminal B consists of three concourses that connect the three satellites to the main terminal. The airline gates are located in the satellites. These satellites are identified as Satellite B1, B2, and B3. Satellite B1 handles mainly domestic arrivals and departures with limited international departures. Satellites B2 and B3 accommodate predominately international arrivals and departures.

The present configuration of Terminal B creates a number of congestion problems for passengers moving through the terminal. These problems are apparent when passengers attempt to enter the terminal from the curb front through the existing entrance doors. Passengers entering the terminal are further congested by the queue of passengers waiting to check in with their respective airline. The passenger queues at each airline ticket counter restrict the lateral flow of passengers throughout the terminal.

Arriving international passengers may also experience congestion. Passengers exiting the FIS and walking down the ramp towards the International Arrivals area are commingled with passengers re-checking their bags prior to continuing their journey on a domestic flight. Congestion is exacerbated by the presence of EDS and ETD equipment used for baggage screening in the interline bag re-check area.

Some reconfiguration of the International Arrivals and meeter/greeter areas in conjunction with the installation of an in-line baggage screening system will mitigate congestion in the area.

In addition to the passenger convenience issues, there are airline competition issues at stake that will also be addressed in the Terminal B Modernization. An element driving the modernization of the Terminal is to enhance domestic and international airline competition. For domestic airline competition, the Airport has developed an Airline Competition Plan designed to enhance consumer choice on domestic routes that have passenger volumes of a sufficient magnitude to accommodate service from several airlines.

According to Port Authority statistics, 31% of domestic flights scheduled at the Airport occur on competitive routes. Although an Airline Competition Plan is not required for international service, the Airport has applied a similar principal to provide consumers with maximum travel alternatives on international routes. Currently, the goals of maximizing consumer choice for both international and domestic routes are being met through higher utilization of terminal facilities, such as ticket counters and gates.

However, this high utilization of terminal facilities results in lower levels of service for air passengers. The long-term solution to meet the goals of the Airline Competition Plan is to provide additional ticket counters in order to accommodate demand without reducing passenger service levels. Currently, a high percentage of the Airport's gate and ticket counter space is exclusively controlled through leases by Master Airlines. Non-Master Airlines do not have exclusive control over ticket counters or gates.

Presently, approximately 82% of the gates are held exclusively by Master Airline Agreements and 18% of gates are available to Non-Master Airlines. Based on the high percentage of Airport service and terminal capacity represented by Master Airline exclusively controlled gates, and the high percentage of non-competitive or under-served routes at the Airport, the Competition Plan recommends that any added terminal capacity be operated under non-exclusive, Non-Master Airline agreements so as to provide the flexibility required to improve airline competition.

In order to accommodate new carriers to satisfy the conditions of EWR's Competition Plan for domestic carriers, and to enhance international air carrier competition, it is necessary to expand airline check-in areas and baggage claim areas. Considering that additional ticket counters cannot be added on to the existing Departures level without increasing the terminal footprint requiring substantial terminal structural modification, the additional ticket counters will be added by converting the existing domestic baggage claim area to a ticketing area.

A new Domestic baggage claim area will be built on the operations level in an area that was previously used for vehicle parking. With the new parking restrictions, this area is presently underutilized. Additional space in front of the existing ticket counters on the Departures level will be achieved by shifting the ticket counters back and modifying the Departures level entrance doorways. The proposed project will utilize the existing vertical escalation (escalators, elevators, stairs), which may be supplemented with additional escalators. Additionally, a new ground transportation information center and waiting area will be provided in an expanded lobby on the operations level adjacent to the new Domestic baggage claim area. It is anticipated that Common Use Terminal Equipment (CUTE) will be designed into this portion of the Modernization Plan.

The costs outlined in this application are programmed for planning, design and construction of the terminal modernization.

FOR FAA USE

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____
__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____
__ Competition. Competition Plan [ ] Other (explain) _____
__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____
__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

8. PFC OBJECTIVE:

The objectives of the project are to reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition at Terminal B.

FOR FAA USE

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:

9. FOR FAA USE (Public Agencies go to 10)

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:

10. ESTIMATED PROJECT IMPLEMENTATION DATE:
January 2006

ESTIMATED PROJECT COMPLETION DATE:

2012 (amended date)

FOR FAA USE

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

FOR FAA USE

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

12. a. LIST CARRIERS CERTIFYING AGREEMENT: **ORIGINAL 2006 APPLICATION: Three (3) air carriers have certified agreement with this project. All three were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.***

AMENDED 2006 APPLICATION (2010): One air carrier certified agreement with this project.

b. LIST CARRIERS CERTIFYING DISAGREEMENT: **ORIGINAL 2006 APPLICATION: Five (5) air carriers certified disagreement with this project. One was a conditional disagreement. Please refer to Attachment H *Response to Air Carrier Comments.***

AMENDED 2006 APPLICATION (2010): No air carriers certified disagreement with this project.

Recap of Disagreements:
Public Agency Reasons for Proceeding:

13. a. LIST RESPONDENTS CERTIFYING PUBLIC NOTICE AGREEMENT:

b. LIST RESPONDENTS CERTIFYING DISAGREEMENT:
Recap of Disagreements:
Public Agency Reasons for Proceeding:

FOR FAA USE

a. Comments:

14. FINANCING PLAN:

PFC FUNDS: Pay-as-you-go $
Bond Capital: ***$28,975,000***
Bond Financing & Interest: ***$1,525,000***

*** SUBTOTAL PFC FUNDS: ***$30,500,000 (2010 Amendment)***
If the amount of PFC requested is over $10,000,000, follow directions found in the attached instructions.

EXISTING AIP FUNDS:
Grant **#N/A** Grant Funds in Project **$N/A**

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement **$N/A** Discretionary **$N/A** Total: **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other **(Total 2006 Application PFC Funds) $125,000,000**
Other **(Port Authority Capital Funds) $161,700,000**

*** SUBTOTAL OTHER FUNDS: **$286,700,000**

*** TOTAL PROJECT COST: ***$317,200,000 (Including Amendment)***

*** FOR EACH PROJECT PROPOSING PFC FUNDING IN EXCESS OF $10,000,000: the public agency provided detailed basis of cost information. This detailed information should, at a minimum, provide detail regarding the cost of each major project component. YES [X] NO [ ]

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [X] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [X]

d. Comments.

FOR FAA USE

a. The amount of PFC recommended for approval will not result in revenue that exceeds the amount necessary to finance this project.

b. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

c. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

d. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

e. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

f. Comments.

15. BACK-UP FINANCING PLAN: **N/A**

FOR FAA USE

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

FOR FAA USE

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

I have examined the cost estimates provided by the public agency for this project within the confines of the project's purpose and in relation to the project's scope and find that based on the FAA's past experience with similar projects, the estimated amount for this project is [ ] is not [ ] reasonable.

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

Application Reviewed by:

Name	Routing Symbol	Date

LAGUARDIA AIRPORT
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SECTION 1 - Crisis Command Center/Police and Airfield Rescue and Firefighting Facility (ARFF)

SECTION 1

Crisis Command Center/Police and Airfield Rescue and Firefighting Facility (ARFF)

ATTACHMENT B: PROJECT INFORMATION

—— FOR FAA USE ——
PFC Application number:

1. AIRPORT WHERE PROJECT IS LOCATED:
LaGuardia Airport (LGA), New York, New York

2. CHECK ONE: IMPOSE [ ] **IMPOSE AND USE [X]** USE [ ]

3. PROJECT TITLE (And Public Agency Project Number, If Appropriate):
Crisis Command Center/Police and Airfield Rescue Firefighting (ARFF) Facility - Amended

4.a. PROJECT DESCRIPTION:

ORIGINAL PROJECT DESCRIPTION FROM 2006 APPLICATION

This project will construct a new 45,300 square feet facility that will combine all security, police and ARFF personnel in a single facility along with a Crisis Command Center. The new facility will be completely located within the secure perimeter of the Airport and construction is estimated to begin in early 2007. The existing ARFF facility was originally constructed in the 1940's, expanded in the 1970's, and expanded once again in 1986 to fulfill the needs for office and garage space. However, due to increased responsibilities and security requirements at the Airport, supplementary office and vehicle bays are needed for additional security, police and fire fighting personnel and associated response equipment.

It is currently estimated that the interior space will be functionally assigned as follows:

- **ARFF 6,200 sq. ft.**
- **Police 14,500 sq. ft.**
- **Lockers 10,700 sq. ft.**
- **Bays 12,000 sq. ft.**
- **Building Service 1,900 sq. ft.**
- **TOTAL 45,300 sq. ft.**

In order to provide adequate space to accommodate police, ARFF and security functions for the airfield to meet the FAR Part 139 Index D requirements for LGA, an expanded and modernized Crisis Command Center and ARFF Facility is required. The new Facility will be located in the northwest corner of the Airport allowing quick and efficient access to the intersection of R/W 13-31 and R/W 4-22, and the terminal apron area. The Facility will be designed to accommodate all existing equipment and personnel as required by TSA while configured in a manner to allow for

future expansion. The Facility will also house Airport monitoring and communications equipment necessary to support all manner of security and emergency situations.

The Facility will house the Police command at LGA, the ARFF for the airport, a Crisis Command Center for the coordination and management of responses to airport emergencies. The Facility provides a police desk for public interface with the Police, monitoring of security and emergency response systems, detective's offices, juvenile and adult detention cells, K-9 facilities, bicycle patrol facilities, lockers, and other necessary storage and office areas supporting police functions.

The ARFF function is accommodated by garage bays for emergency response vehicles, ARFF personnel equipment storage, command and control facility, personnel lockers, physical conditioning facility, mechanical and electrical utility rooms; emergency generator, and, computer room.

In terms of functionality, the ARFF emergency response functions are provided by the Port Authority's Police Department, with officers being cross-trained to handle these specialized needs. The new ARFF is located closer to the intersection of the Airport's two runways than the existing facility, thus reducing response times to most of the airfield.

The new Facility is located at a remote area of the Airport, with limited public access to avoid conflicts with passenger operations. On the public side of the Facility, vehicular access is provided by a two-lane, bi-directional roadway which can be easily monitored and controlled to further protect the Facility. The Facility is served by several layers of redundant services so that it can continue unimpeded operations throughout emergencies, including loss of normal power and communications.

NEW PROJECT DESCRIPTION FOR THE 2010 APPLICATION

The Port Authority is seeking an amendment of $24,900,000 to this application due to increased project costs resulting from the introduction of new project elements and increases in construction costs since the original construction cost estimate was developed in 2003.

Since the 2006 PFC application was approved, unanticipated elements have been added to this project. Specifically, the additional elements include aeronautical improvements to the areas surrounding the ARFF Facility, including the realignment of west side taxiways and restricted vehicular service road adjacent to the new Facility. The footprint of the ARFF Facility

impacted these aeronautical areas. In addition to the replacement of the portion of T/W Y; the FAA, as part of a request for modification of standards ("MOS"), also requested modifications to associated taxiways and the restricted vehicle service road (RVSR). These improvements will allow the airport to meet Federal Aviation Administration (FAA) airfield design standards and improve the overall airfield functionality.

Along with the airfield changes, the planned interior area for the Facility has increased 1,700 square feet, from the original 45,300 square feet to 47,000 square feet, resulting in greater construction costs. The Facility also needed to meet significantly heightened security requirements, resulting in increases in police staffing and accommodation of additional federal agencies and equipment. As a result, the ARFF Facility design needed to be adjusted to expand the size of the Facility to meet these current security requirements.

The project also has a high degree of cost risk and complexity due to the required collocation and unified function of 24 technology systems. These systems include:

1. ***800MHz Radio System***
2. ***VHF Radio System***
3. ***UHF Radio System***
4. ***Control Back-Up and Mutual Aid Radio System***
5. ***White House Comm. Agency Antenna System***
6. ***GPS Antenna***
7. ***Satellite Telephone System***
8. ***Digital Logging Recorder (DLR)***
9. ***Telephone Systems***
10. ***Perimeter Intrusion Detection System (PIDS)***
11. ***Public Address System***
12. ***Emergency Alert Notification System (EANS)***
13. ***Intercom***
14. ***Back-up Telephone-Analog/Digital***
15. ***Closed Circuit Television (CCTV)***
16. ***CACS (Access Control System)***
17. ***Fire Alarm System***
18. ***Building Management System***
19. ***Lift Stations***
20. ***Duress Alarms Connection***
21. ***Overheight Detection (Entrances)***
22. ***Computer Aided Dispatch System***
23. ***LiveScan***
24. ***Online Booking System***

In addition to these new project elements, project costs have increased since the original estimate due to inflation and the natural trend of construction costs to increase over time. The original budget and construction bids were developed in 2003. Over the past seven years construction costs have increased due to inflation and from the nationally-recognized trend of increased costs of materials and labor. Since the original estimate for this project was developed, the region has experienced a significant increase in construction activity and there was a

worldwide increase in costs for construction materials. As a result, many of the agency's construction contract bids resulted in bids that were higher than engineer's estimates. The same was true of this project and as a result, costs ran higher than the original cost estimates.

b. If applicable for terminal projects,
   1. Prior to this project, number of ticket counters **N/A**, gates **N/A**, and baggage facilities **N/A**.
   2. Number of ticket counters **N/A**, gates **N/A**, and baggage facilities **N/A** to be constructed or rehabilitated.
   3. Net change in ticket counters **N/A**, gates **N/A**, and baggage facilities **N/A.**

—— FOR FAA USE ——

a. Description adequate [ ] not adequate [ ] (indicate deficiencies below)

b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES[ ] NO [ ].

c. For terminal projects, information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation indicated. YES [ ] NO [ ] N/A [ ]

d. Comments:

5. PROJECT JUSTIFICATION:

Port Authority statistics for 2003 indicate that over 375,000 international and domestic aircraft operations occurred at LGA, accounting for over 22.5 million annual passengers. This places LGA as #21 in the nation and #39 worldwide for commercial passenger enplanements, according to Airports Council International. Aircraft movement and passenger activity levels of this magnitude, combined with FAA ARFF Index requirements and TSA Security requirements demand a facility that is sized to house the staff and equipment needed by ARFF and security staff.

Security and ARFF staff are housed in the existing ARFF Facility that is located on the west side of the Airport, near the threshold of R/W 4. In accordance with FAA standards, the existing ARFF Facility was designed to accommodate FAR Part 139 ARFF Index D equipment requirements for the largest aircraft operating at LGA. In addition to the ARFF staff and equipment, there was a limited airport security staff presence. This facility is currently undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other buildings, leading to inefficiencies in operations.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all

communications during incidents involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command will be an integral part of the Crisis Command Center/Police and ARFF Facility.

With the TSA security regulations established in response to the events of September 11th, 2001, the Airport has been required to accommodate a larger security presence than was previously housed in the ARFF Facility. As a result, the existing ARFF Index requirements coupled with the upgraded security requirements have outstripped the already strained existing Facility's capacity to house staff and equipment for both ARFF and security. Garage bays for the ARFF vehicles are currently undersized to provide the mandated clearances for the vehicles, and to provide storage for necessary equipment in close proximity to the vehicles. As a short-term measure, the Port Authority has placed additional temporary trailers adjacent to the existing ARFF Facility to accommodate the added staff and equipment.

The Federal Security Director (FSD) has endorsed this project as a part of the security requirements for the airport.

—— FOR FAA USE ——

a. Is justification adequate? YES [ ] NO [ ].

b. Comments:

6. LEVEL OF COLLECTION: $1.00[ ] $2.00[ ] $3.00[ ] *(go to 8)*
$4.00[ ] $4.50[X] (public agencies of medium and large hub airports go to 7, all others go to 8)

7. SIGNIFICANT CONTRIBUTION:

In response to mandated security requirements that were established in the months after September 11th, the Port Authority made significant accomplishments in accommodating TSA, police and fire/rescue needs. As a result, the existing facilities housing security, police, and ARFF are temporary in nature, with additional trailers provided for locker rooms, offices and equipment storage. In order to provide the most efficient facilities that security, police and fire/rescue forces need, a consolidated police and ARFF Facility has been conceived that locates command staff, emergency crews and required equipment in a single facility. The Facility will be designed to accommodate specific security requirements as defined by the FSD responsible for LGA.

Incorporated into the design of the new Facility will be vehicle bays expressly configured for emergency and security vehicles. These vehicle bays will be sized to accommodate the ARFF vehicles and security response vehicles assigned to the Airport. The bays will be designed with quick-acting roll-up doors along with water/foam dispenser system and electrical connection points to support the emergency response equipment.

In addition to housing staff and equipment, the new Facility will also function as a Crisis Command Center. This center will act as a focal point for all emergency and security efforts and will tie together all communications during incidents involving the airfield and terminals. The Crisis Command Center will be responsible for dispatching and coordinating all emergency and security staff in addition to coordinating the activities of off-airport respondents, such as the U.S. Coast Guard during water-related incidents involving the Airport. The Crisis Command Center will be an integral part of the new Facility.

The general types of emergencies that the Crisis Command Center/Police and ARFF Facility will respond to and coordinate include aircraft incidents; security breaches within the terminal and the Airport Operations Area (AOA); and on-airport traffic incidents. The anticipated location of the Facility will also improve on-airport response to airfield and terminal emergencies.

This project is critical to ensure that Police and ARFF personnel have adequate accommodations at the Airport. The proposed Facility will not only have sufficient office space, but will also have the needed space for communications equipment, emergency vehicles and other security equipment consistent with LGA's Airport Security Plan.

FOR FAA USE

a. __ Air safety. Part 139 [ ] Other (explain) _____
Certification Inspector concur. Yes [ ] No [ ] Date _____

__ Air security. Part 107 [ ] Part 108 [ ] Other (explain) _____
CASFO concur. Yes [ ] No [ ] Date _____

__ Competition. Competition Plan [ ] Other (explain) _____

__ Congestion. Current [ ] or Anticipated [ ]
LOI [ ] FAA BCA [ ] FAA Airport Capacity Enhancement Plan [ ]
Other (explain) _____

__ Noise. 65 LDN [ ] Other (explain) _____

__ Project does not qualify under "significant contribution " rules. (explain and go to 6. Project Justification - FOR FAA USE – for analysis).

b. Comments:

8. PFC OBJECTIVE:

The project objective is to construct a new Crisis Command Center/Police and ARFF Facility that will accommodate all security, police and ARFF personnel and equipment dedicated to providing security and emergency services to the Airport. The Facility will accommodate all security requirements for LGA as stipulated by the FSD.

FOR FAA USE

a. __ Safety, Preserve [ ] Enhance [ ]
__ Security, Preserve [ ] Enhance [ ]
__ Capacity, Preserve [ ] Enhance [ ]
__ Furnish opportunity for enhanced competition between or among air carriers at the airport
__ Mitigate noise impacts resulting from aircraft operations at the airport
__ Project does not meet any PFC objectives (explain)

b. Comments:

9. FOR FAA USE (Public Agencies go to 10)

a. Project Eligibility:
1) Indicate project eligibility by checking the appropriate category below.
[ ] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ____);
[ ] Terminal development as described in 49 U.S.C. 47110(d);
[ ] Noise compatibility planning as described in 49 U.S.C. 47505;
[ ] Noise compatibility measures eligible under 49 U.S.C. 47504. Check one of the following - project approved in an approved Part 150 noise compatibility plan [ ]; or, project included in a local study[ ]. Include Title and Date of local study:
[ ] Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
[ ] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____); or
[ ] Project does not meet PFC eligibility (explain).

b. Comments:

10. ESTIMATED PROJECT IMPLEMENTATION DATE:
July 2005
ESTIMATED PROJECT COMPLETION DATE:
2012 Amended

FOR FAA USE

a. For IMPOSE AND USE or USE-ONLY project, project will begin within 2 years of 120-day approval date? YES [ ] NO [ ]

b. For IMPOSE ONLY project, project will begin within 5 years of the charge effective date or approval date, whichever is sooner? YES[ ] NO [ ]

c. Comments:

11. For an IMPOSE ONLY project, estimated date USE application will be submitted to the FAA:

FOR FAA USE

a. Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? YES [ ] NO [ ].

b. Comments:

12. a. LIST CARRIERS CERTIFYING AGREEMENT:

b. LIST CARRIERS CERTIFYING DISAGREEMENT:

Recap of Disagreements:
Public Agency Reasons for Proceeding:

13. a. LIST RESPONDENTS CERTIFYING PUBLIC NOTICE AGREEMENT:
ORIGINAL 2006 APPLICATION: Six (6) air carriers certified agreement with this project. All six were conditional agreements. Please refer to Attachment H *Response to Air Carrier Comments.*

AMENDED 2006 APPLICATION (2010): One air carrier certified agreement with this project.

b. LIST RESPONDENTS CERTIFYING DISAGREEMENT:
ORIGINAL 2006 APPLICATION: Two (2) air carriers certified disagreement with this project. Please refer to Attachment H *Response to Air Carrier Comments.*

AMENDED 2006 APPLICATION (2010): No air carriers certified disagreement with this project.

Recap of Disagreements:
Public Agency Reasons for Proceeding:

FOR FAA USE

a. Comments:

14. FINANCING PLAN:

PFC FUNDS: Pay-as-you-go $
Bond Capital: **$*23,655,000***
Bond Financing & Interest: **$*1,245,000***

*** SUBTOTAL PFC FUNDS: **$*24,900,000 (2010 Amendment)***
If the amount of PFC requested is over $10,000,000, follow directions found in the attached instructions.

EXISTING AIP FUNDS:
Grant **#N/A** Grant Funds in Project **$N/A**

*** SUBTOTAL EXISTING AIP FUNDS: **$N/A**

ANTICIPATED AIP FUNDS (List Each Year Separately):
Fiscal Year: Entitlement $ Discretionary $ Total **$N/A**

*** SUBTOTAL ANTICIPATED AIP FUNDS: **$N/A**

OTHER FUNDS:
State Grants **$N/A**
Local Funds **$N/A**
Other (*Total 2006 PFC Application*) $*40,000,000*
Other *(Port Authority Capital Funds) $17,600,000*

*** SUBTOTAL OTHER FUNDS: **$*57,600,000***

*** TOTAL PROJECT COST: **$*82,500,000 (Including Amendment)***

*** FOR EACH PROJECT PROPOSING PFC FUNDING IN EXCESS OF $10,000,000: the public agency provided detailed basis of cost information. This detailed information should, at a minimum, provide detail regarding the cost of each major project component. YES [X] NO [ ]

***PROJECT REQUESTING PFC FUNDING LEVELS OF $4.00 AND $4.50:
a. Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [X] NO [ ]

b. If the FAA determines that the project may qualify for AIP funding, the public agency would prefer that the FAA approve the amount of the local match to be collected at a $4.50 PFC level [X] OR the entire requested amount at a $3.00 PFC level [ ].

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [X]

d. Comments.

FOR FAA USE

a. The amount of PFC recommended for approval will not result in revenue that exceeds the amount necessary to finance this project.

b. Does the project include a proposed LOI? YES [ ] NO [ ] If YES, does the Region support? YES [ ] NO [ ]. If YES, list the schedule for implementation:

c. For any proposed AIP discretionary funds, does the Region intend to support? YES [ ] NO [ ]

d. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP? YES [ ] NO [ ]

e. For project requesting PFC funding levels of $4.00 and $4.50:
Project costs cannot be paid for from funds reasonably expected to be available through AIP funding. YES [ ] NO [ ]
Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. YES [ ] NO [ ] N/A [ ]

f. Comments.

15. BACK-UP FINANCING PLAN: **N/A**

FOR FAA USE

a. Is the back-up financing/phasing plan viable? Yes [ ] No [ ].

b. Comments:

FOR FAA USE

ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

I have examined the cost estimates provided by the public agency for this project within the confines of the project's purpose and in relation to the project's scope and find that based on the FAA's past experience with similar projects, the estimated amount for this project is [ ] is not [ ] reasonable.

ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

Application Reviewed by:

Name	Routing Symbol	Date

ATTACHMENT C
AIRCARRIER CONSULTATION INFORMATION
TABLE OF CONTENTS

SECTION 1 - Consultation Notification Letter Sent to the Air Carriers

SECTION 2 - Consultation Meeting Materials – Presentation Slides

SECTION 3 - Consultation Meeting – Sign-In Sheets for December 14th, 16th and 17th, 2009

SECTION 4 - Consultation Meeting – Meeting Notes

SECTION 5 - Response to Air Carrier Comments

SECTION 6 - PFC Application Pubic Notice

SECTION 1

Consultation Notification Letter Sent to the Air Carriers

THE PORT AUTHORITY OF NY & NJ

Susan M. Baer
Director

November 11, 2009

To: Air Carriers and Foreign Air Carriers Serving:
John F. Kennedy International Airport (JFK)
Newark Liberty International Airport (EWR)
LaGuardia Airport (LGA)
Stewart International Airport (SWF)

Subject: Draft Application for Authority to Impose and Use Passenger Facility Charge Revenue for:
Airside and Landside Development Projects at JFK, EWR, LGA and SWF

The Port Authority of New York and New Jersey (Port Authority) will be conducting consultation meetings with air carriers and foreign air carriers prior to submitting an application to the FAA for authority to impose and use Passenger Facility Charge (PFC) revenue at JFK, EWR, LGA and SWF for various airside and landside development projects. The airline consultation meeting will address two sets of projects.

First, the airline consultation meeting will address the following projects, which will be the subjects of an application to amend the 2006 PFC Application:

- LGA – Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) (pending Port Authority Board Approval); and
- EWR – Modernization of Terminal B.

The estimated PFC revenue for these amendments is approximately $55,400,000.

Second, the airline consultation meeting also will address the following projects, which will be the subjects of a PFC application for the first time:

- EWR – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages;
- EWR – Multiple Taxiway Entrance Construction;
- EWR – Terminal A Redevelopment – Phase II Planning Program;
- JFK – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages;
- JFK – Planning for a Centralized Aircraft Deicing Facility;
- JFK – Aircraft Ramp Expansion and Hangar Demolition;
- JFK – Reconstruction of Runway 13R-31L;
- LGA – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages; and
- LGA – Rehabilitation of Runway 4-22;
- SWF – Snow Removal and Safety Equipment Procurement
- PFC Application Administration & Amendments

225 Park Avenue South
New York, NY 10003
T: 212 435 3720 F 212 435 3833

sbaer@panynj.gov

Total estimated PFC revenue is approximately $572,302,500. In addition, for this PFC application and for all subsequent PFC applications, the Port Authority will apply for authority to make PFC collections at SWF. Any existing funds collected and not expended from previous PFC applications at SWF will be applied to the projects contained in the PFC application that is the subject of the consultations announced in this letter.

There will be three identical airline consultation meetings describing the PFC projects. The consultation meetings are scheduled as follows:

EWR:	December 14, 2009 at 1:00 pm Newark Liberty International Airport General Manager's Conference Room, Building 1 Newark, NJ
JFK/LGA:	December 16, 2009 at 12:00 pm Building 14, 2nd Floor Main Conference Room John F. Kennedy International Airport Jamaica, NY
SWF:	December 17, 2009 at 1:00 pm Stewart International Airport Airport Administration Conference Room Newburgh, NY

The Port Authority is requesting an exemption for the requirement to collect PFC's for the following airline classifications:

EWR:	Non-Scheduled/On-Demand Air Carriers (ATCO)
JFK:	Non-Scheduled/On-Demand Air Carriers (ATCO)
LGA:	Non-Scheduled/On-Demand Air Carriers (ATCO)
SWF:	Non-Scheduled/On-Demand Air Carriers (ATCO)

The individual airlines included in these classifications collectively represent less than 1% of the total passenger enplanements for each respective airport. The individual airlines are identified in Exhibit "A".

The Port Authority will be submitting an application to the FAA for authority to impose and use a PFC at EWR, JFK, LGA and SWF. Total estimated PFC revenue is approximately $627,702,500, which captures revenues from both new PFC and amended projects. The charge effective date is August 2010 and the charge expiration date is 4th Quarter 2013. A breakdown of the anticipated PFC Revenue is included in Exhibit "B".

THE PORT AUTHORITY OF NY & NJ

The airlines are reminded that FAR 158.23c requires that carriers provide written acknowledgement of receipt of this notice within 30 days of issuance. Furthermore, carriers have 30 days from the meeting date to provide written certification of agreement or disagreement with the proposed projects contained in the draft application. Carriers failing to provide timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project are considered to have certified their agreement.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

The draft PFC Application is provided in Exhibit "D" for each airline's review and comment. The projects described in the application are tailored to enhance the operational capabilities of each airport while resolving potential capacity issues. Further detail on these projects will be provided at each airport's PFC consultation meeting. Airlines are encouraged to attend the meeting to discuss pertinent issues with related to each project at that time.

Thank you for your attention.

Sincerely,

Susan M. Baer
Director
Aviation Department

SECTION 2

Consultation Meeting Materials – Presentation Slides

PFC Consultation Meeting with Domestic Air Carriers and Foreign Air Carriers

December 14, 16 and 17, 2009

Requirement to Consult

Prior to submitting a PFC Application to the FAA, the public agency is required to consult with all Air Carriers operating at the airport.

In accordance with this requirement, the Port Authority is holding Airline Consultation meetings on:

December 14, 2009, 1:00 pm at EWR
December 16, 2009, 12:00 pm at JFK
December 17, 2009, 1:00 pm at SWF

The information provided at each meeting will be identical.

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

Passenger Facility Charge (PFC)

Imposed by a public agency on passengers enplaned at a commercial service airport it controls.

PFC revenues finance eligible airport projects to be carried out at the commercial service airport or any other airport which the public agency controls.

Similar project eligibility requirements as Airport Improvement Program; however, the FAA allows more latitude in allocating PFC funds to projects.

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

Important Dates

All Air Carriers have 30 days from the PFC Consultation Meeting date to provide written certification of agreement or disagreement with the proposed application.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003
E-mail: passengerfacilitycharge@panynj.gov

Airline Comments Due back to Port Authority – **January 19, 2010**
Anticipated PFC Application Submittal to FAA by Port Authority – **February 15, 2010**
Anticipated PFC Application Approval – **June 2010**
Anticipated PFC Collection Begins – **August 2010**

PFC Program and its Relationship to AIP

PFC Revenue can be used for:

- Local matching share of AIP
- Financing and debt service

PFC's can fund projects not normally eligible under AIP:

- Gates and Related Areas
- Concessions Areas

PFC projects must meet the following criteria:

1) Preserve safety, security or enhance capacity
2) Reduce or mitigate noise impacts from airport operations
3) Furnish opportunities for enhanced competition

Source: FAA Order 5500.1 Passenger Facility Charge, August 9, 2001

PFC Collection Schedule

Collection is estimated to begin in August 2010 and will end in the fourth quarter of 2013.

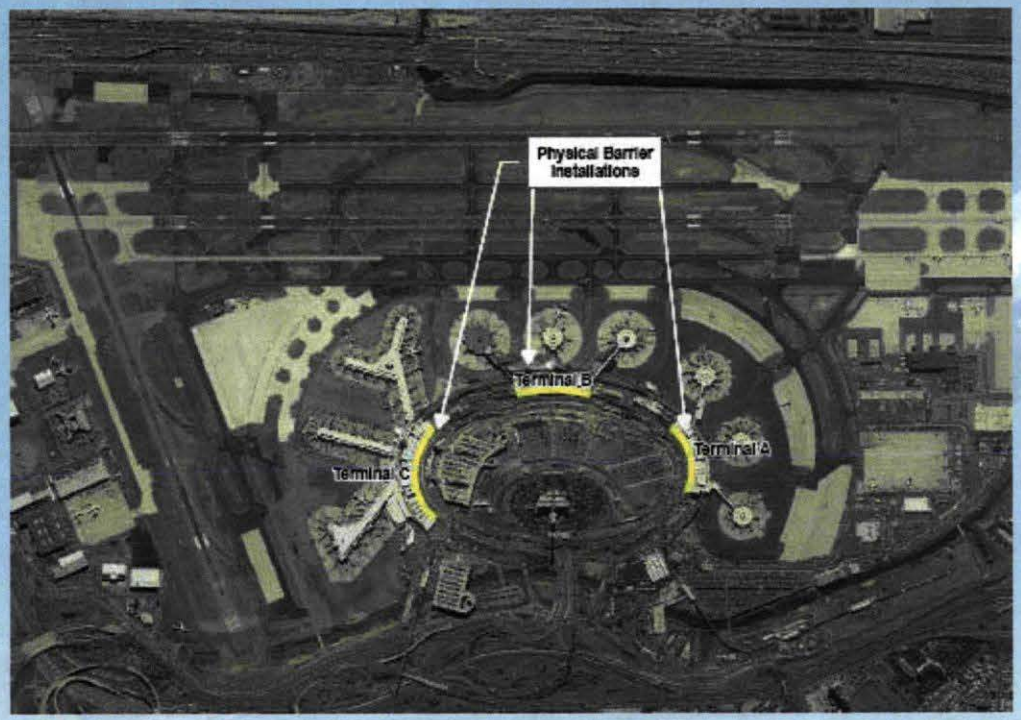
This application amends two projects contained in the 2006 PFC Application:

1. EWR - Modernization of Terminal B
2. LGA - Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF)

Total PFC collection during this period:

$572,302,000 – 2009 Draft PFC Application
$ 55,400,000 – Amendments to 2006 PFC Application
$627,702,000 – Total

1. Security Enhancement Projects for the Physical Protection of Terminal Building Frontages



TOTAL PROJECT COST = $37.4 Mil.

Project Description:

This project involves the installation of security bollards with the purpose of disabling vehicles that could potentially be used to transport explosives inside the terminal buildings.

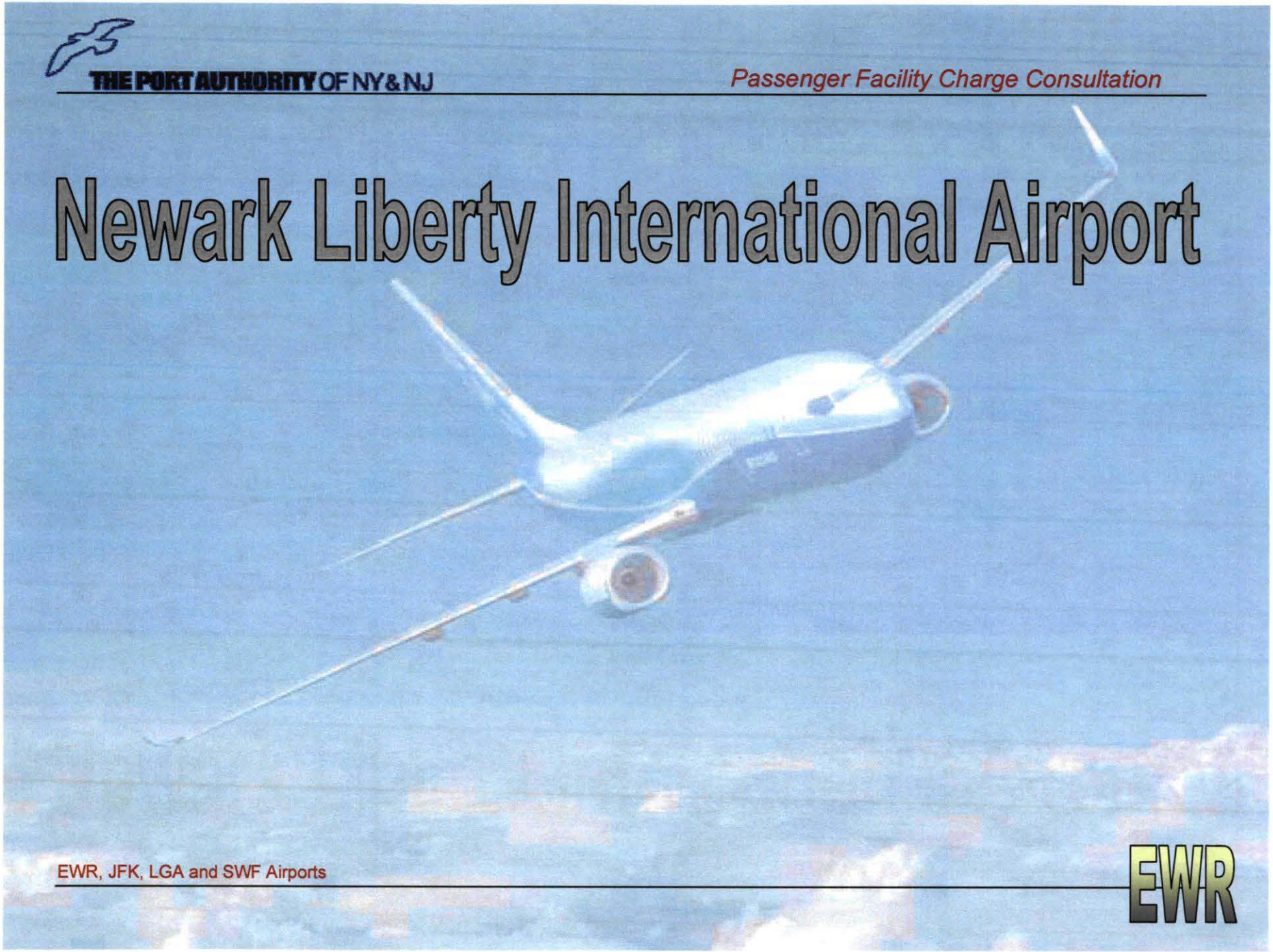
Project Justification:

The protection of terminal frontages is critical where public roadways provide vehicular access to the terminal. Law enforcement and intelligence assessments continue to indicate that a threat to U.S. civil aviation remains significant and that vehicle borne improvised explosive devices (VBIED) is a threat to our airports. This project has been coordinated with the Federal Security Director (FSD) at EWR and is consistent with the Transportation Security Administration (TSA) guidelines for airport security.

Project Objective:

The objective of the project is to increase passenger safety and enhance the security of the Airport by minimizing the exposure of airline and airport operations to VBEID.

Newark Liberty International Airport



Question and Answer Session

Reminder: Important Dates

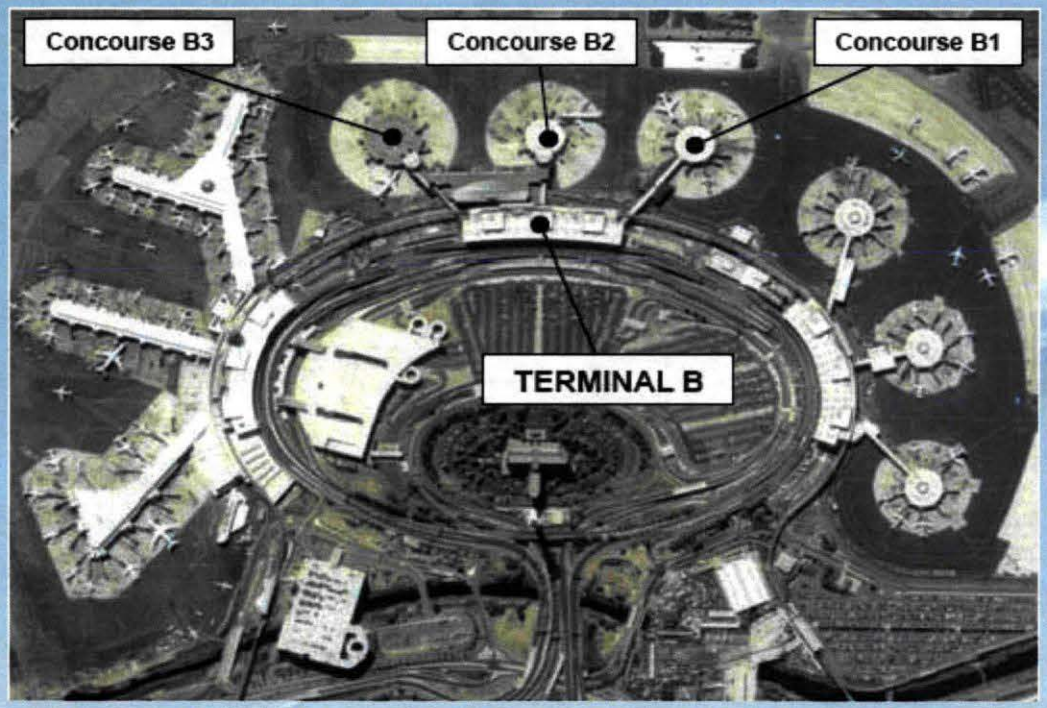
All Air Carriers have 30 days from the PFC Consultation Meeting date to provide written certification of agreement or disagreement with the proposed application.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003
E-mail: passengerfacilitycharge@panynj.gov

Airline Comments Due back to Port Authority – **January 19, 2010**
Anticipated PFC Application Submittal to FAA by Port Authority – **February 15, 2010**
Anticipated PFC Application Approval – **June 2010**
Anticipated PFC Collection Begins – **August 2010**

4. Modernization of Terminal B – Amended



ORIGINAL PROJECT COST	= $294.1 Mil. (2006 Application)
AMENDED COST	= $30.5 Mil. (2009 Amendment)
TOTAL PROJECT COST	= $324.6 Mil.

Project Description:

Port Authority is seeking an amendment to the 2006 PFC Application. Program costs are higher than originally forecast, mainly due to higher than anticipated contract bid prices, scope changes implemented during construction and an increase in planning and engineering costs.

Project Justification:

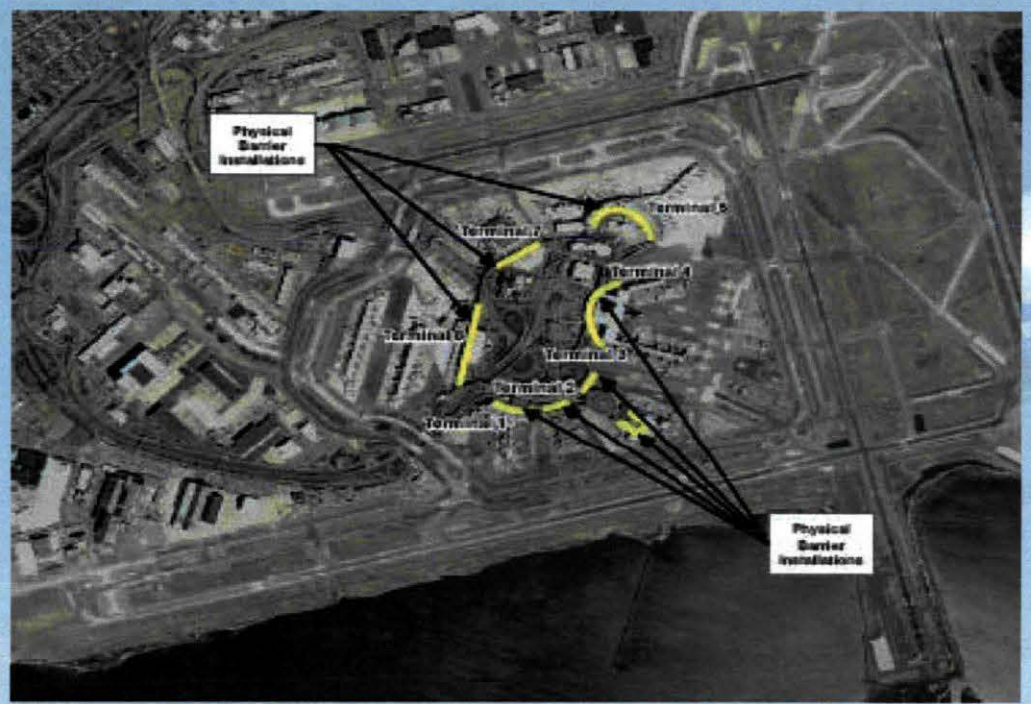
There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan. Engineering and planning costs increased largely due to the scope changes of the project.

Project Objective:

The objectives of the project are to enhance security procedures, reduce passenger congestion, increase interior circulation space, and accommodate new carriers to promote competition.

John F. Kennedy International Airport

1. Security Enhancement Projects for the Physical Protection of Terminal Building Frontages



TOTAL PROJECT COST = $60 Mil.

Project Description:

This project involves the installation of security bollards with the purpose of disabling vehicles that could potentially be used to transport explosives inside the terminal buildings.

Project Justification:

The protection of terminal frontages is critical where public roadways provide vehicular access to the terminal. Law enforcement and intelligence assessments continue to indicate that a threat to U.S. civil aviation remains significant and that vehicle borne improvised explosive devices (VBIED) is a threat to our airports. This project has been coordinated with the Federal Security Director (FSD) at JFK and is consistent with the Transportation Security Administration (TSA) guidelines for airport security.

Project Objective:

The objective of the project is to increase passenger safety and enhance the security of the Airport by minimizing the exposure of airline and airport operations to VBEID.

2. Planning for a Centralized Aircraft Deicing Facility

Project Description:
This project consists of a study to examine the operations and infrastructure feasibility of constructing a centralized deicing facility at JFK. In addition, this project will assess impacts to the airport infrastructure, roadway network, aircraft operations and avoidance in delays.

Project Justification:
Aircraft deicing is a critical flight safety issue. Centralizing the aircraft deicing would enable a more efficient deicing process at JFK and would contribute toward meeting the EPA's anticipated technology-based standard for collection and treatment of aircraft deicing fluid.

Project Objective:
The objective of this project is to advance the planning for a new centralized deicing facility at JFK that will enhance safety and operational efficiency of the Airport while improving the Port Authority's ability to manage deicing fluid effluent.

TOTAL PROJECT COST = $1 Mil.

3. Aircraft Ramp Expansion and Hangar Demolition

TOTAL PROJECT COST = $15 Mil.

Project Description:

This project consists of the demolition of Hangar 12 and Building 94, which have been vacant for several years, and to construct a new aircraft parking ramp on the southwest quadrant of JFK.

Project Justification:

This project will serve to demolish the hangars for safety considerations. The space will then enable the aircraft ramp to be expanded to allow delayed aircraft a safe place to hold, allowing aircraft that are not delayed to continue to taxi to the runway for their scheduled departures.

Project Objective:

The primary object is to construct an aircraft ramp, that will be utilized by FAA Air Traffic Controllers for delay reduction. Another objective is to demolish the existing Hangars due to safety concerns over aging infrastructure.

4. Reconstruction of Runway 13R-31L

TOTAL PFC FUNDS	= $300 Mil.
TOTAL AIP* GRANT	= $3.8 Mil. (Anticipated)
TOTAL ARRA** FUNDS	= $15 Mil.
TOTAL PACAP***	= $17.768 Mil.
LETTER OF INTENT	= $89.1 Mil.
TOTAL PROJECT COST	= $426 Mil.

Project Description:

This project will repave the existing asphalt runway with concrete and widen the runway from 150 feet to 200 feet to meet Group VI standards. Taxiway improvements will include modifications and construction of multiple taxiways, as indicated in the shaded areas.

Project Justification:

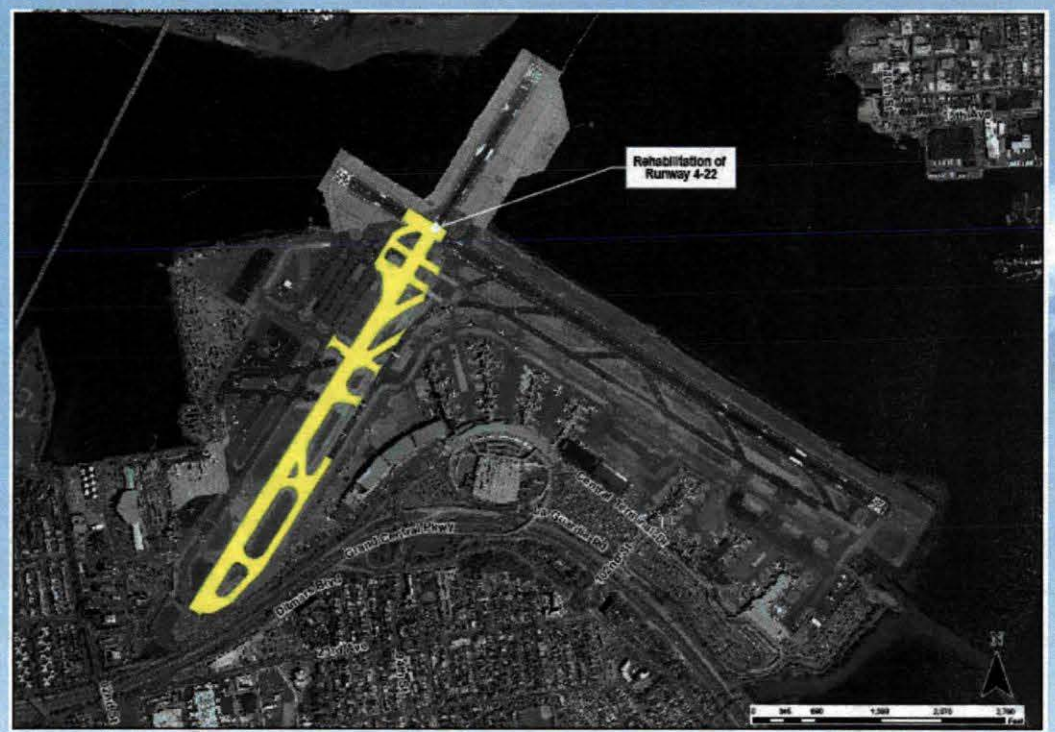
This project is critical to increase operational efficiency and meet the needs of aircraft currently operating and projected to operate at JFK. Upgrading of lighting and electrical infrastructure throughout the runway and runway safety area (RSA) will also be conducted.

Project Objective:

The objective of this project is to reconstruct the pavement of Runway 13R-31L in order to maintain operational efficiency and to accommodate Group VI aircraft at JFK, in addition to upgrading the lighting and electrical infrastructure.

* AIP – Airport Improvement Program; ** ARRA – American Recovery and Reinvestment Act
*** PACAP – Port Authority Capital Funds

2. Rehabilitation of Runway 4-22



TOTAL PROJECT COST = $49 Mil.

Project Description:

The purpose of this project is to rehabilitate the non-deck portions of the asphalt pavement on Runway 4-22 and associated taxiways. The project will also include replacement of the runway in-pavement centerline lights, edge lights and the installation of guard lights on all aircraft holding bays and taxiway centerline lights.

Project Justification:

By rehabilitating the runway before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. Moreover, the project will replace the entire runway lighting system.

Project Objective:

The objective of this project is to preserve pavement on Runway 4-22 in order to avoid a more lengthy and costly pavement reconstruction that would result in significant operational impacts at LGA.

3. Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) - Amended

ORIGINAL PROJECT COST	= $57.6 Mil. (2006 Application)
AMENDED COST	= $24.9 Mil. (2009 Amendment)
TOTAL PROJECT COST	= $82.5 Mil.

Project Description:

The Port Authority is seeking an amendment to this application due to the increased project costs resulting from the introduction of new project elements and time-inflated changes in cost estimates since the original budget allocation. New elements include the realignment of the west side taxiway and the restricted vehicular service road adjacent to the new facility.

Project Justification:

The current facility is undersized to accommodate existing functions. Some personnel activities are housed in adjoining trailers and other temporary buildings, leading to inefficiencies in operations.

Project Objective:

To construct a new Crisis Command Center/Police & ARFF Facility that will accommodate all security, police and ARFF personnel and equipment dedicated to providing security and emergency services to the Airport.

1. Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

TOTAL AIP* GRANTS	= $6.1 Mil.
TOTAL PFC FUNDS	= $27.6 Mil.
TOTAL PROJECT COST	= $33.7 Mil.

Project Description:

This project involves the installation of security bollards with the purpose of disabling vehicles that could potentially be used to transport explosives inside the terminal buildings.

Project Justification:

The protection of terminal frontages is critical where public roadways provide vehicular access to the terminal. Law enforcement and intelligence assessments continue to indicate that a threat to U.S. civil aviation remains significant and that vehicle borne improvised explosive devices (VBIED) is a threat to our airports. This project has been coordinated with the Federal Security Director (FSD) at LGA and is consistent with the Transportation Security Administration (TSA) guidelines for airport security.

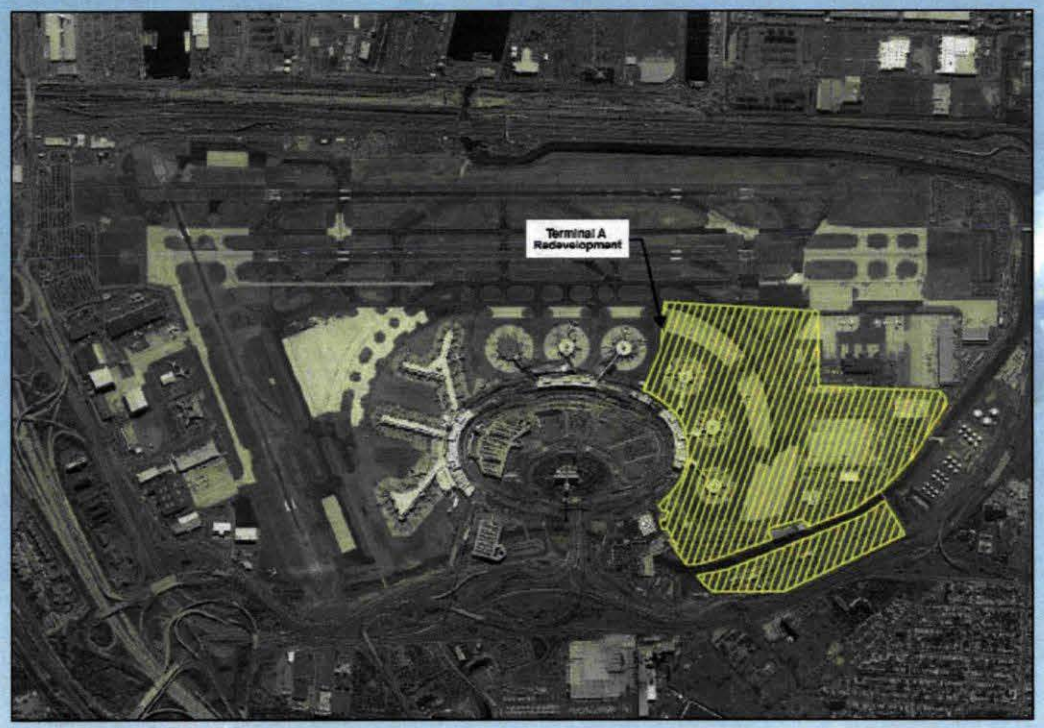
Project Objective:

The objective of the project is to increase passenger safety and enhance the security of the Airport by minimizing the exposure of airline and airport operations to VBEID.

* AIP – Airport Improvement Program

LaGuardia Airport

3. Terminal A Redevelopment – Phase II Planning Program



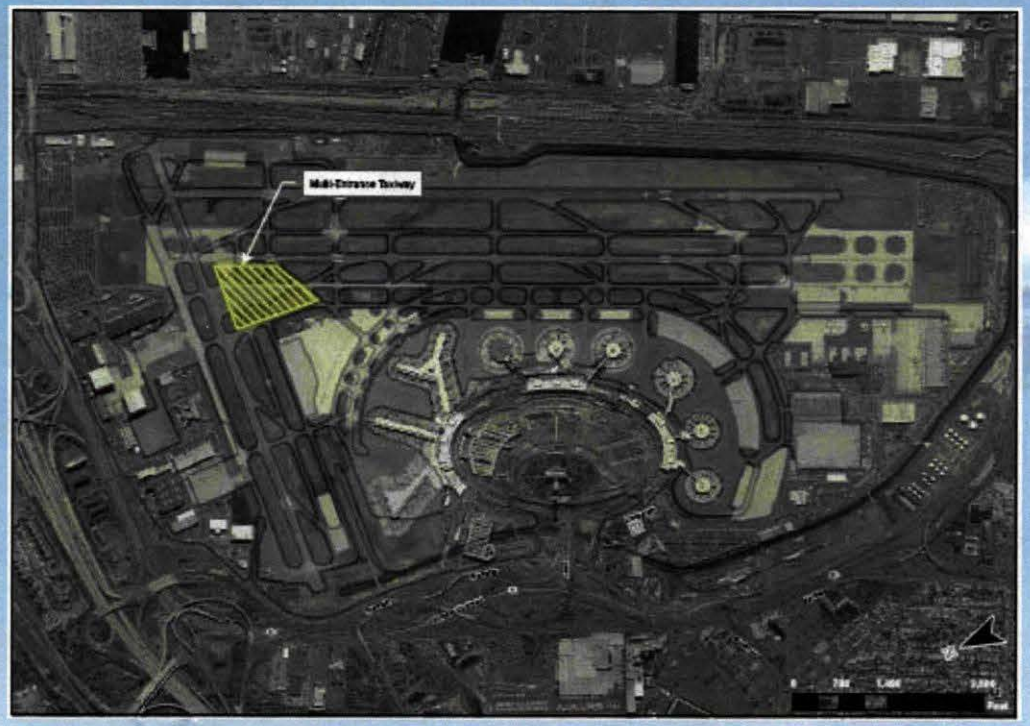
TOTAL PROJECT COST = $30 Mil.

Project Description:
This project involves the planning to completely redevelop Terminal A in order to provide a state-of-the-art facility that will be sized appropriately to accommodate the future aircraft fleet mix and forecasted passenger demand. Phase II Planning includes Financial and Business Tasks, Program Scope Tasks and Program Management Services.

Project Justification:
Phase II Planning will include additional gates and ticket counter space, providing opportunities for new airlines to accommodate larger aircraft to meet anticipated passenger demand. Terminal planning will also ensure compliance with the Competition plan.

Project Objective:
The objective of this project is to advance conceptual planning for the Terminal A Redevelopment Program.

2. Multiple Taxiway Entrance Construction



TOTAL PROJECT COST = $45 Mil.

Project Description:
This project will create new Taxiway entry points to Runway 22R and an additional 950 linear feet of queuing space for aircraft departures.

Project Justification:
Creating multiple entrances to the departure end of Runway 22R will support up to four additional operations per hour at Runway 22R, or 64 flights per day over a16-hour day.

Project Objective:
This project will serve as the first initiative of a Delay Reduction Program that will be implemented throughout the next five years at EWR. The project will enhance departure capability and reduce delays through an improved and efficient intersection at Runway 22R.

Stewart International Airport

Snow Removal and Safety Equipment Procurement

Project Description:
This purpose of this project is to procure equipment to support the snow removal and safety functions at SWF in accordance with the Airport's FAR Part 139 Certification. This equipment will be used to remove snow and ice from airside and landside pavement areas and for airfield lighting system support for instrument operations.

Project Justification:
The Port Authority has been improving the Airport's capabilities to ensure reliable service for all weather conditions and maintain compliance with Part 139 Standards for air carrier airports. Presently SWF primarily uses snow removal equipment that is not specifically designed for airfield snow removal operations. The Airport's goal is to occupy the runway for the least amount of time possible while providing a safe environment for all aircraft to operate.

Project Objective:
The objective of this project is to maintain a safe and highly efficient snow removal plan that meets or exceeds FAA standards to prevent aircraft operational delays due to snow removal and to increase customer level of service during and after a snow event.

TOTAL PROJECT COST = $5.8 Mil.

PFC Planning and Program Administration

2009 PFC Application for John F. Kennedy, LaGuardia, Newark Liberty and Stewart Airports

Project Description:

The Port Authority's Capital Plan and Budget includes a host of eligible projects that the Port Authority is seeking to finance using PFC revenues that are subject to the preparation and FAA approval of a PFC Application. Port Authority staff and consultants will prepare the financial plan based on enplaned passenger and associated PFC revenue projects. In addition, the Port Authority is required to perform ongoing oversight of the PFC program. Costs associated with developing an application and administering the Port Authority's PFC Program are included in this project.

Project Justification:

The FAA guidelines require development of an application concerning projects proposed under the PFC program. The services performed under the PFC Programming and Administration project provide necessary support to the PFC collection and reporting process as well as to the administration and management of other projects in the PFC application.

Project Objective:

This project will assure compliance and monitoring of the proposed PFC projects included in the 2009 PFC Application. The proposed projects included in this PFC application, in turn promote safety of operations and provide improvements in security and overall operations efficiency of Port Authority's Airports.

TOTAL PROJECT COST = $1.5 Mil.

SECTION 3

Consultation Meeting Materials – Sign-In Sheets for December 14th, 16th and 17th, 2009

Port Authority of New York & New Jersey

Passenger Facility Charge Application

Airline Consultation Meeting – Newark Liberty International Airport

December 14, 2009 – 1:00pm

THE PORT AUTHORITY OF NY & NJ

(Please Print)

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Kendra Kennedy	American	by call-in		

Port Authority of New York & New Jersey

Passenger Facility Charge Application

Airline Consultation Meeting – Newark Liberty International Airport

December 14, 2009 – 1:00pm

THE PORT AUTHORITY OF NY & NJ

(Please Print)

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THE PORT AUTHORITY OF NY & NJ

LGA/ **JFK – Properties & Commercial Development**

MEETING Sign in Sheet

Date: 12/16/09

Subject: PFC CONSULTATION

CONFERENCE ROOM - MAIN CONF. RM.

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THE PORT AUTHORITY OF NY & NJ

LGA/JFK – Properties & Commercial Development

MEETING Sign in Sheet

Date: 12/16/09

Subject: PFC Consultation

CONFERENCE ROOM - MAIN CONF. RM.

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THE PORT AUTHORITY OF NY & NJ

Port Authority of New York & New Jersey

Passenger Facility Charge Application

Airline Consultation Meeting – Stewart International Airport

December 17, 2009 – 1:00pm

(Please Print)

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SECTION 4

Consultation Meeting – Meeting Notes

Newark Liberty International Airport

December 14, 2009, 1:00 pm
Meeting Notes

On November 11, 2009, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent notices to all domestic air carriers and foreign air carriers operating at JFK, EWR, LGA and SWF airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield, landside and security capital development projects at EWR, JFK, LGA and SWF. Attached to the notice were the descriptions of the proposed PFC projects, the air carriers that are proposed be excluded from collecting the PFCs, anticipated PFC revenue, and the Airport Capital Improvement Plan and potential alternative use projects. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at EWR.

At 1:00 pm, December 14, 2009, Port Authority staff met with the two airlines that elected to attend the consultation meeting in the General Manager's Conference Room, Building 1 at EWR. An FAA representative was in attendance and participated in this meeting. Ms. Patty Clark (Port Authority) opened the meeting by welcoming the airline representatives and other participants. Ms. Clark explained the format of the presentation and provided information on the PFC Program requirements and relationship to AIP, as well as on the PFC collection schedule. Copies of the slides were distributed to the meeting attendees to follow along with the presentation. Mr. James Heitman (Port Authority) then presented a detailed overview of the projects included in the PFC Application.

The following provides a paraphrased version of the questions and comments of the airline representatives as well as the Port Authority's responses.

1. **Airline Representative Question**
   Continental Airlines

- Is the PFC program and administration to be considered as a project in and of itself?

Port Authority Response

- Yes, eligibility has changed and administration is required to be a separate project. In the past it was imbedded within the projects.

2. **Airline Representative Question**
   American Airlines

- Only 90% of the cost of the new TSA in-line baggage screening area at the multi-tenant terminal is covered. Can the remaining 10% be funded by PFCs?
- A number of inline baggage screening projects are already underway; however, the airline does not want to commit to provide project funding prior to understanding if this project is eligible for PFCs.

FAA Response

- Modification to the existing infrastructure of the security screening system is eligible in common areas (multi-tenant); however, the purchase of new equipment is not.

Port Authority Response

- The 90% that the TSA is covering is for equipment acquisition; the remaining 10% is for physical building modifications.
- Modification to the belts are not covered by the 90%.
- Eligibility for reimbursement from TSA is still being explored. Once this has been determined the Port Authority will look into eligibility to receive funding through PFCs. However, due to the time-sensitive nature of this PFC application, this project would only be considered for a subsequent PFC application.

3. **Airline Representative Question**
   American Airlines

- How is the bollards project going to work, realistically? Is the Port Authority going to stay within the budget? Are there going to be any out-of-pocket expenses for the airlines? Have there been any bids for Terminal A or C at EWR?

Port Authority Response

- Mike Moran and Jim Steven are prepared to talk about this issue on Wednesday.
- For the work at EWR, Terminal B, the project was under budget and ahead of schedule (this is the only project to date that has been completed). Since Terminal A, B, and C have similar building construction, it is likely that Terminal A and Terminal C costs will be similar to that of Terminal B.
- There have been no bids for installation of Bollards in Terminal A and C.

4. **Airline Representative Question**
   Continental Airlines

- How would the total project dollars be allocated between the terminals?
- Will the Port Authority be submitting design and construction documents for all the terminals?

Port Authority Response

- This project is not on a terminal-specific basis, but rather for the entire system, airport wide. If the project comes in under budget, the Port Authority can amend the project.
- Yes, the Port Authority will be submitting design and construction documents for all the terminals.

5. **Airline Representative Question**
   Continental Airlines

- Could you provide a broad description of the Port Authority's larger intentions with respect to PFC use?

Port Authority Response

- The Port Authority has been referring to this project as the "Interim Application", because the Port Authority is preparing it for the purpose of extending the current collection authority that would otherwise be lapsing in the third quarter of 2010. The Port Authority's intent was therefore to put together a larger application of critical, non-controversial projects in order to ensure continuity in its collections while assembling the next application. The Bollards project was required by the Airport Security Plan and requested by the airlines. Other projects requested by airlines (such as the Runway Rehabilitation at LGA) and by both the FAA and the airlines (such as delay mitigation projects) are also included in this application. This application would also initiate collection of PFCs at SWF, so that Port Authority would be collecting PFCs at all four airports. With regards to Planning for a Centralized Aircraft Deicing Facility, the project was included in this application as a result of upcoming EPA regulations and was also requested by the Airport General Manager. This project will benefit the airport because on bad weather days deicing will be conducted closer to the runway. Hangar 12 demolition will provide the airport with much needed ramp space. The Port Authority had requested the Airport Managers to submit their most important projects for this application. The Port Authority plans to use PFCs differently than in the past, when the Port Authority has advanced project costs with their own money and then waited for reimbursement from PFCs. Now, the Port Authority is not in the financial position to do this and is seeking to obtain more value out of the PFC Program to benefit the Port Authority, Airlines, and the traveling public. The Port Authority is looking to leverage PFCs most effectively and wisely.

6. **Airline Representative Questions**
   American Airlines

- When will future applications be submitted?
- The in-line baggage project timeline is limited; it does not mesh with the long-term PFC application. The airline has a concern that it does not match TSAs timeline.

Port Authority Response

- The long-term application will be initiated this summer, but will take time until the application is formulated and submitted to the airlines. A number of steps are required between now and then (e.g. Airline input, Board Approval, Collecting project information). Not all airports use PFCs in the same way.
- The in-line baggage screening equipment itself is not eligible; modifications to existing infrastructure, however, are eligible, but only in terminals of shared use. The latest projects indicate that the Port Authority's ability to collect PFC's will expire in August 2010. Because the timeframe for extending the Port Authority's collection authority is limited and the application process has already been initiated, it will not be possible to include in-line baggage projects in this application. It is conceivable, however, that the Port Authority may prepare an "Interim-Interim" application, in which inclusion of the in-line baggage screening project will be considered.

7. **Airline Representative Question**
   Continental Airlines

- What is the small print under Attachment B, EWR Bollards Project, item 6 on page 3 of 7 in the application? The print relates to specifying requirements for public agencies.

FAA Response

- This instruction, that is part of the FAA form to be completed for the application, directs the Airport to complete the significant contribution portion of the application (Item 7). A significant contribution test applies only to large hub and medium hub airlines.

8. **Airline Representative Question**
   Continental Airlines

- What is the total project cost for Terminal A? Is it congruent with estimates included in the PFC Application?

Port Authority Response

- The total project cost is between $2.2 – $2.7 Billion.

9. **Airline Representative Question**
   Continental Airlines

- As for the amendment to the Modernization of Terminal B project, this application is for $30 million. The project costs were known as $45 million. Where is the difference of $15 million coming from?

Port Authority Response

- Yes, the $15 million is due to rate increases. The scope changes were primarily new TSA requirements for managing construction sites, as well as changes in the electrical substations. The largest component of the project increase was the escalating project construction costs in the period from 2004 through 2007. The original estimate was developed in 2003.

FAA Response

- The FAA will provide information regarding eligibility of the funds the Port Authority is applying for.

10. **Airline Representative Question**
    Continental Airlines

- Can the Port Authority do an Amendment to add projects to this application?

FAA Response

- The Port Authority cannot add more projects in as an Amendment at this time.

Port Authority Response

- The Authority for Collecting PFCs cannot lapse, so the Port Authority will have to consider additional projects in an interim-interim application. The carriers agree that allowing a lapse in the PFC collection is not prudent.

11. Airline Representative Question
Continental Airlines

- Regarding the Terminal A Redevelopment project: What was the objective of Phase 1 planning (i.e. the deliverables of the study); what will be the deliverables for the second phase of the study and will this second phase advance the project to 30% design?

Port Authority Response

- The first phase was intended to evaluate five alternatives to expand the existing terminal to meet forecast needs. An airfield analysis and a capacity analysis of the airfield needed to also be completed. The purpose of Phase 1 was to select an alternative, develop a cost estimate and demand forecast, and evaluate the project's impacts to airside operations. As the cost estimate was developed, it was determined to be too high; the study also identified aircraft limitations.
- Deliverables for Phase 1:
    - Condition survey
    - Demand forecast
    - Model airside operations
    - Model landside operations
    - Develop cost associated with all these deliverables
- The need for Phase II planning was one of the outcomes of the Phase 1 planning. The first step of Phase II planning is to reach out to the airlines to validate program planning assumptions. The Port Authority needs to further explore business models and financing opportunities for the terminal. This will allow the Port Authority to move into Stage 1 design. Once the Port Authority validates the program and planning requirements, they will complete a more specific design criterion. This criterion will include a road and parking program for landside, an airside program and terminal development.
- Phase I analyzed two alternatives for Terminal A: modernization or replacement. The conclusion of this phase was that modernization was more cost-effective and appropriate for what the airport needed.
- At the end of Phase II, the Port Authority will undertake Stage II planning, which will advance terminal design.

12. Airline Representative Question
Continental Airlines

- Will there be any concurrent planning for a 45-gate terminal?

Port Authority Response

- Design for 36 gates will be completed in order to support future growth, allowing for future expansion, if needed. The terminal will have 36 gates to meet projected demand, but the design will include flexibility for additional gates.

13. Airline Representative Comment
Continental Airlines

- None of the EWR projects included in the PFC application were unexpected, from Continental Airline's perspective. The new information discussed today is that of the airfield development and facility planning.

14. Airline Representative Question
Continental Airlines

- What projects are not within this application? When looking at the overall projects, the PFC funds allocated to EWR is not in balance with the other Airports. Historically, EWR has received 34% of the total application amount; this application, however, only allocates 32%, which is estimated at $90 million less than the historic rate. When the extension to the city of Newark was facilitated, language was included in the lease extension that expressed the Port Authority and city's intentions of trying to maintain a balance in the allocation of funds across all airports. Continental would like every application to maintain that balance instead of the "pendulum swinging" through time. Continental would like the Port Authority to consider this at a high level.

Port Authority Response

- The Port Authority attempts to keep harmony in fund allocations to all three airports. Although there is a 2% difference in fund allocation for EWR in this application, it is still very close. The Port Authority has made serious attempts to keep everything even. There will be amendments to the current application that will increase funds allocated to EWR. These amendment applications take less time to be approved than a PFC application for new projects. There are projects that are scheduled at EWR that will further restore balance and may be included in the "interim-interim" or the "long-term" PFC application. Maintaining even financing of all three airports is difficult because of the complexity of the financing and applications processes and timing. The Port Authority will continue to strive to maintain a balance between all three airports.

FAA Response

- There is a provision that in order to collect a PFC of $4.50, all airfield requirements must be met. With regard to EWR, the Port Authority would have to address their airside needs first. If they do not, the $3.00 collection level will be required. These items are all outlined in FAA order 5500.01.

15. Airline Representative Question
Continental Airlines

- Are you looking at the possibility of bonds to finance these projects?

Port Authority Response

- The Port Authority is looking at all methods of financing.

16. Airline Representative Question
Continental Airlines

- The final project in the application is for PFC Planning and Program Administration. Why does the Port Authority need outside consultation?

Port Authority Response

- A large component of the funds the PFCs would cover is the Port Authority's administration and ongoing oversight of the PFC program, which involves multiple different departments at Port Authority. The Port Authority currently has retained an expert who understands the needs of the airport. The PFC application is resource intensive, requiring a large amount of documentation and coordination, including sending this application out to 184 air carriers. Due to the time-intensive nature of the application, the Port Authority utilizes consulting services. In addition to these services, there are other financial aspects involved including monitoring and quarterly reporting. The Port Authority is reducing staff right now making this application even more challenging to conduct in-house. There is only one Port Authority staff member assigned to administer the development of this program. The application process has been very difficult for the Port Authority in the past and the outside help has eased this process.

The Consultation Meeting concluded at 2:30 pm.

John F. Kennedy International Airport

December 16, 2009, 1:00 pm
Meeting Notes

On November 11, 2009, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent notices to all domestic air carriers and foreign air carriers operating at JFK, EWR, LGA and SWF airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield, landside and security capital development projects at EWR, JFK, LGA and SWF. Attached to the notice were the descriptions of the proposed PFC projects, the air carriers that are proposed to be excluded from collecting the PFCs, anticipated PFC revenue, and the Airport Capital Improvement Plan and potential alternative use projects. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at EWR.

At 1:00 pm, December 16, 2009, Port Authority staff met with the airlines that elected to attend the consultation meeting in the 2nd Floor Main Conference Room, Building 14 at JFK. FAA representatives were in attendance and participated in this meeting. Ms. Patty Clark (Port Authority) opened the meeting by welcoming the airline representatives and other participants. Ms. Clark further explained the format of the presentation and provided information on the PFC Program requirements and relationship to AIP, as well as on the PFC collection schedule. Copies of the slides were distributed to the meeting attendees to follow along with the presentation. Mr. James Heitman (Port Authority) then presented a detailed overview of the projects included in the PFC Application.

The following provides a paraphrased version of the questions and comments of the airline representatives as well as the Port Authority's responses.

1. **Airline Representative Question**
   American Airlines

- Does the $37.4 Million for the EWR Bollards project include the amount that the Port Authority has spent on Terminal A and C in addition to Terminal B?

Port Authority Response

- Yes, the amount is for all terminals. However, only bollards at Terminal B have been installed to date.

2. **Airline Representative Question**
   American Airlines

- What were the scope changes to the Modernization of Terminal B project?

Port Authority Response

- The scope changes were primarily new TSA requirements for managing construction sites, as well as changes in the electrical substations. The largest component of the project increase was the escalating project construction costs in the period from 2004 through 2007. The original estimate was developed in 2003.

3. **Airline Representative Question**
   American Airlines

- What were the terms of the changes in TSA requirements?

Port Authority Response

- The terms of the changes in TSA requirements regarded badging and how contractors could get to and from the site. This complicated the phasing of construction.

4. **Airline Representative Question**
   New York Airline Liaison Office (NYALO)

- What is the scope of work for the Deicing Project at JFK? Will simulation modeling be included?

Port Authority Response

- The scope includes the study of the site. The Port Authority anticipates that some modeling will be included.

5. **Airline Representative Question**
   American Airlines

- Will the Port Authority be cooperating with the airlines through the process for the JFK Deicing project? Will the Port Authority look at requirements as well as consult with the airlines?

Port Authority Response

- Consultants will be working with the Port Authority and airlines to ensure the project meets the interests of all parties involved. They'll be looking at schedules, cost/benefit operations, etc. This will be a collaborative effort.

6. **Airline Representative Question**
   NYALO

- What is Building 94 and why is it being demolished during the Ramp Expansion and Hangar Demolition project at JFK?

Port Authority Response

- Building 94 is a small building off to the side of Hangar 12 that is not currently in use. It is being demolished due to safety concerns resulting from its age and poor condition.

7. **Airline Representative Question**
   NYALO

- Is all the AIP Grant and stimulus funding in place for the Bay Runway project?

Port Authority Response

- Yes, all the AIP Grant and stimulus funding has been approved.

8. **Airline Representative Question**
   FedEx

- How will the three-month reauthorization requirement affect the timing of these projects? How does the Port Authority fund the projects if they do not get another reauthorization?

Port Authority Response

- Projects would be funded by the Port Authority reserves. The Port Authority pays for the costs of the project first, and then is reimbursed at a later date. There will not be a timing issue.

9. **Airline Representative Question**
   American Airlines

- Is LGA the only bollard project without grants? Are there future possible AIP grants for the other airports?

Port Authority Response

- This one project is the only one for which an AIP grant was authorized. The Port Authority has submitted an extensive list of projects eligible for AIP grants.

10. **Airline Representative Question**
    American Airlines

- Are there any AIP Grants for the Runway 4-22 project?

Port Authority Response

- The intention is to use PFCs for this project. The Port Authority has identified all the projects in which they are seeking AIP Grant funding. This is not one of them.

11. **Airline Representative Question**
    NYALO
    Would it be possible to fund inline baggage screening equipment with PFCs?

FAA Response

- The in-line baggage screening equipment itself is not eligible; modifications to existing infrastructure, however, are eligible, but only in terminals of shared use. The latest projects indicate that the Port Authority's ability to collect PFC's will expire in August 2010. Because the timeframe for extending the Port Authority's collection authority is limited and the application process has already been initiated, it will not be possible to include in-line baggage projects in this application. The Port Authority will look into including this project in future PFC applications.

12. Airline Representative Question
NYALO

- What happens if the FAA does not approve a project in time?

Port Authority Response

- The Port Authority will withdraw any project that threatens to impede the approval of the application. The Port Authority is facing a deadline for approving a new PFC application in order to maintain collection authority. If any projects could potentially delay PFC approval, the Port Authority will withdraw it from the application and include it in a future application.

13. Airline Representative Question
NYALO

- Would the Port Authority be agreeable to including the in-line baggage screening costs in a future PFC application?

Port Authority Response

- For a future application, the Port Authority would consider this project or any other eligible project. Any project can be proposed for inclusion in future applications. The primary purpose of this "interim" application is to extend the collection authority.

The Consultation Meeting concluded at 2:30 pm.

Stewart International Airport

December 17, 2009, 1:00 pm
Meeting Notes

On November 11, 2009, in accordance with 14 CFR Part 158 Section 158.23, the Port Authority sent notices to all domestic air carriers and foreign air carriers operating at JFK, EWR, LGA and SWF airports notifying them of the Port Authority's intention to submit an application to the FAA requesting authority to impose and use PFC revenue to fund airfield, landside and security capital development projects at EWR, JFK, LGA and SWF. Attached to the notice were the descriptions of the proposed PFC projects, the air carriers that are proposed be excluded from collecting the PFCs, anticipated PFC revenue, and the Airport Capital Improvement Plan and potential alternative use projects. At the meetings the Port Authority provided project justifications, detailed financial plans, and other presentation materials to the airline representatives. The following is an account of the proceedings of the airline consultation meeting held at EWR.

At 1:00 pm, December 17, 2009, Port Authority staff met with the one airline that elected to attend the consultation meeting in the Airport Administration Conference Room at SWF. An FAA representative was in attendance and participated in this meeting. Ms. Patty Clark (Port Authority) opened the meeting by welcoming the airline representative and other participants. Ms. Clark explained the format of the presentation and provided information on the PFC Program requirements and relationship to AIP, as well as on the PFC collection schedule. Copies of the slides were distributed to the meeting attendees to follow along with the presentation. Mr. James Heitman (Port Authority) then presented a detailed overview of the projects included in the PFC Application.

The following provides a paraphrased version of the questions and comments of the airline representative as well as the Port Authority's responses.

1. **Airline Representative Question**
   JetBlue Airlines

- Would the snow removal equipment covered in the PFC application be available for the 2010 season?

Port Authority Response

- The snow removal equipment will not be acquired until approximately two snow seasons from now, as it takes time for the equipment to be manufactured, delivered and staff trained.

2. **Airline Representative Question**
   JetBlue Airlines

- When will the Port Authority begin collecting the passenger facility charge at SWF?

Port Authority Response

- The Port Authority is anticipating having the application approved by the FAA by June 2010. As soon as the collection authority for PFC projects and amendments to the previous application expire, the collections for the projects included in this application will take effect, at which point passengers at SWF will begin to pay the PFC. This date is projected to be August 2010.

3. **Airline Representative Question**
   JetBlue Airlines

- Once the Port Authority collects all the money to pay for the SWF project included in the application, will the customers continue to pay the passenger facility charge?

Port Authority Response

- Right now, the Port Authority collects PFCs as a system. Once SWF is approved as part of the package of Port Authority airports collecting PFCs, passengers at all four airports will continue to pay PFCs until the entire charge is collected.

FAA Response

- Regarding continuance of PFC collection, once the collection is met, the Port Authority will likely submit another application to increase the collection amount and extend the expiration of the charge. If the Port Authority collects faster than projected in the application, then the expiration date is pushed forward. Currently, the Port Authority is collecting its PFCs faster than anticipated and therefore is looking to submit this new PFC application in order to extend the charge expiration date. The FAA will process the Amendments first, which will incrementally extend the collection. Once the Amendment project amounts are collected, the new project collections will take effect, at which point passengers at SWF will begin to pay the PFC.

The Consultation Meeting concluded at 1:30 pm.

SECTION 5

Response to Air Carrier Comments

Response to Air Carrier Comments

In accordance with 14 CFR Part 158.23, the Port Authority distributed draft PFC applications to each of the 184 air carriers and foreign air carriers currently operating at EWR, JFK, LGA and SWF, on November 11th, 2009. The draft application notified each airline of the Port Authority's intent to submit an application to the FAA requesting authority to impose and use PFC's to fund capital development at the Airports. The notification packages included the date, time and locations of the meetings at which the Port Authority would consult with the airlines about the proposed PFC funded projects. The letter included:

- Description of the proposed projects;
- PFC dollar level;
- Charge effective date;
- Estimated charge expiration date;
- Estimated PFC revenue; and
- List of exempted air carriers and explanation for exemptions.

Consultation meetings with domestic and foreign air carriers were held on December 14th, 16th and 17th, 2009. A total of one airline provided a comment letter with responses that included agreements and conditional agreement with the projects included in the application.

Continental Airlines (CO) provided the letter with comments on projects at EWR and LGA only. CO unconditionally agreed with the two projects at LGA and unconditionally agreed with three of the four EWR projects contained in the draft application. For the third EWR project, *Terminal A Redevelopment*, CO "conditionally agreed" to the project. The conditional agreement for the EWR Terminal A Redevelopment project included CO's request to review detailed cost estimates to ensure the continued structural integrity, life safety, and critical passenger service operational functions at Terminal A for the next 10-15 years.

In response to this request, the Port Authority will make available to CO, and the other airlines operating at EWR, the cost estimates for the continued operation of Terminal A.

CO's letter is included in this section.

Continental Airlines

Post Office Box 4607 HQSPF
Houston TX 77210-4607
Tel 713 324 5139
continental.com

Via Electronic & U.S. Mail

January 18, 2010

Ms. Patty Clark
Senior Advisor – Aviation Department
Port Authority of New York and New Jersey
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Draft Application for Authority to Impose and Use Passenger Facility Charge Revenue for: Airside and Landside Development Projects at JFK, EWR, LGA and SWF

Dear Ms. Clark:

Pursuant to 14 CFR Part 158, "Passenger Facility Charges," Section 158.23, please accept this letter and the enclosure hereto as Continental Airlines' written Certification of Agreement/Disagreement with respect to the Port Authority's intent to apply to the FAA to impose and use PFC revenues for additional projects within the Port Authority of New York and New Jersey's airport system.

Continental hereby submits its written Certification of Agreement/Disagreement as to those proposed projects referenced in the Port Authority's notice of November 11, 2009 as presented and discussed at the consultation meeting on December 14, 2009.

With respect to the proposed PFC application as a whole, we respectfully call to your attention the Port Authority's commitment to maintain a balance between PFC collections and approved PFC projects at its major airport at EWR as compared to JFK/LGA. This policy statement was memorialized in an October 2002 Agreement between the Port Authority and the City of Newark which contains the following language with respect to PFCs:

> *"The Passenger Facility Charges received by the Port Authority to date from the three major airports operated by the Port Authority, as well as any increased passenger facility charges authorized and imposed in the future, shall be invested in Newark Airport in an amount equal to the proportion which the passenger facility charges originating at Newark Airport bear to all such Passenger Facility charges collected by the Port Authority..."*

This draft application tilts that balance. Historical PFC collections at EWR represent 34% of the total between the three major airports. Approved project dollars also represent 34% of total. This application, however, apportions only 23% of project dollars for EWR which has the effect of reducing EWR's historical share of approved PFC dollars to 32%. On a percentage basis the change

appears small. In terms of project dollars, however, it represents a PFC investment shortfall to the tune of $90 million. That is significant. Accordingly, we encourage the Port Authority to submit a supplemental PFC application in the very near term with additional EWR impose and use projects so as to restore the desired balance and to maintain that balance on a going-forward basis and with each and every subsequent PFC application.

As to the type of additional projects to be submitted, we highly encourage the prioritization of PFC funding on airfield delay reduction initiatives over terminal development.

In the event that specific elements of a proposed project or projects are eliminated or changed prior to or after the filing by the Airport of the PFC application with the FAA, it is requested that the Port Authority provide notification to the undersigned and the respective air carrier of such changes. It is also requested that the Port Authority provide the section of the application that summarizes the carriers' responses to the proposed PFC projects.

Please feel free to contact me at 713-324-6972 with any questions regarding our response.

Sincerely,

Duane M.I. Siguenza
Director, Corporate Real Estate

Enclosure (1)

CONTINENTAL AIRLINES, INC.
RESPONSE TO APPLICATION TO IMPOSE AND USE PFC REVENUES
FOR ADDITIONAL PROJECTS AT
JFK, EWR, LGA AND SWF AIRPORTS
January 18, 2010

NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR)

Project: **No. 1 – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages**

Position: Certification of Agreement

Comments: None

Project: **No. 2 – Multiple Taxiway Entrance Construction**

Position: Certification of Agreement

Comments: None

Project: **No. 3 – Terminal A Redevelopment – Phase II Planning Program**

Position: Certification of Conditional Agreement

Comments: The cost estimates for the option to rehabilitate the existing Terminal A were not sufficiently justified or detailed during the course of the Phase I Planning studies and airline presentation meetings. Accordingly, it is strongly recommended that the first order of business for any Phase II Planning studies include the detailed review of the required costs to ensure the continued structural integrity, life-safety and critical passenger service operational functions (e.g. security checkpoint screening areas) at Terminal A for the next 10-15 years. This is an important juncture in any future decisions over whether to invest significantly in the construction of a new terminal.

Project: **No. 4 – Modernization of Terminal B - Amended**

Position: Certification of Agreement

Comments: As discussed during the airline consultation meeting at Newark Liberty on December 14, 2009, it is requested that the additional PFC amount for this project reflect the maximum value for eligible project elements so as to eliminate any overspill of the net project requirement into the international facility airline rate base.

CONTINENTAL AIRLINES, INC.
RESPONSE TO APPLICATION TO IMPOSE AND USE PFC REVENUES
FOR ADDITIONAL PROJECTS AT
JFK, EWR, LGA AND SWF AIRPORTS
January 18, 2010

JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK)

Project: **No. 1 – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages**

Position: No comment as Continental does not presently schedule into JFK.

Comments: None

Project: **No. 2 – Planning for a Centralized Aircraft Deicing Facility**

Position: No comment as Continental does not presently schedule into JFK.

Comments: None

Project: **No. 3 – Aircraft Ramp Expansion and Hangar Demolition**

Position: No comment as Continental does not presently schedule into JFK.

Comments: None

Project: **No. 4 – Reconstruction of Runway 13R-31L**

Position: No comment as Continental does not presently schedule into JFK.

Comments: None

LAGUARDIA AIRPORT (LGA)

Project: **No. 1 – Security Enhancement Projects for the Physical Protection of Terminal Building Frontages**

Position: Certification of Agreement

Comments: None

Project: **No. 2 – Rehabilitation of Runway 4-22**

Position: Certification of Agreement

Comments: None

Project: **No. 3 – Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) - Amended**

Position: Certification of Agreement

Comments: None

STEWART INTERNATIONAL AIRPORT (SWF)

Project: **No. 1 – Snow Removal and Safety Equipment Procurement**

Position: No comment as Continental does not presently schedule into SWF.

Comments: None

PFC PLANNING AND PROGRAM ADMINISTRATION

Project: **No. 1 – PFC Planning and Program Administration**

Position: Certification of Agreement

Comments: None

This concludes Continental Airlines' comments and certification of agreement/disagreement regarding the Airport's application.

SECTION 6

PFC Application Public Notice

Public Notice of Passenger Facility Charge Application

The Public Notice for the PFC Application was posted on the Port Authority's website at the following link:

- General Airport Link: http://www.panynj.gov/airports/general-information.html

The notice provided a brief description of each project, brief justification, associated cost estimates and PFC level, estimated total PFC level, the proposed charge effective date and charge expiration date, estimated total PFC revenue to be collected, and name and contact information for the person to whom comments should be sent.

A copy of the public notice is provided in the following section.

Public Notice of
Passenger Facility Charge Draft Application for
Impose & Use Authority Application
December 2009

The Port Authority of New York and New Jersey (Port Authority), hereby provides notice of its intent to file an application to the Federal Aviation Administration (FAA) to impose and use Passenger Facility Charges (PFCs) at Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA) and Stewart International Airport (SWF) for various airside and landside development projects. The application will address two sets of projects: two (2) projects which will be the subject of an application to amend the 2006 PFC Application; and eleven (11) new projects, which will be the subject of a PFC application for the first time. These projects are described below.

Amended Projects for the 2006 Application

Newark Liberty International Airport

Modernization of Terminal B - Amended

Description: The Port Authority is seeking an amendment to the 2006 PFC application for the Modernization of Terminal B project. During the construction period, several changes have occurred that have increased the construction costs, including escalations in the construction cost index and planning and engineering work, as well as changes to the scope of work identified during construction to enhance the functionality and capacity of the terminal. Scope changes included the following:

- The Lower Level ticket counters were made permanent due to increasing airline demand and TSA requirements for baggage screening. By constructing these permanent counters, the international check-in process can now be spread along these counters to decrease some of the demand on the upper level.

- Emergency power was significantly increased to address growing concerns with electrical service reliability. The increase in emergency electrical distribution caused changes to the electrical substation designs and required significantly increased feeder service between the generator and substations.

Justification: Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates

that required additional staff and passenger screening equipment that the Terminal was not originally designed to accommodate.

PFC Level: $4.50
Estimated Cost: $30,500,000 Amendment

LaGuardia Airport

Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) - Amended

Description: The Port Authority is seeking an amendment to the 2006 PFC application for the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility project due to increased projects costs resulting from the introduction of new project elements and time-inflated changes in cost estimates since the original budget allocation.

Since the 2006 PFC application, new project elements have introduced unanticipated costs, such as aeronautical improvements to the areas surrounding the Facility will allow the airport to meet Federal Aviation Administration (FAA) standards and improve the overall airfield functionality. The project also has a high degree of cost risk and complexity due to the integration of 24 technology systems including White House Communications, Fire Fighting, Policing Systems such as Live Scan and Online Booking, Building Support Systems Radio Systems such as 800MHZ and UHF and VHF Bands, and Security Systems, such as Computerized Access Control, and Perimeter Intrusion Detection, and CCTV Surveillance. In addition to these new project elements, project costs have increased since the original budget estimates due to inflation and the natural trend for increasing construction costs.

Justification: The existing ARFF facility is currently undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other buildings, leading to inefficiencies in operations.

PFC Level: $4.50
Estimated Cost: $24,900,000

New Projects for the 2009 Application

Newark Liberty International Airport

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at EWR.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: $4.50
Estimated Cost: $37,400,000

Multiple Taxiway Entrance Construction

Description: This project will create a multiple entrance taxiway at the end of R/W 22R to enhance departure capability and reduce delays through an improved and efficient intersection at R/W 22R. Moreover, this project will serve as the first initiative of a Delay Reduction Program that will be implemented throughout the next five years at EWR.

The project will enhance access to the departure end of Runway (R/W) 22R. A new 950-foot taxiway immediately south of Taxiway W is proposed to connect Taxiways S and R to R/W 22R on the west side. By undertaking this work, the Airport will achieve enhanced departure capability and delay reduction with an improved and efficient intersection departure at R/W 22R. A new entry point to R/W 22R and an additional 950 linear feet of queuing space for aircraft departures will be created. The preliminary simulation results of initial TAAM

modeling indicates that the project will support up to four additional operations per hour at R/W 22R, or 64 flights per day over the 16-hour day.

Justification: The Port Authority, working with the FAA and airlines, identified the addition of multiple access points to the existing runway ends as an effective measure to reduce delays.

PFC Level: $4.50
Estimated Cost: $45,000,000

Terminal A Redevelopment – Phase II Planning Program

Description: This project will advance the conceptual planning for the Terminal A Redevelopment Program, defined in the Phase 1 Planning Program report, in order to meet projected growth and anticipated passenger demand at EWR, thereby satisfying the airport's approved Competition Plan. The Phase I effort clarified the Port Authority's approach to accommodating passenger growth at EWR and identified the need to completely redevelop Terminal A rather than attempt to modernize or expand the existing Terminal.

The Phase II Planning Program is designed to: improve the efficiency of passenger processing and security screening, provide additional gates and space for new entrant airlines, and create holdroom areas to meet anticipated passenger demand. The overall goal of the Terminal A Redevelopment Program is to provide a state-of-the-art facility that will be sized appropriately to accommodate the future aircraft fleet mix and forecasted passenger demand. Passenger demand for the Terminal is projected to be 11 Million Annual Air Passengers (MAAP) in 2018. It is anticipated that the Terminal A Redevelopment will include the construction of 33 gates configured to accommodate Group IV and V aircraft. The existing Terminal A has a total of 28 gates originally designed for Group III and IV aircraft.

Justification: Since its completion in 1973, Terminal A upgrades have been limited to code compliance and other safety and corrective repair projects, such as fire alarm upgrades and vertical circulation improvements. More extensive rehabilitation is required to alleviate existing passenger congestion issues and accommodate anticipated passenger growth over the long-term. There is significant passenger congestion throughout the terminal complex that can only be remedied by providing a larger and differently configured terminal building footprint.

PFC Level: $4.50
Estimated Cost: $30,000,000

John F. Kennedy International Airport (JFK), New York, NY

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at JFK.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of JFK. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: $4.50
Estimated Cost: $60,000,000

Planning for a Centralized Aircraft Deicing Facility

Description: This project will advance the planning for a new centralized deicing facility at JFK that will enhance safety and operational efficiency of the Airport while improving the Port Authority's ability to manage deicing fluid effluent.

This project consists of a study to examine the operational and infrastructure feasibility of constructing a centralized deicing facility at JFK. Specifically, the study will consider sizing, siting, design, aircraft access, and vehicle service road considerations. This study is necessary to ensure that the centralized deicing

facility can be constructed with an aircraft deicing fluid collection system that maintains operational safety and efficiency while complying with proposed federal (EPA) regulations and the State Dept. of Environmental Conservation Stormwater Pollution Discharge Elimination System permit requirements and providing capability for the Port Authority to address future regulatory requirements.

Justification: Aircraft deicing is a critical flight safety issue. Although deicing activities at JFK meet all current safety standards, deicing operations are currently fragmented, resulting in reduced operational efficiencies as well as difficulty in managing spent deicing fluids.

PFC Level: $4.50
Estimated Cost: $1,000,000

Reconstruction of Runway 13R-31L

Description: This project consists of the reconstruction of Runway 13R-31L and the construction of related aeronautical infrastructure improvements that will increase operational efficiencies and reduce air traffic delays at JFK. The project will also upgrade the lighting and electrical infrastructure, and restore the grading associated with the runway safety area.

This project will repave the existing asphalt runway with concrete and widen the runway from 150 feet to 200 feet to meet Group VI standards. In addition, improvements to the entirety of Runway 13R-31L include: new runway lighting and electrical infrastructure; new electrical feeds; associated modification to the switch houses; widening of taxiway intersections; shoulder overlays; new navigational aids; accommodations for future navigation aids, and regrading of runway safety areas. Taxiway improvements will include construction of new Taxiway KC, the extension of Taxiways KK and KD, modifications to Taxiways PF, PE and K, and construction of new Taxiways PD, JA, JB and Z.

Justification: This project is essential to maintain the operational efficiency of this Runway. The existing asphalt pavement on Runway 13R-31L is nearing the end of its service life.

PFC Level: $4.50
Estimated Cost: $300,000,000

Aircraft Ramp Expansion and Hangar Demolition

Description: This project will demolish the existing Hangar 12 and Building 94 due to safety concerns over the ageing infrastructure and thus create additional aircraft ramp that will be utilized by FAA Air Traffic Controllers for delay reduction

and other periods of congestion at JFK. This new ramp area may also be considered as a potential site for a new centralized aircraft deicing facility.

This project will be conducted in two phases. The first phase will consist of the demolition of Hangar 12 and Building 94. Hangar 12 and Building 94 are former aircraft maintenance facilities located in the southwest quadrant of JFK. These hangars have been vacant for several years and in recent months, safety has become a concern, as the buildings are beginning to decay. This project will also serve to demolish the hangars so that the aircraft ramp can be expanded and a centralized deicing facility can eventually be constructed, should a separate study identify this as an appropriate site.

Justification: Hangar 12 and Building 94 have been vacant for several years and in recent months, the buildings have begun to decay, causing a safety concern that must be addressed. This project will serve to demolish the hangars for safety considerations. The demolished space will then enable the aircraft ramp to be expanded for aircraft to be used by air traffic controllers for delay reduction purposes. Also the site may be considered for the location of a centralized deicing facility, should a separate study identify this as an appropriate site.

PFC Level: $4.50
Estimated Cost: $15,000,000

LaGuardia Airport (LGA), New York, NY

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at LGA.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical

barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of LGA. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: $4.50
Estimated Cost: $27,600,000

Rehabilitation of Runway 4-22

Description: The purpose of this project is to rehabilitate the non-deck portion of the asphalt pavement on Runway 4-22 and its associated taxiways. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, pavement rehabilitation is needed to extend the life of the pavement, preserve the sub-grade, and to accommodate the loads from aircraft currently serving LGA and from aircraft projected to operate at the Airport in the future.

The project will also include replacement of the runway in-pavement centerline lights, touchdown zone lights, and edge lights; the installation of in-pavement runway guard lights on all aircraft holding bays; and the installation of taxiway centerline lights up to the hold lines for each exit taxiway. Along with the new fixtures, the lighting improvements include new conduit, cable and regulators; associated improvements to the airfield lighting vault; and an upgraded airfield lighting control panel. The project will also update marking and signage and improvements to the airfield drainage system.

Justification: Routine maintenance is becoming more frequent as recent inspections have shown the pavement to be exhibiting age related stress and associated deterioration. It is apparent that routine maintenance will no longer be sufficient to sustain the pavement in a safe condition. As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural section of the runway pavement and permit safe and efficient aircraft operations.

PFC Level: $4.50
Estimated Cost: $49,000,000

Stewart International Airport (SWF), Newburgh, New York

Snow Removal and Safety Equipment Procurement

Description: The purpose of this project is to procure equipment to support the snow removal and safety functions at Stewart International Airport in accordance with the Airport's FAR Part 139 certification. This equipment will be used to remove snow and ice from airside and landside pavement areas and for airfield lighting system support for instrument operations.

Justification: SWF primarily uses snow removal equipment that is not specifically designed for airfield snow removal operations. Most of the equipment currently available on the Airport consists of maintenance vehicles and trucks retrofitted with snow plow blades and all of these vehicles are at least 20 years old.

PFC Level: $4.50
Estimated Cost: $5,802,000

2009 PFC Application for John F. Kennedy, La Guardia, Newark Liberty, and Stewart Airports

PFC Planning and Program Administration

Description: The Port Authority of New York and New Jersey (Port Authority) Capital Plan and Budget includes a host of eligible projects that the Port Authority is seeking to finance using PFC revenues that are subject to the preparation and FAA approval of a PFC application. Under FAA guidelines, an application and consultation with air carriers is required, and the FAA must approve the completed application. The Port Authority has retained Frasca and Associates, LLC, and VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB), to prepare the financial plan based on enplaned passenger and associated PFC revenue projections, as well as to provide an advisory role for the development of the information necessary for the PFC application, as well as amendments to prior applications.

In addition, the Port Authority is required to perform ongoing oversight of the PFC program, including filing quarterly reports, managing PFC collection, reporting and other administrative tasks. The costs associated with the above described items are included in this project.

Justification: The FAA guidelines require development of an application concerning projects proposed under the PFC program. This project provides for development of the PFC application, the preparation of financial plans and provision of specialized consulting services, the consultation with air carriers,

PFC collection and reporting, and administration of the PFC funded projects included in this application.

PFC Level: $4.50
Estimated Cost: $1,500,000

Each of the foregoing projects is included with the draft application, submitted to the airlines for consultation on November 11, 2009.

Total estimated PFC revenue is approximately $627,702,500, which captures revenues from both the new (2009) PFC application and the amended projects (2006 application). The charge effective date is August 2010 and the charge expiration date is projected to occur during the 4th Quarter of 2013.

The period for public comment will expire at 5 p.m. on December 14th, 2009.

All requests for the full draft application and any associated comments are to be submitted in writing to the following email address:

Port Authority of New York and New Jersey:
passengerfacilitycharge@panynj.gov

ATTACHMENT D

Request to Exclude Class(es) of Carriers

Request to Exclude Class(es) of Carriers from the Passenger Facility Charge Collection

The Port Authority is requesting that certain airlines be exempted from the requirements to collect PFC's. These airlines are included in the distinct operational category known as, "Non-Scheduled / On-Demand Carriers" (ATCO). The airlines in this category represent a very small portion of the total passenger enplanements for each airport. It is believed that the minimal PFC revenues to be collected from these carriers do not justify the administrative burden which would be imposed on the carriers and the airport in collection and accounting for the revenues. The FAA ACAIS database gives total enplanements for each carrier operating at EWR, JFK, LGA and SWF. The carriers included in this class described above represent passenger enplanements of less than 1% of the total passenger enplanements for each airport.

The names of the carriers, to the extent known, and their estimated annual enplanements are shown in the following tables:

EWR Air Carriers	Annual Enplanements
Chantilly Air, Inc.	2
Degol Aviation, Inc.	2
East Coast Jets, Inc.	12
ElanAir, Inc.	4
Executive Air Charter of Boca Raton	9
Executive Jet Management, Inc.	25
Flight Services Group, Inc.	12
Flying M Aviation, Inc.	3
Helicopter Flight Services, Inc.	40
Jet Charter, Inc.	2
Jet Solutions LLC	36
Pro Airways LLC	2
Twin Cities Air Service LLC	4
Winner Aviation Corp	4
Total Enplanements Percent of Total Airport Enplanements	**157** .00001%

LGA Air Carriers	Annual Enplanements
Aero Jet Services LLC	11
Air Lexington, Inc.	2
Blue Bell Air LLC	3
Chantilly Air, Inc.	5
ElanAir, Inc.	22
Executive Air Charter of Boca Raton	7
Executive Jet Management, Inc.	100
Flight Services Group, Inc.	29
Florida Jet Service, Inc.	19
Helicopter Flight Services, Inc.	25
Jet Charter, Inc.	1
Jet Solutions LLC	116
Jetchoice 1 LLC	1
Maine Instrument Flight	7
Pro Airways LLC	39
Wall Street Helicopters	21
Total Enplanements Percent of Total Airport Enplanements	**408** .00004%

JFK Air Carriers	Annual Enplanements
Air Lexington, Inc.	8
BD Aeroworks Ltd	2
Chantilly Air, Inc.	1
ElanAir, Inc.	82
Executive Air Charter of Boca Raton	4
Executive Jet Management, Inc.	28
Flight Services Group, Inc.	9
Florida Jet Service, Inc.	1
Helicopter Flight Services, Inc.	35
Jet Charter, Inc.	3
Jet Solutions LLC	48
Jetchoice 1 LLC	2
Meridian Air Group, Inc.	4
Pro Airways LLC	7
Twin Cities Air Service LLC	4
Wall Street Helicopters	23
Total Enplanements Percent of Total Airport Enplanements	**261** .00001%

SWF Air Carriers	Annual Enplanements
Aero Jet Services LLC	7
DAE Aviation Enterprises Corp	15
ElanAir, Inc.	3
Executive Jet Management, Inc.	12
Flight Services Group, Inc.	1
Jet Solutions LLC	10
Pro Airways LLC	11
Wellsville Flying Service, Inc.	15
Total Enplanements	**74**
Percent of Total Airport Enplanements	.0002%

ATTACHMENT E

Alternative Uses/Projects

Not Applicable

ATTACHMENT F

Competition Plan/Update

Not Applicable

The Port Authority was required to submit a Competition Plan for EWR. The original plan was submitted to the FAA in **December of 2000**. Competition plan updates were submitted in **July 2001, March 2002 and February 2004.**

The latest Program Guidance Letter (PGL-04-08) dated September 30, 2004 amends the requirements for further submission. PGL 04-08 requires that a covered airport with an approved competition plan and two approved plan updates does not have to submit additional updates unless one of the following conditions applies: (1) an airport files a competitive access report as required by 49 U.S.C. Section 47107 stating it had denied access to an air carrier for gates or facilities within the last six months or (2) an airport executes a new master lease and use agreement, or significantly amends a lease and use agreement, including an amendment due to use of PFC financing for gates. It additionally states that the FAA may periodically review plans and may conduct site visits. The FAA will send written notification letters by September 30 of each year to airports that will be required to file competition plans or plan updates.

ATTACHMENT G

ALP/Airspace/Environmental

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE**********
PFC Application Number:
****

I. ALP Findings

1. Current ALP approval date:
   List proposed project(s) shown on this ALP:
   Crisis Command Center/Police and Airfield Rescue Firefighting (ARFF) Facility - Amended _____

2. List proposed project(s) not required to be shown on an ALP:

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

II. Airspace Findings

1. FAA Airspace finding date:
   (repeat as necessary)
   List proposed project(s) covered by this finding:
   Crisis Command Center/Police and Airfield Rescue Firefighting (ARFF) Facility – Amended _____

2. List proposed project(s) not required to have an airspace determination:

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

2. Date of FAA Finding of No Significant Impact: **2/11/02**
   (repeat as necessary)
   List proposed project(s) covered by this finding:
   Crisis Command Center/Police and Airfield Rescue Firefighting (ARFF) Facility – Amended

3. Date of FAA environmental record of decision: **N/A**
   (repeat as necessary)
   List proposed project(s) covered by this finding: **N/A**

*****FOR FAA USE**********
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
****

Application Reviewed by:

Name	Routing Symbol	Date

ATTACHMENT H

Notice of Intent Project Information

Not Applicable

ATTACHMENT I

Additional Information

ATTACHMENT I
ADDITIONAL INFORMATION
TABLE OF CONTENTS

SECTION 1 - Anticipated PFC Revenue

SECTION 1

Anticipated PFC Revenue

Anticipated Passenger Facility Charge Revenue

The following table describes anticipated PFC revenue from charge effective date through charge expiration date.

Port Authority of New York and New Jersey

Anticipated Passenger Facility Charge Revenue

Annual and Cumulative Collection at $4.50

Annual Collections (in thousands)	2009	2010	2011	2012	2013
Newark Liberty International Airport	$70,282	$70,705	$71,862	$73,572	$74,656
LaGuardia Airport	$44,159	$44,560	$45,619	$46,669	$47,337
John F. Kennedy International Airport	$93,188	$93,746	$95,828	$98,208	$99,133
Stewart International Airport	$0	$0	$1,232	$1,697	$1,885
Total Annual	**$207,629**	**$209,011**	**$214,541**	**$220,146**	**$223,011**

Cumulative Collections (in thousands)	2009	2010	2011	2012	2013
Newark Liberty International Airport	$70,282	$140,987	$212,849	$286,421	$361,077
LaGuardia Airport	$44,159	$88,719	$134,338	$181,007	$228,344
John F. Kennedy International Airport	$93,188	$186,934	$282,762	$380,970	$480,103
Stewart International Airport	$0	$0	$1,232	$2,929	$4,814
Total Cumulative	**$207,629**	**$416,640**	**$631,181**	**$851,327**	**$1,074,338**

Note:

- **The above schedule allows for the collection of the remaining $289,000 on the current application, $55,400 for amendments to the current application and the collection of $572,302 from the Interim Application totaling $916,702.**
- **PFC Collected as of 9/30/2009: $157,635.**
- **Collections at Stewart are projected to start on 3/1/2011. Date the Port Authority anticipates applying PFC dollars to Interim Application.**
- **Collection authority is projected to expire in the fourth quarter of 2013.**

U. S. Department of Transportation
Federal Aviation
Administration

SPONSOR: THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
AIRPORT: NEWARK-LIBERTY INTERNATIONAL AIRPORT, NEW JERSEY

MASTER AGREEMENT ON TERMS AND CONDITIONS OF ACCEPTING AIRPORT IMPROVEMENT PROGRAM GRANTS

This document contains the terms and conditions of accepting Airport Improvement Program (AIP) grants from the Federal Aviation Administration (FAA) for the purpose of carrying out the provisions of Title 49, United States Code. These terms and conditions become applicable when the sponsor accepts a Grant Offer from the FAA that references this document. The terms and conditions may be unilaterally amended by the FAA, by notification in writing, and such amendment will only apply to grants accepted after notification.

I. DEFINITIONS

A. Sponsor - An agency that is legally, financially, and otherwise able to assume and carry out the certifications, representations, warranties, assurances, covenants and other obligations required in this document and in the accepted Grant Agreement.

B. Project - Work as identified in the Grant Agreement.

C. Primary Airport - a commercial service airport the Secretary of Transportation determines to have more than 10,000 passenger boardings each year.

II. CERTIFICATIONS

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the Sponsor that it will comply with statutory and administrative requirements in carrying out a project under the AIP. The following list of certified items includes major requirements for this aspect of project implementation. However, the list is not comprehensive, nor does it relieve sponsors from fully complying with all applicable statutory and administrative standards. In accepting this grant, the Sponsor certifies that each of the following items was or will be complied with in the performance of grant agreements. If a certification cannot be met for a specific project, the Sponsor must fully explain in an attachment to the project application.

A. **Sponsor Certification for Selection of Consultants.** General standards for selection of consultant services within Federal grant programs are described in Title 49, Code of Federal Regulations (CFR), and Part 18.36. Sponsors may use other qualifications-based procedures provided they are equivalent to specific standards in 49 CFR 18 and Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

1. Solicitations were (will be) made to ensure fair and open competition from a wide area of interest.
2. Consultants were (will be) selected using competitive procedures based on qualifications, experience, and disadvantaged enterprise requirements with the fees determined through negotiations.

3. A record of negotiations has been (will be) prepared reflecting considerations involved in the establishment of fees, which are not significantly above the Sponsor's independent cost estimate.
4. If engineering or other services are to be performed by Sponsor force account personnel, prior approval was (will be) obtained from the FAA.
5. The consultant services contracts clearly establish (will establish) the scope of work and delineate the division of responsibilities between all parties engaged in carrying out elements of the project.
6. Costs associated with work ineligible for AIP funding are (will be) clearly identified and separated from eligible items in solicitations, contracts, and related project documents.
7. Mandatory contact provisions for grant-assisted contracts have been (will be) included in consultant services contracts.
8. The cost-plus-percentage-of-cost methods of contracting prohibited under Federal standards were not (will not be) used.
9. If the services being procured cover more than the single grant project referenced in this certification, the scope of work was (will be) specifically described in the advertisement; and future work will not be initiated beyond five years.

B. **Sponsor Certification for Project Plans and Specifications.** AIP standards are generally described in Advisory Circulars 150/5100-6, Labor Requirements for the Airport Improvement Program; 150/5100-15, Civil Rights Requirements for the Airport Improvement Program; and 150/5100-16, Airport Grant Assurance One–General Federal Requirements. A list of current advisory circulars with specific standards for design or construction of airports, as well as procurement/installation of equipment and facilities, is referenced in standard airport sponsor Grant Assurance 34 in this document.

1. The plans and specifications were (will be) prepared in accordance with applicable Federal standards and requirements; so no deviation or modification to standards set forth in the advisory circulars, or State standard, is necessary other than those previously approved by the FAA.
2. Specifications for the procurement of equipment are not (will not be) proprietary or written so as to restrict competition. At least two manufacturers can meet the specifications?.
3. The development included (to be included) in the plans is depicted on the airport layout plan approved by the FAA.
4. Development that is ineligible for AIP funding has been (will be) omitted from the plans and specifications.
5. The process control and acceptance tests required for the project by standards contained in Advisory Circular 150/5370-10 are (will be) included in the project specifications.
6. If a value engineering clause is incorporated into the contract, concurrence was (will be) obtained from the FAA.
7. The plans and specifications incorporate (will incorporate) applicable requirements and recommendations set forth in the Federally approved environmental finding.
8. For construction activities within or near aircraft operational areas, the requirements contained in Advisory Circular 150/5370-2 have been (will be) discussed with the FAA, as well as incorporated into the specifications; and a safety/phasing plan has FAA's concurrence, if required.
9. The project was (will be) physically completed without Federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design.

C. **Sponsor Certification for Equipment/Construction Contracts.** General standards for equipment and construction contracts within Federal grant programs are described in Title 49, CFR, Part 18.36. AIP standards are generally described in FAA Advisory Circular (AC) 150/5100-6, Labor Requirements for the Airport Improvement Program; 150/5100-15, Civil Rights Requirements for the Airport Improvement Program; and 150/5100-16, Airport Grant Assurance

One–General Federal Requirements. Sponsors may use State and local procedures provided procurements conform to these Federal standards.

1. A code or standard of conduct is (will be) in effect governing the performance of the Sponsor's officers, employees, or agents in soliciting and awarding procurement contracts.
2. Qualified personnel are (will be) engaged to perform contract administration, engineering supervision, construction inspection, and testing.
3. The procurement was (will be) publicly advertised using the competitive sealed bid method of procurement.
4. The bid solicitation clearly and accurately describes (will describe):
   a. The current Federal wage rate determination for all construction projects; and
   b. All other requirements of the equipment and/or services to be provided.
5. Concurrence was (will be) obtained from FAA prior to contract award under any of the following circumstances:
   a. Only one qualified person/firm submits a responsive bid;
   b. The contract is to be awarded to other than the lowest responsible bidder;
   c. Life cycle costing is a factor in selecting the lowest responsive bidder; or
   d. Proposed contract prices are more than 10 percent over the Sponsor's cost estimate.
6. All contracts exceeding $100,000 require (will require) the following provisions:
   a. A bid guarantee of 5 percent, a performance bond of 100 percent, and a payment bond of 100 percent;
   b. Conditions specifying administrative, contractual, and legal remedies, including contract termination, for those instances in which contractors violate or breach contact terms; and
   c. Compliance with applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 1857(h)), Section 508 of the Clean Water Act (33 USC 1368), and Executive Order 11738.
7. All construction contracts contain (will contain) provisions for:
   a. Compliance with the Copeland "Anti-Kick Back" Act; and
   b. Preference given in the employment of labor (except in executive, administrative, and supervisory positions) to honorably discharged Vietnam-era veterans and disabled veterans.
8. All construction contracts exceeding $2,000 contain (will contain) the following provisions:
   a. Compliance with the Davis-Bacon Act based on the current Federal wage rate determination; and
   b. Compliance with the Contract Work Hours and Safety Standards Act (40 USC 327-330), Sections 103 and 107.
9. All construction contracts exceeding $10,000 contain (will contain) appropriate clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity.
10. All contracts and subcontracts contain (will contain) clauses required from Title VI of the Civil Rights Act and 49 CFR 23 and 49 CFR 26 for Disadvantaged Business Enterprises.
11. Appropriate checks have been (will be) made to assure that contracts or subcontracts are not awarded to those individuals or firms suspended, debarred, or voluntarily excluded from doing business with any U.S. Department of Transportation (DOT) element and appearing on the DOT Unified List.

D. **Sponsor Certification for Real Property Acquisition.** General requirements on real property acquisition and relocation assistance are in Title 49, CFR, Part 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

The Sponsor's attorney or other official has (will have) good and sufficient title and title evidence on property in the project.
If defects and/or encumbrances exist in the title that adversely impact the Sponsor's intended use of property in the project, they have been (will be) extinguished, modified, or subordinated.
If property for airport development is (will be) leased, the following conditions have been (will be) met:

a. The term is for 20 years or the useful life of the project;
b. The lessor is a public agency; and
c. The lease contains no provisions that prevent full compliance with this grant agreement.

Property in the project is (will be) in conformance with the current Exhibit "A" property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.
For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was (will be) obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.
For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces, property interest was (will be) obtained for the following:

a. The right of flight;
b. The right of ingress and egress to remove obstructions; and
c. The right to restrict the establishment of future obstructions.

Appraisals prepared by qualified real estate appraisers hired by the Sponsor include (will include) the following:

a. Valuation data to estimate the current market value for the property interest acquired on each parcel; and
b. Verification that an opportunity has been provided the property owner or representative to accompany appraisers during inspections.

Each appraisal has been (will be) reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals and review appraisal are (will be) available to FAA for review.
A written offer to acquire each parcel was (will be) presented to the property owner for not less than the approved amount of just compensation.
Effort was (will be) made to acquire each property through the following negotiation procedures:

a. No coercive action was (will be) taken to induce agreement; and
b. Supporting documents for settlements are (will be) included in the project files.

If a negotiated settlement is not reached, the following procedures were (will be) used:

a. Condemnation was (will be) initiated and a court deposit not less than the just compensation was (will be) made prior to possession of the property; and
b. Supporting documents for awards were (will be) included in the project files.

If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was (will be) established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.
Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were (will be) provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.

E. **Sponsor Certification for Construction Project Final Acceptance.** General requirements for final acceptance and closeout of Federally funded construction projects are in Title 49, CFR, Part 18.50. The Sponsor shall determine that project costs are accurate and proper in accordance with specific requirements of this grant Agreement and contract documents.

1. The personnel engaged in project administration, engineering supervision, construction inspection, and testing were (will be) determined to be qualified as well as competent to perform the work.
2. Daily construction records were (will be) kept by the resident engineer/construction inspector as follows:
   a. Work in progress
   b. Quality and quantity of materials delivered
   c. Test locations and results
   d. Instructions provided the contractor
   e. Weather conditions
   f. Equipment use

g. Labor requirements
h. Safety problems
i. Changes required.

3. Weekly payroll records and statements of compliance were (will be) submitted by the prime contractor and reviewed by the Sponsor for Federal labor and civil rights requirements (Advisory Circulars 150/5100-6 and 150/5100-15).
4. Complaints regarding the mandated Federal provisions set forth in the contract documents have been (will be) submitted to the FAA.
5. All tests specified in the plans and specifications were (will be) performed and the test results documented as well as made available to the FAA.
6. For any test results outside of allowable tolerances, appropriate corrective actions were (will be) taken.
7. Payments to the contractor were (will be) made in compliance with contract provisions as follows:
   a. Payments are verified by the Sponsor's internal audit of contract records kept by the resident engineer; and
   b. If appropriate, pay reduction factors required by the specifications are applied in computing final payments; and a summary of pay reductions are made available to the FAA.
8. The project was (will be) accomplished without significant deviations, changes, or modifications from the approved plans and specifications, except where approval is obtained from the FAA.
9. A final project inspection was (will be) conducted with representatives of the Sponsor and the contractor, and project files contain (will contain) documentation of the final inspection.
10. Work in this grant agreement was (will be) physically completed, and corrective actions required as a result of the final inspection are completed to the satisfaction of the Sponsor.
11. If applicable, the as-built plans, an equipment inventory, and a revised airport layout plan have been (will be) submitted to the FAA.
12. Applicable close out financial reports have been (will be) submitted to the FAA.

F. **Sponsor Certification for Seismic Design and Construction.** 49 CFR Part 41 sets forth the requirements in the design and construction of the building(s) to be financed with the assistance of the FAA. Compliance will be met by adhering to at least one of the following accepted standards:

1. Model codes found to provide a level of seismic safety substantially equivalent to that provided by use of the 1988 National Earthquake Hazards Reduction Program (NEHRP) including:
   a. The 1991 International Conference of Building Officials (IBCO) Uniform Building Code, published by the International Conference of Building Officials, 5360 South Workman Mill Road, Whittier, California 90601;
   b. The 1992 Supplement to the Building Officials and Code Administration International (BOCA) National Building Code, published by the Building Officials and Code Administrators, 4051 West Flossmoor Road, Country Club Hills, Illinois 60478-5795; and
   c. The 1992 Amendments to the Southern Building Code Congress (SBCC) Standard Building Code, published by the Southern Building Code Congress International, 900 Montclair Road, Birmingham, Alabama 35213-1206.
2. Revisions to the model codes listed above that are substantially equivalent or exceed the then current or immediately preceding edition of the NEHRP recommended provisions, as it is updated, may be approved by the DOT Operating Administration to meet the requirements of 49 CFR Part 41.
3. State, county, local, or other jurisdictional building ordinances adopting and enforcing the model codes, listed above, in their entirety, without significant revisions or changes in the direction of less seismic safety, meet the requirement of 49 CFR Part 41.

G. **Drug-Free Workplace.** General requirements on the drug-free workplace within Federal grant programs are described in Title 49, CFR, Part 29 and the Drug-Free Workplace Act of 1988. Sponsors are required to certify they will provide, or will continue to provide, a drug-free workplace in accordance with the regulation.

1. A statement has been (will be) published notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition.
2. An ongoing drug-free awareness program has been (will be) established to inform employees about:

a. The dangers of drug abuse in the workplace;
b. The Sponsor's policy of maintaining a drug-free workplace;
c. Any available drug counseling, rehabilitation, and employee assistance programs; and
d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

3. Each employee to be engaged in the performance of the work has been (will be) given a copy of the statement required within item 1 above.
4. Employees have been (will be) notified in the statement required by item 1 above that, as a condition of employment under this grant, the employee will:

a. Abide by the terms of the statement; and
b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

5. The FAA will be notified in writing within ten calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title of the employee, to the FAA. Notices shall include the project number of each affected grant.
6. One of the following actions will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
b. Require such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

7. A good faith effort will be made to continue to maintain a drug-free workplace through implementation of items 1 through 6 above.

III. GENERAL CONDITIONS

A. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration under the Title 49 U.S.C..

B. Payment of the United States' share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs, and settlement will be made for any upward or downward adjustments to the Federal share of costs.

C. The Sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe.

The normally acceptable duration of a project is four years. Projects open more than four years will be reviewed by FAA. FAA may take unilateral action if in its judgement project delays are unacceptable or Sponsors are non-responsive. This unilateral action may include grant closeout and/or withholding additional programming of AIP projects.

D. The FAA reserves the right to amend or withdraw a grant offer at any time prior to its acceptance by the Sponsor.

E. A grant offer will expire, and the United States shall not be obligated to pay any part of the costs of the project unless the grant offer has been accepted by the Sponsor on or before 60 days after the grant offer but no later than September 30 of the federal fiscal year the grant offer was made, or such subsequent date as may be prescribed in writing by the FAA.

F. The Sponsor shall take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any manner in any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or disbursed by the Sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by the Secretary.

G. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with a grant agreement.

H. If, during the life of the project, the FAA determines that a grant amount exceeds the expected needs of the Sponsor by $5,000 or five percent (5%), whichever is greater, a grant amount can be unilaterally reduced by letter from FAA advising of the budget change. Conversely, with the exception of planning projects, if there is an overrun in the eligible project costs, FAA may increase a grant for an airport development project to cover the amount of the overrun not to exceed 15% percent of the original grant amount. For a grant for non-primary airports to acquire an interest in land, the FAA may increase the grant amount by not more than the greater of the following, based on current creditable appraisals or a court award in a condemnation proceeding , (1) 15% percent of the original grant amount or (2) 25% percent of the total increase in allowable project costs attributable to acquiring an interest in land. FAA will advise the Sponsor by letter of the increase. Planning projects will not be increased above the planning portion of the maximum obligation of the United States shown in the grant agreement. Upon issuance of either of the aforementioned letters, the maximum obligation of the United States is adjusted to the amount specified. In addition, the Sponsor's officially designated representative, is authorized to request FAA concurrence in revising the project description and grant amount within statutory limitations. A letter from the FAA concurring in the said requested revision to the project work description and grant amount shall constitute an amendment to a Grant Agreement.

I. If requested by the Sponsor and authorized by the FAA, the letter of credit method of payment may be used. It is understood and agreed that the sponsor agrees to request cash withdrawals on the letter of credit only when actually needed for its disbursements and to timely reporting of such disbursements as required. It is understood that failure to adhere to this provision may cause the letter of credit to be revoked.

J. Unless otherwise approved by the FAA, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States

to be used for any project for airport development or noise compatibility for which funds are provided under this grant. The sponsor will include in every contract a provision implementing this condition.

K. It is understood and agreed by and between the parties hereto that the Sponsor shall complete this project to provide a safe and usable unit.

L. It is understood and agreed by and between the parties hereto that the typewritten description of airport development appearing in Item 11 of the Project Application is hereby deleted and the typewritten description of airport development appearing on Page 1 of the Grant Offer is substituted in its place and stead.

M. Private sponsors shall provide, when requested by the FAA, for an audit of the project to be made at the completion of the grant objective in accordance with accepted standard audit practices. Two copies of that audit shall be forwarded to the FAA. Airports District Office.

N. For grants containing paving projects in excess of $250,000, the sponsor agrees to perform the following:

1. Furnish a construction management program to FAA prior to the start of construction which shall detail the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program shall include as a minimum:

   a. The name of the person representing the sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract.
   b. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project together with a description of the services to be provided.
   c. Procedures for determining that testing laboratories meet the requirements of the American Society of Testing and Materials Standards on laboratory evaluation, referenced in the contract specifications (D 3666, C 1077).
   d. Qualifications of engineering supervision and construction inspection personnel.
   e. A listing of all tests required by the contract specifications, including the type and frequency of test to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of tests.
   f. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary are undertaken.

2. Submit at completion of the project, a final test and quality control report documenting the results of all tests performed, highlighting those tests that failed or did not meet the applicable test standard. The report shall include the pay reductions applied and reasons for accepting any out-of-tolerance material. An interim test and quality control report shall be submitted, if requested by the FAA.

3. Failure to provide a complete report as described in paragraph 2, or failure to perform such tests, shall, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of applicable pavement. Such reduction shall be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with

the proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.

4. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that the sponsor test results are inaccurate.

O. For a project to replace or reconstruct pavement at the airport, the sponsor shall implement an effective pavement maintenance management program as is required by Sponsor Assurance Number 11. The sponsor shall use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. An effective pavement management program is one that details the procedure to be followed to assure that proper pavement maintenance, both preventative and repair, is performed. An airport sponsor may use any form of inspection program it deems appropriate. The program must, as a minimum, include the following:

1. **Pavement Inventory.** The following must be depicted in an appropriate form and level of detail:

Location of all runways, taxiways, and aprons
Dimension
Type of Pavement
Year of Construction or most recent major rehabilitation
Pavements that have been constructed , reconstructed, or repaired with Federal financial assistance shall be so depicted.

2. **Inspection Schedule.**

a. **Detailed Inspection.** A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e. Pavement Condition Index, (PCI) survey as set forth in Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, the frequency of inspections may be extended for three years.
b. **Drive-by Inspection.** A drive-by inspection must be performed a minimum of once per month to detect any unexpected changes in the pavement condition.

3. **Record Keeping.** Complete information on the findings of all detailed inspections and on the maintenance performed must be kept on file for a minimum of five years. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below.

a. inspection date
b. location
c. distress types
d. maintenance scheduled or performed

For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

4. **Information Retrieval.** An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA as may be required.

5. **Reference.** Refer to Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, for specific guidelines and procedures for maintaining airport pavements and establishing an effective pavement maintenance program. Specific types of distress, their probable causes, inspection guidelines, and recommended methods of repair are presented.

IV ASSURANCES (Dated 3/05)

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of the grant offer by the sponsor, these assurances are incorporated in and become part of the grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.** The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.** Unless otherwise specified in the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of the grant agreement shall remain in full force and effect during the life of the project.

C. Sponsor Certification. The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

a. Title 49, U.S.C., subtitle VII, as amended.
b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.[1]
c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
d. Hatch Act - 5 U.S.C. 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.[1 2]
f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).[1]
g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.[1]
h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
i. Clean Air Act, P.L. 90-148, as amended.
j. Coastal Zone Management Act, P.L. 93-205, as amended.
k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.[1]
l. Title 49 ,U.S.C., Section 303, (formerly known as Section 4(f))
m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
q Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.[1]
r. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.[1]
s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.[1]
t. Copeland Antikickback Act - 18 U.S.C. 874.[1]
u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.[1]
v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.[2]
x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

Executive Order 11246 - Equal Employment Opportunity[1]
Executive Order 11990 - Protection of Wetlands
Executive Order 11998 – Flood Plain Management
Executive Order 12372 - Intergovernmental Review of Federal Programs.
Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction[1]
Executive Order 12898 - Environmental Justice

Federal Regulations

a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
c. 14 CFR Part 150 - Airport noise compatibility planning.
d. 29 CFR Part 1 - Procedures for predetermination of wage rates.[1]
e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.[1]
f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).[1]
g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).[1]
h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.[3]
i. 49 CFR Part 20 - New restrictions on lobbying.

j. 49 CFR Part 21 - Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.

k. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.

l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.[1 2]

m. 49 CFR Part 26 – Participation By Disadvantaged Business Enterprises in Department of Transportation Programs.

n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefiting from Federal financial assistance.[1]

o. 49 CFR Part 29 – Government wide debarment and suspension (non-procurement) and government wide requirements for drug-free workplace (grants).

p. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.[1]

Office of Management and Budget Circulars

a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.

b A-133 - Audits of States, Local Governments, and Non-Profit Organizations

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in the grant agreement.

2. **Responsibility and Authority of the Sponsor.**

a. **Public Agency Sponsor:** It has legal authority to apply for the grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. **Private Sponsor:** It has legal authority to apply for the grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. **Sponsor Fund Availability.** It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under the grant agreement which it will own or control.

4. **Good Title.**

   a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

   b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. **Preserving Rights and Powers.**

   a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

   b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in the grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of the grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

   c. For all noise compatibility program projects, which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

   d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in the grant agreement and shall insure that such arrangement also requires compliance therewith.

6. **Consistency with Local Plans.** The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.** It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.** In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Air and Water Quality Standards.** In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

11. **Pavement Preventive Maintenance.** With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.** For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. **Accounting System, Audit, and Record Keeping Requirements.**

    a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

    b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to the grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. **Minimum Wage Rates.** It shall include, in all contracts in excess of $2,000 for work on any projects funded under the grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. **Veteran's Preference.** It shall include in all contracts for work on any project funded under the grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Veterans of the Vietnam era and disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. **Conformity to Plans and Specifications.** It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into the grant agreement.

17. **Construction Inspection and Approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. **Planning Projects.** In carrying out planning projects:

    a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

    b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

    c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

    d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

    e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

    f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

    g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

    h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. **Operation and Maintenance.**

    a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to

temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary.
In furtherance of this assurance, the sponsor will have in effect arrangements for-

(1) Operating the airport's aeronautical facilities whenever required;

(2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(3) Promptly notifying airmen of any condition affecting aeronautical use of the airport.

Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. **Hazard Removal and Mitigation.** It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. **Compatible Land Use.** It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. **Economic Nondiscrimination.**

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

(1)furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

(2)charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other

fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. **Exclusive Rights.** It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport.

It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of

aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. **Fee and Rental Structure.** It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25 **Airport Revenues.**

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. Provided, however, that if covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. **Reports and Inspections.** It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of the grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
   (i) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
   (ii) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. **Use by Government Aircraft.** It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that-
   a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
   b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. **Land for Federal Facilities.** It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. **Airport Layout Plan.**

   a. It will keep up to date at all times an airport layout plan of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; and (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or

alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities.

30. **Civil Rights.** It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program, except where Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon in which case the assurance obligates the sponsor or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or (b) the period during which the sponsor retains ownership or possession of the property.

31. **Disposal of Land.**

a. For land purchased under a grant for airport noise compatibility purposes, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will, at the discretion of the Secretary, 1) be paid to the Secretary for deposit in the Trust Fund, or 2) be reinvested in an approved noise compatibility project as prescribed by the Secretary, including the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of noise compatibility program..

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested in another eligible airport improvement project or projects approved by the Secretary at that airport or within the national airport system, or (2) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including

runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a) or (b) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. **Engineering and Design Services.** It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement **prescribed** for or by the sponsor of the airport.

33. **Foreign Market Restrictions.** It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. **Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated July 1,1999 and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

35. **Relocation and Real Property Acquisition.** (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. **Access By Intercity Buses.** The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport, however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. **Disadvantaged Business Enterprises.** The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference

in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801).

38. **Hangar Construction.** If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. **Competitive access.**

    a. If the airport owner or operator of a medium or large hub airport (as define in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at the airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
        1. Describes the request;
        2. Provides an explanation as to why the request could not be accommodated; and
        3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

    b. Such report shall due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

CURRENT FAA ADVISORY CIRCULARS FOR AIP/PFC PROJECTS
Updated on: 7/1/2005
The following apply to both AIP and PFC Projects

NUMBER	TITLE
70/7460-1J and Change 1	Obstruction Marking and Lighting
150/5000-13	Announcement of Availability--RTCA Inc., Document RTCA-221, Guidance and Recommended Requirements for Airport Surface Movement Sensors
150/5070-6A	Airport Master Plans
150/5190-5 and Change1	Exclusive Rights and Minimum Standards for Commercial Aeronautical Activities
150/5200-28B	Notices to Airmen (NOTAMS) for Airport Operators
150/5210-5B	Painting, Marking and Lighting of Vehicles Used on an Airport
150/5210-7C	Aircraft Fire and Rescue Communications

150/5210-13B	Water Rescue Plans, Facilities, and Equipment
150/5210-14A	Airport Fire and Rescue Personnel Protective Clothing
150/5210-15	Airport Rescue & Firefighting Station Building Design
150/5210-18	Systems for Interactive Training of Airport Personnel
150/5210-19	Driver's Enhanced Vision System (DEVS)
150/5220-4B	Water Supply Systems for Aircraft Fire and Rescue Protection
150/5220-10C	Guide Specification for Water/Foam Type Aircraft Rescue and Firefighting Vehicles
150/5220-13B	Runway Surface Condition Sensor Specification Guide
150/5220-16C	Automated Weather Observing Systems for NonFederal Applications
150/5220-17A and Change 1	Design Standards for Aircraft Rescue Firefighting Training Facilities
150/5220-18	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-19	Guide Specification for Small, Dual-Agent Aircraft Rescue and Firefighting Vehicles
150/5220-20 and Change 1	Airport Snow and Ice Control Equipment
150/5220-21B	Guide Specification for Lifts Used to Board Airline Passengers With Mobility Impairments
150/5220-22 and Change 1	Engineering Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5300-13 and Changes 1 through 8	Airport Design
150/5300-14 and Changes 1 and 2	Design of Aircraft Deicing Facilities
150/5320-5B	Airport Drainage
150/5320-6D and Changes 1 through 6	Airport Pavement Design and Evaluation
150/5320-12C and	Measurement, Construction, and

Changes 1 through 6	Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-14	Airport Landscaping for Noise Control Purposes
150/5320-15 and Change1	Management of Airports Industrial Waste
150/5325-4A and Change1	Runway Length Requirements for Airport Design
150/5335-5 and Change1	Standardized Method of Reporting Pavement Strength PCN
150/5340-1J	Standards for Airport Markings
150/5340-5B and Change1	Segmented Circle Airport Marker System
150/5340-18D	Standards for Airport Sign Systems
150/5340-19	Taxiway Centerline Lighting System
150/5345-3E	Specification for L821 Panels for Remote Control of Airport Lighting
150/5345-5A	Circuit Selector Switch
150/5345-7E	Specification for L824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10E	Specification for Constant Current Regulators Regulator Monitors
150/5345-12C	Specification for Airport and Heliport Beacon
150/5345-13A	Specification for L841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26C	Specification for L823 Plug and Receptacle, Cable Connectors
150/5345-27D	Specification for Wind Cone Assemblies
150/5345-28F	Precision Approach Path Indicator (PAPI) Systems
150/5345-39B and Change1	FAA Specification L853, Runway and Taxiway Centerline Retroreflective Markers
150/5345-42D	Specification for Airport Light Bases, Transformer Housings, Junction Boxes and Accessories
150/5345-43E	Specification for Obstruction Lighting Equipment

150/5345-44G	Specification for Taxiway and Runway Signs
150/5345-45A	Lightweight Approach Light Structure
150/5345-46B	Specification for Runway and Taxiway Light Fixtures
150/5345-47A	Isolation Transformers for Airport Lighting Systems
150/5345-49A	Specification L854, Radio Control Equipment
150/5345-50 and Change1	Specification for Portable Runway Lights
150/5345-51 and Change1	Specification for Discharge-Type Flasher Equipment
150/5345-52	Generic Visual Glideslope Indicators (GVGI)
150/5345-53B	Airport Lighting Equipment Certification Program
150/5345-54A and Change1	Specification for L-1884 Power and Control Unit for Land and Hold Short
150/45-55	Lighted Visual Aid to Indicate Temporary Runway Closure
150/5360-9	Planning and Design of Airport Terminal Facilities at NonHub Locations
150/5360-11	Energy Conservation for Airports Buildings
150/5360-12D	Airport Signing & Graphics
150/5360-13 and Change1	Planning and Design Guidance for Airport Terminal Facilities
150/5370-2E	Operational Safety on Airports During Construction
150/5370-10B	Standards for Specifying Construction of Airports
150/5380-6A	Guidelines and Procedures for Maintenance of Airport Pavements
150/5390-2B	Heliport Design
150/5390-3	Vertiport Design
150/5395-1	Seaplanes Bases
150/5200-30	Airport Winter Safety Operations
150/5200-33	Hazardous Wildlife Attractants On or Near Airports
150/5300-15	Use of Value Engineering for

	Engineering Design of Airport Grant Project
150/5370-11	Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements
1505370-12	Quality Control of Construction for Airport Grants
150/5370-6	Construction Progress and Inspection Report-Airport Grant Program

The following apply to AIP Projects only

NUMBER	TITLE
150/5100-14C	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-15A	Civil Rights Requirement For The Airport Improvement Program
150/5100-17 and Changes 1through 4	Land Acquisition and Relocation Assistance for Airport Improvement Program
150/5190-5 and Change1	Exclusive Rights and Minimum Standards for Commercial Aeronautical Activities
150/5200-30A CHG 1 & 2	Airport Winter Safety and Operations
150/5200-33A	Hazardous Wildlife Attractants On or Near Airports
150/5300-15	Use of Value Engineering for Engineering Design of Airport Grant Projects
150/5320-17	Airfield Pavement Surface Evaluation and Rating (PASER) Manuals
150/5360-11	Energy Conservation for Airport Buildings
150/5370-6B	Construction Progress and Inspection Report-Airport Grant Program
150/5370-11A	Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements
150/5370-12	Quality Control of Construction for Airport Grant Projects

150/5370-13	Offpeak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5380-7	Pavement Management System
150/5380-8	Handbook For Identification of Alkali-silica Reactivity in Airfield Pavements

ACCEPTANCE

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in this Master Agreement as part of all Grant Agreements between the Sponsor and the Federal Aviation Administration as provided by Title 49 U.S.C. which are executed subsequent to the date of acceptance of this Master Agreement.

Date: 2/21/06

Name/Title: William DeCota, Director of Aviation

Signature: [signature]

Sponsor: The Port Authority of New York & New Jersey

Airport: Newark Liberty International

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION Application: [X] Construction [ ] Non-construction Preapplication: [ ] Construction [ ] Non-construction	2. DATED SUBMITTED	Applicant Identifier 06-06
	3. DATE RECEIVED BY STATE	State Application Identifier
	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name The PORT AUTHORITY of NEW YORK AND NEW JERSEY	Organizational Unit Newark Liberty International Airport
Address (give city, county, state and zip code): Aviation Department 225 Park Avenue South 9th Floor New York, New York 10003	Name and telephone number of the person to be contacted on matters involving this application (give area code) Richard J. Milhaven (212) 435-3765

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 1 3 -- 6 4 0 0 6 5 4

7. TYPE OF APPLICANT: (enter appropriate letter in box) [N]

A. State
B. County
C. Municipal
D. Township
E. Interstate
F. Intermunicipal
G. Special District
H. Independent School Dist.
I. State Controlled Institution of Higher learning
J. Private University
K. Indian Tribe
L. Individual
M. Profit Organization
N. Other (Specify) Bi-State Agency

8. TYPE OF APPLICATION

[X] New [ ] Continuation [ ] Revision

If Revision, enter appropriate letter(s) box(s) [ ] [ ]

A. Increase Award
B. Decrease Award
C. Increase Duration
D. Decrease Duration
E. Other (Specify) _____

9. NAME OF FEDERAL AGENCY:

Federal Aviation Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 . 1 0 6

Title: Airport Improvement Program

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:

Terminal B Roadway & Drainage Improvements – Phase I

12. AREAS AFFECTED BY PROJECT (CITIES, COUNTIES, STATES, ETC)

New Jersey

13. PROPOSED PROJECT

Start Date: Ending Date:

14. CONGRESSIONAL DISTRICTS OF

a. Applicant: CD-6, 7, 9, 10 & 14

b. Project: CD-10, CD-13

15. ESTIMATED FUNDING

a. Federal	$	.00
b. Applicant	$	.00
c. State	$	.00
d. Local	$	.00
e. Other	$	.00
f. Program Income	$	.00
g. TOTAL	$	.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes This preapplication/application was made available to the state executive order 12372 process for review on Date_____

b. No [ ] Program is not covered by EO 12372

[ ] Or program has not been selected by state for review

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

[ ] Yes " If Yes", attach an explanation [X] No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED

a. Typed Name of Authorized Representative William DeCota	b. Title Director - Aviation	c. Telephone Number (212) 435-3703
d. Signature of Authorized Representative		e. Date Signed

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SECTION IV – REMARKS

Reference Form 424, page 1

Item 2

Applicant's Application Identifier

a) Number: 06-06

Item 11

Title and Description of Project:

Terminal B Roadway & Drainage Improvements – Phase I

This contract provides for the improvement of roadways and drainage at Terminal B through construction of new roadways, widening of existing roadways, new construction of bridges, and modification of existing ramps. These improvements will ease traffic congestion and will contribute to pedestrian safety. Other improvements will include steel & glass canopies along the frontage to match existing; relocate existing High Mast Light Towers; relocated and new overhead and ground mounted sign structures; relocation of power & communications systems; hardscape for erosion prevention; fencing & amenities similar to existing. There is a provision to construct 2 storm water pump stations and piping to tie into existing 36" force main. These are needed to keep the new Terminal B Lower Level Arrivals Area from being flooded.

Item 15

Estimated Funding:

Federal:	$ 18,563,157
Applicant:	$ 6,187,719
Total:	$ 24,750,876

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A - GENERAL

1. Federal Domestic Assistance Catalog No. . . . . _____
2. Functional or Other Breakout . . . . . _____

SECTION B - CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration Expense			412,515
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			1,856,316
5. Other architectural engineering fees			
6. Project inspection fees			1,856,316
7. Land development			
8. Relocation Expenses			
9. Relocation payments to individuals and businesses			
10. Demolition and removal			
11. Construction and project improvement			20,625,730
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			24,750,876
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			24,750,876
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt.			24,750,876
20. Federal Share requested of Line 19			18,563,157
21. Add Rehabilitation Grants Requested (100 percent)			
22. Total Federal grant requested (Lines 20 & 21)			18,563,157
23. Grantee share			6,187,719
24. Other shares			
25. Total project (Lines 22, 23 & 24)			24,750,876

SECTION C - EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
a.	$	$
b.		
c.		
c.		
e.		
f.		
g.		

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
27. Grantee Share	6,187,719
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant)	
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	6,187,719
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	6,187,719

SECTION E - REMARKS

PART IV PROGRAM NARRATIVE (Attach - See Instructions)

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION Application: [X] Construction [ ] Non-construction Preapplication: [ ] Construction [ ] Non-construction	**2. DATED SUBMITTED**	Applicant Identifier 07-03
	3. DATE RECEIVED BY STATE	State Application Identifier
	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name The PORT AUTHORITY of NEW YORK AND NEW JERSEY	Organizational Unit Newark Liberty International Airport
Address (give city, county, state and zip code): Aviation Department 225 Park Avenue South 9th Floor New York, New York 10003	Name and telephone number of the person to be contacted on matters involving this application (give area code) Richard J. Milhaven (212) 435-3765

6. EMPLOYER IDENTIFICATION NUMBER (EIN)
1 3 - 6 4 0 0 6 5 4

7. TYPE OF APPLICANT: (enter appropriate letter in box) N

A. State
B. County
C. Municipal
D. Township
E. Interstate
F. Intermunicipal
G. Special District
H. Independent School Dist.
I. State Controlled Institution of Higher learning
J. Private University
K. Indian Tribe
L. Individual
M. Profit Organization
N. Other (Specify) Bi-State Agency

8. TYPE OF APPLICATION

[X] New [ ] Continuation [ ] Revision

If Revision, enter appropriate letter(s) box(s) [ ] [ ]

A. Increase Award
B. Decrease Award
C. Increase Duration
D. Decrease Duration
E. Other (Specify) _____

9. NAME OF FEDERAL AGENCY:
Federal Aviation Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER 2 0 1 0 6
Title: Airport Improvement Program

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
Terminal B Roadway & Drainage Improvements – Phase II

12. AREAS AFFECTED BY PROJECT (CITIES, COUNTIES, STATES, ETC)
New Jersey

13. PROPOSED PROJECT

Start Date	Ending Date

14. CONGRESSIONAL DISTRICTS OF

a. Applicant	b. Project
CD-6, 7, 9, 10 & 14	CD-10, CD-13

15. ESTIMATED FUNDING

a. Federal	$	.00
b. Applicant	$	.00
c. State	$	.00
d. Local	$	.00
e. Other	$	.00
f. Program Income	$	.00
g. TOTAL	$	.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes This preapplication/application was made available to the state executive order 12372 process for review on Date_____

b. No [ ] Program is not covered by EO 12372

[ ] Or program has not been selected by state for review

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

[ ] Yes " If Yes", attach an explanation [X] No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED

a. Typed Name of Authorized Representative	b. Title	c. Telephone Number
William DeCota	Director - Aviation	(212) 435-3703
d. Signature of Authorized Representative		e. Date Signed

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SECTION IV – REMARKS

Reference Form 424, page 1

Item 2

Applicant's Application Identifier

a) Number: 06-06

Item 11

Title and Description of Project:

Terminal B Roadway & Drainage Improvements – Phase II

This contract provides for the improvement of roadways and drainage at Terminal B through construction of new roadways, widening of existing roadways, new construction of bridges, and modification of existing ramps. These improvements will ease traffic congestion and will contribute to pedestrian safety. Other improvements will include steel & glass canopies along the frontage to match existing; relocate existing High Mast Light Towers; relocated and new overhead and ground mounted sign structures; relocation of power & communications systems; hardscape for erosion prevention; fencing & amenities similar to existing. There is a provision to construct 2 storm water pump stations and piping to tie into existing 36" force main. These are needed to keep the new Terminal B Lower Level Arrivals Area from being flooded.

Item 15

Estimated Funding:

Federal:	$ 3,419,141
Applicant:	$ 1,139,714
Total:	$ 4,558,855

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A - GENERAL

1. Federal Domestic Assistance Catalog No. . . . . _____
2. Functional or Other Breakout . . . . . _____

SECTION B - CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration Expense	1,755,133	1,031,287	189,952
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees	2,106,159	1,237,544	227,943
5. Other architectural engineering fees			
6. Project inspection fees	3,159,239	1,856,316	341,914
7. Land development			
8. Relocation Expenses			
9. Relocation payments to individuals and businesses			
10. Demolition and removal			
11. Construction and project improvement	35,102,653	20,625,730	3,799,046
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)	42,123,184	24,750,876	4,558,855
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)	42,123,184	24,750,876	4,558,855
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt.	42,123,184	24,750,876	4,558,855
20. Federal Share requested of Line 19	31,592,388	18,563,157	3,419,141
21. Add Rehabilitation Grants Requested (100 percent)			
22. Total Federal grant requested (Lines 20 & 21)	31,592,388	18,563,157	3,419,141
23. Grantee share	10,530,796	6,187,719	1,139,714
24. Other shares			
25. Total project (Lines 22, 23 & 24)	42,123,184	24,750,876	4,558,855

SECTION C - EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
a.	$	$
b.		
c.		
c.		
e.		
f.		
g.		

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
27. Grantee Share	1,139,714
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant)	
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	1,139,714
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	1,139,714

SECTION E - REMARKS

PART IV PROGRAM NARRATIVE (Attach - See Instructions)