

A Public Records Access request has been submitted.

Request By: John Pruett

Request date: 06/13/2016

Address: 1800 Massachusetts Ave NW, 8th Floor, Washington, DC 20036

Email: john.pruett@seiu.org

Phone number: 202-730-7377

Personal  
Information Request: NO

I am requesting a copy (preferably in electronic form) of the following applications made by the Port Authority to impose and use passenger facility charges (PFCs):

05-05-C-00-EWR,  
05-05-C-00-JFK,  
05-05-C-00-LGA

Records  
seeking:

The Federal Aviation Administration (FAA) approved these applications on January 13, 2006 and posted notice in the Federal Register:  
<https://www.federalregister.gov/articles/2006/02/15/06-1428/notice-of-passenger-facility-charge-pfc-approvals-and-disapprovals>

Please let me know if you need any additional information. Thank you for your assistance.

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

PRA #17012

Action by (print / type name):

Danny Ng

, Freedom of Information Administrator

Signature:



Date:

07/11/2016

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:
- 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/17012-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**

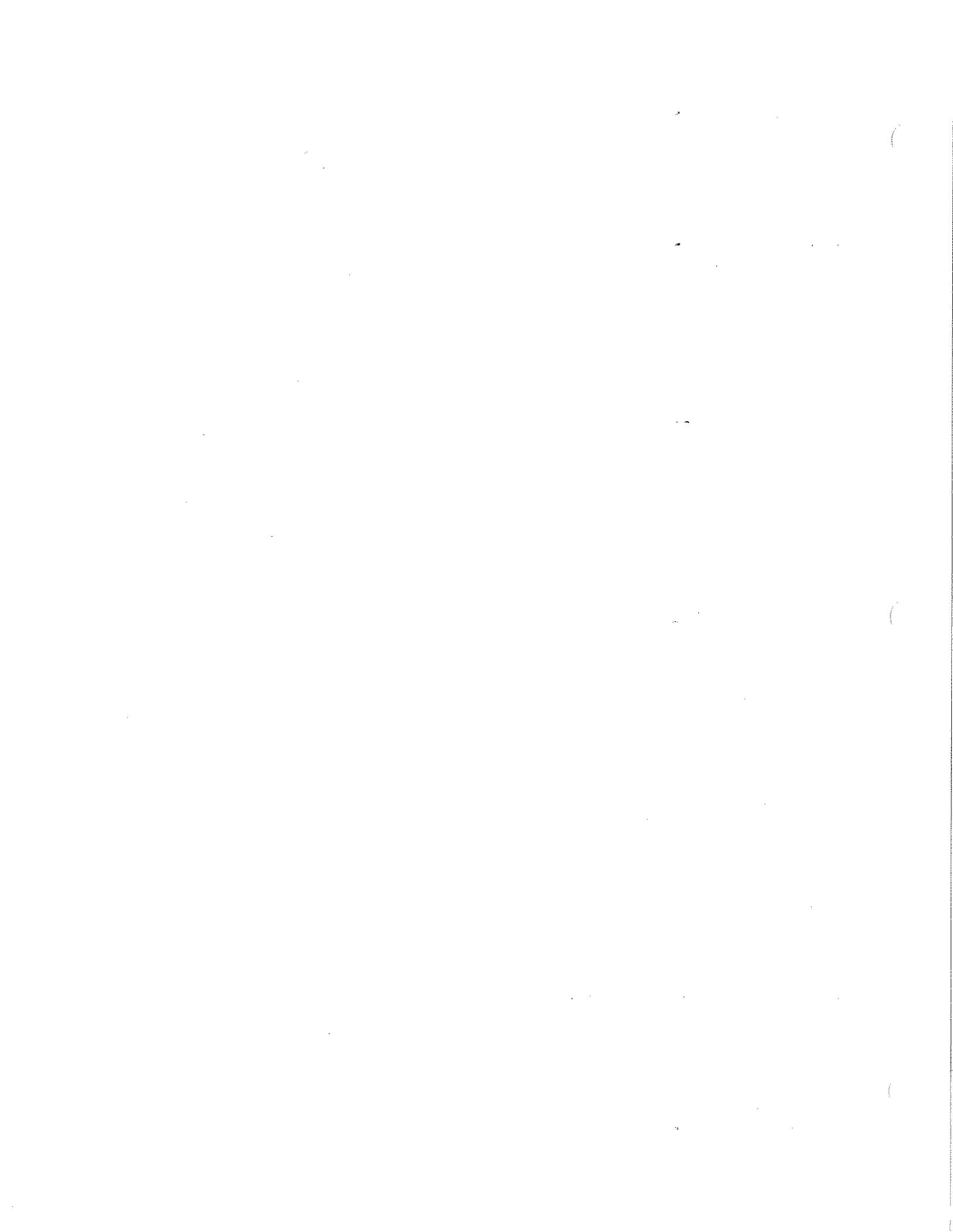
February 2005





## **ATTACHMENT A**

### **Airport Capital Improvement Plan**



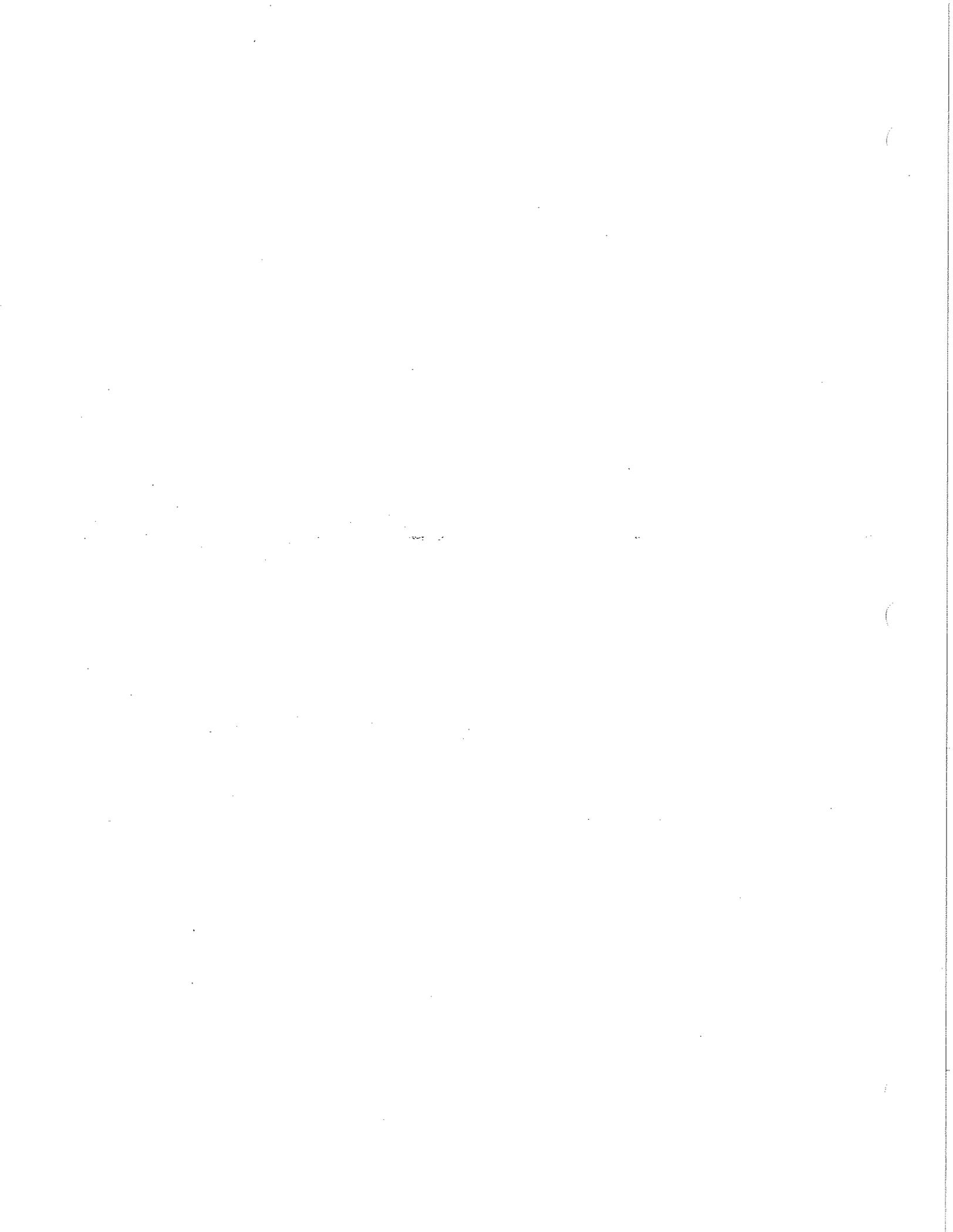


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**AIRPORT CAPITAL IMPROVEMENT PLAN**  
**(ACIP)**  
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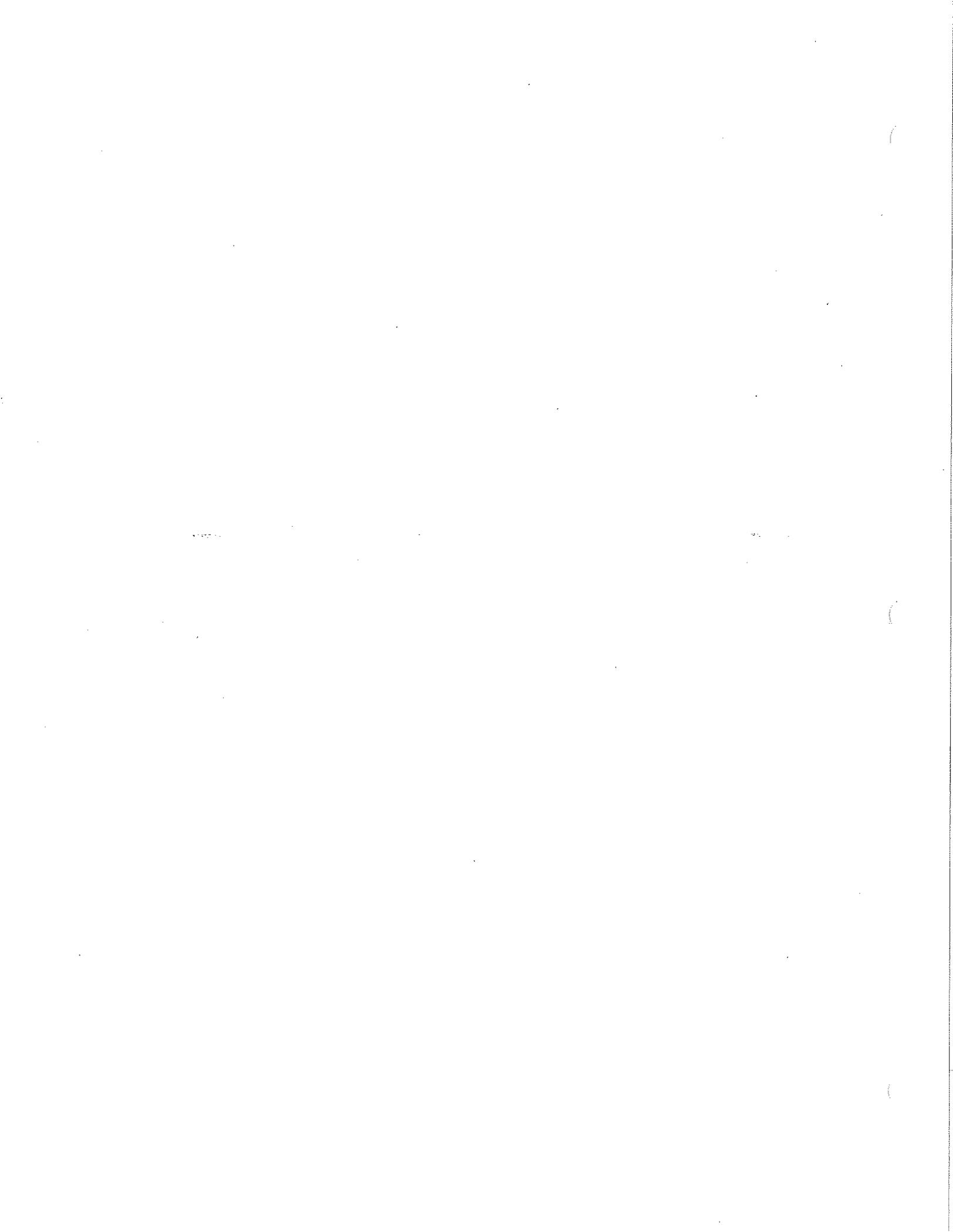
**SECTION 3 – LaGuardia Airport**





## **SECTION 1**

# **ACIP for Newark Liberty International Airport**



Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: <b>Newark Liberty International Airport</b>		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				
<b>FY 2005</b>									
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: <b>Newark Liberty International Airport</b>			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					
<b>FY 2006</b>										
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: <b>Newark Liberty International Airport</b>			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				
<b>FY 2007</b>									
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 ENHANCMENT		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: <b>Newark Liberty International Airport</b>			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					
<b>FY 2008</b>										
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	

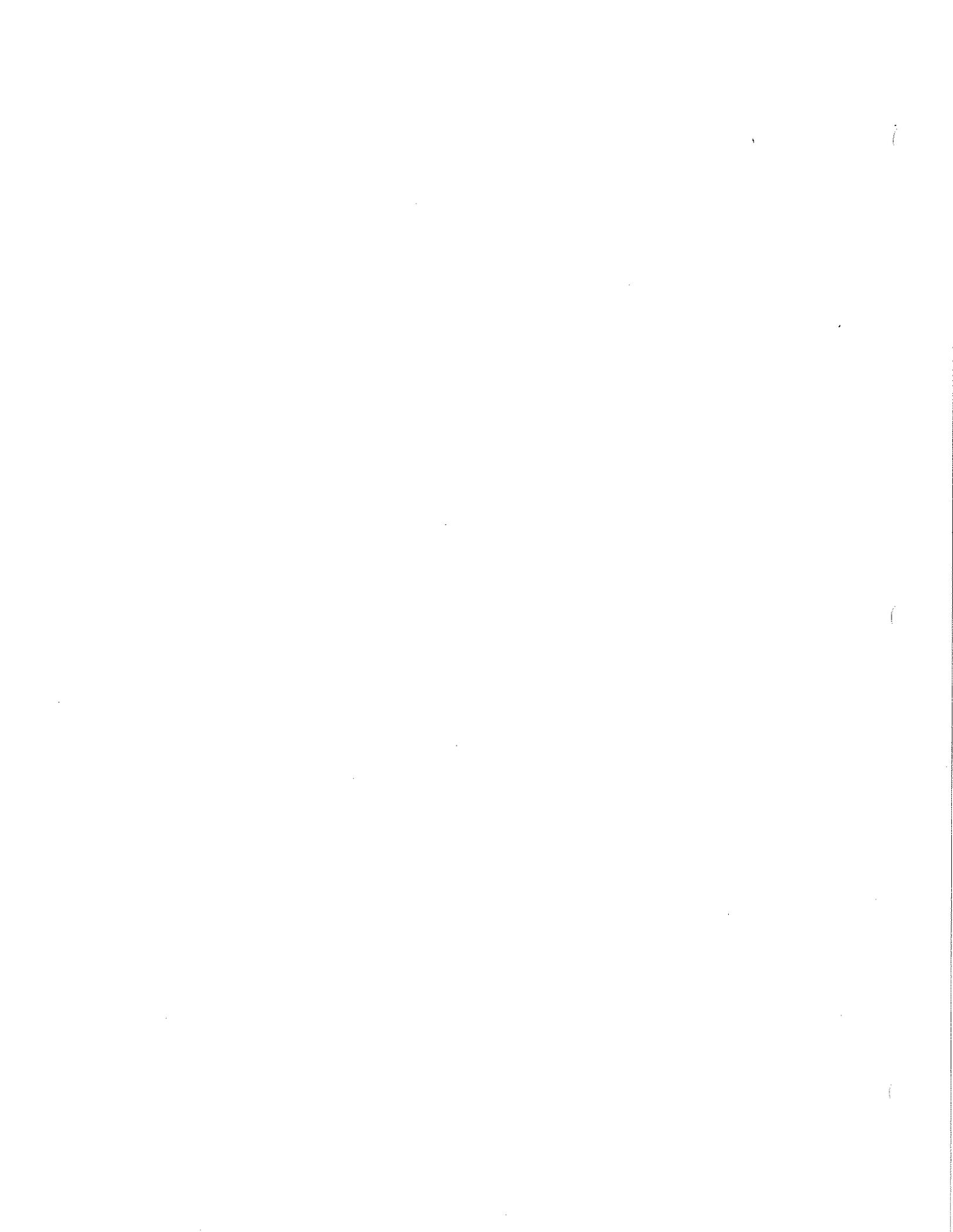
Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: <b>Newark Liberty International Airport</b>		2. State: New Jersey			3. NPIAS No.: 3-34-0027		4. LOCID: EWR		
5. Project Description & year (By funding year in priority)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
<b>FY 2009</b>									
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**



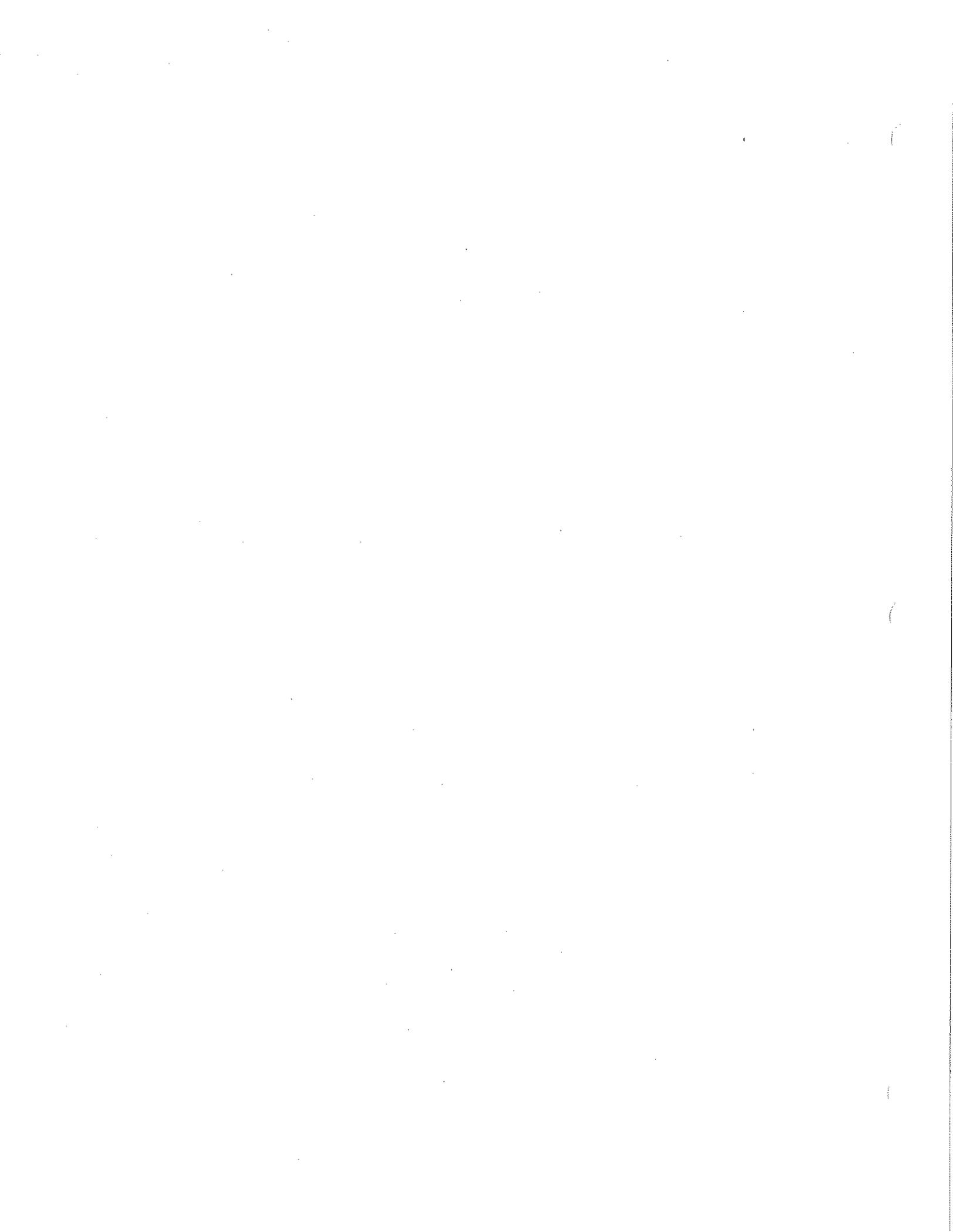
Federal Aviation Administration									
Airport Capital Improvement Plan									
1. Airport: <b>John F. Kennedy International Airport</b>			2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
<b>FY 2005</b>									
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: <b>John F. Kennedy International Airport</b>			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					
<b>FY 2006</b>										
REHAB ILS PIERS AT RUNWAY 4R		3,600		0	1,200	4,800		Jan-06	Dec-07	
Infrastructure Improvements New Domestic Terminal 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: <b>John F. Kennedy International Airport</b>			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				
<b>FY 2007</b>									
Infrastructure Improvements									
New Domestic Terminal 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: <b>John F. Kennedy International Airport</b>			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				
<b>FY 2008</b>									
REHAB R/W 13R-31L		60,000		0	20,000	80,000		Jan-07	Dec-08
Infrastructure Improvements New Domestic Terminal 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

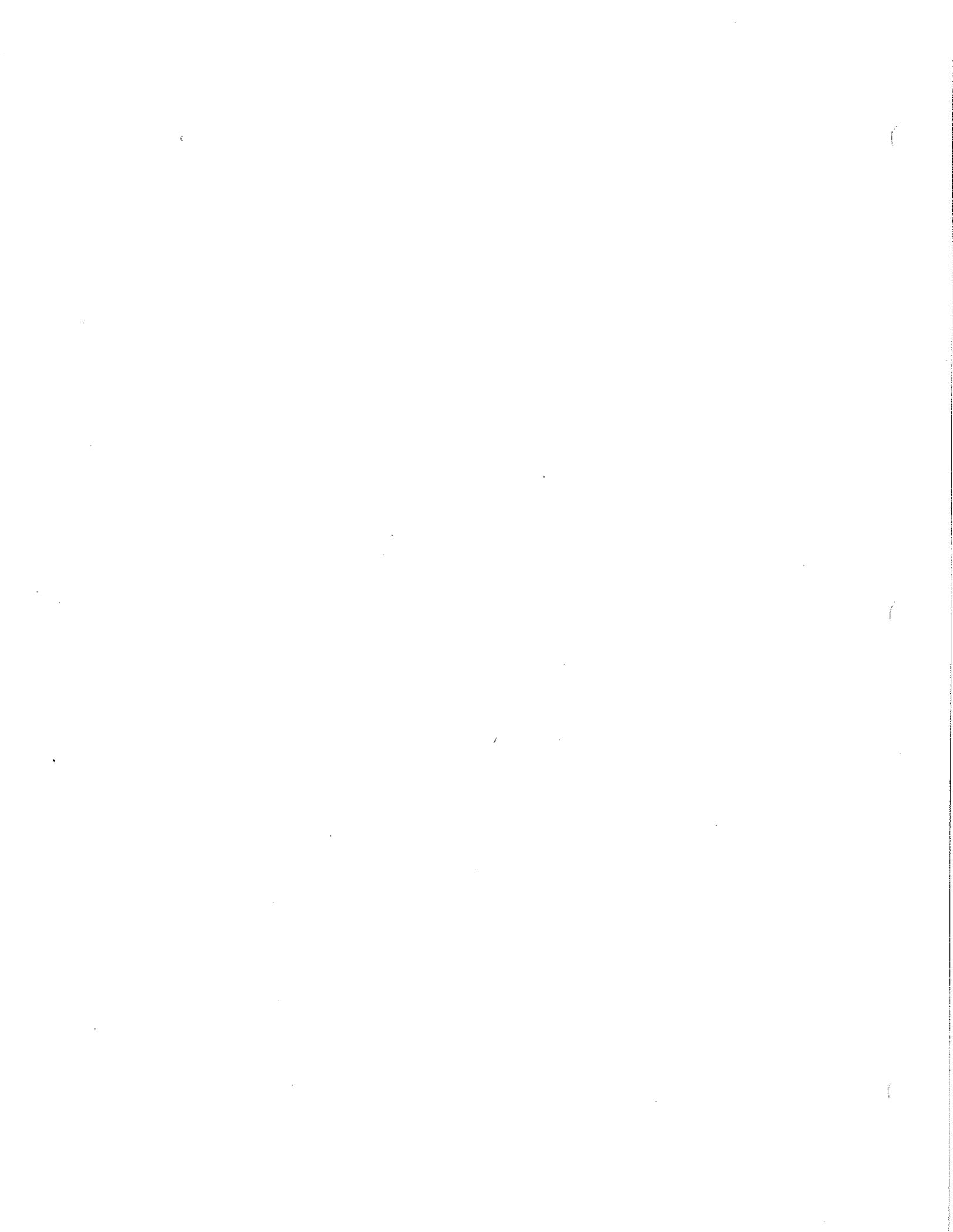
Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: <b>John F. Kennedy International Airport</b>		2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK		
5. Project Description & year (By funding year in priority)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
<b>FY 2009</b>									
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 Domestic Terminal 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: <b>La Guardia Airport</b>			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				
<b>FY 2005</b>									
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: <b>La Guardia Airport</b>			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				
<b>FY 2006</b>									
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: <b>La Guardia Aiport</b>			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				
<b>FY 2007</b>									
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: <b>La Guardia Airport</b>			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				
<b>FY 2008</b>									
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: <b>La Guardia Airport</b>			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				
<b>FY 2009</b>									
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 1 - Central Terminal Building (CTB) Modernization Feasibility Study**

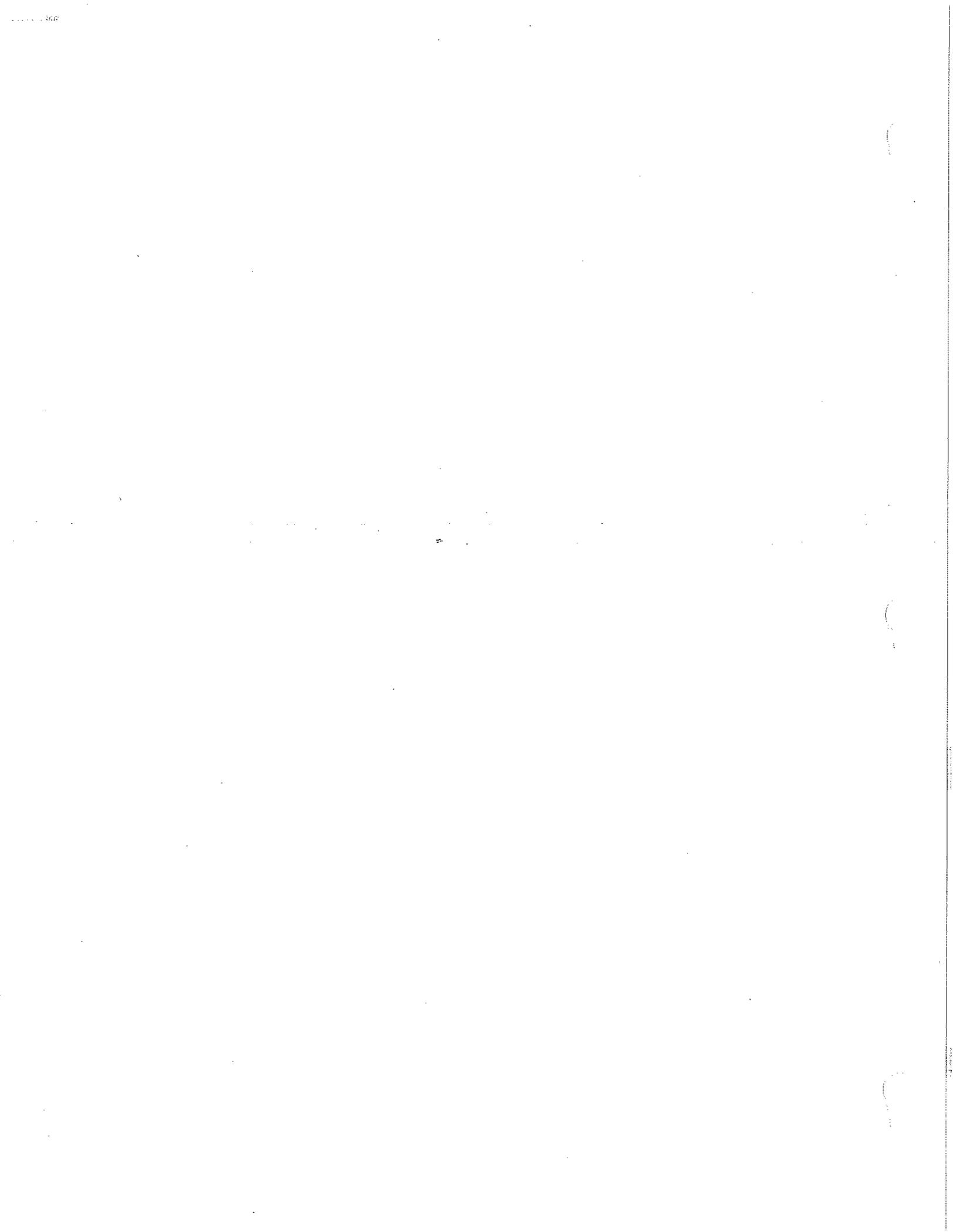
**SECTION 2 - Central Terminal Building (CTB) Modernization Planning and Engineering**

**SECTION 3 - Runway Rehabilitation Project**

**SECTION 4 - Perimeter Security Project**

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

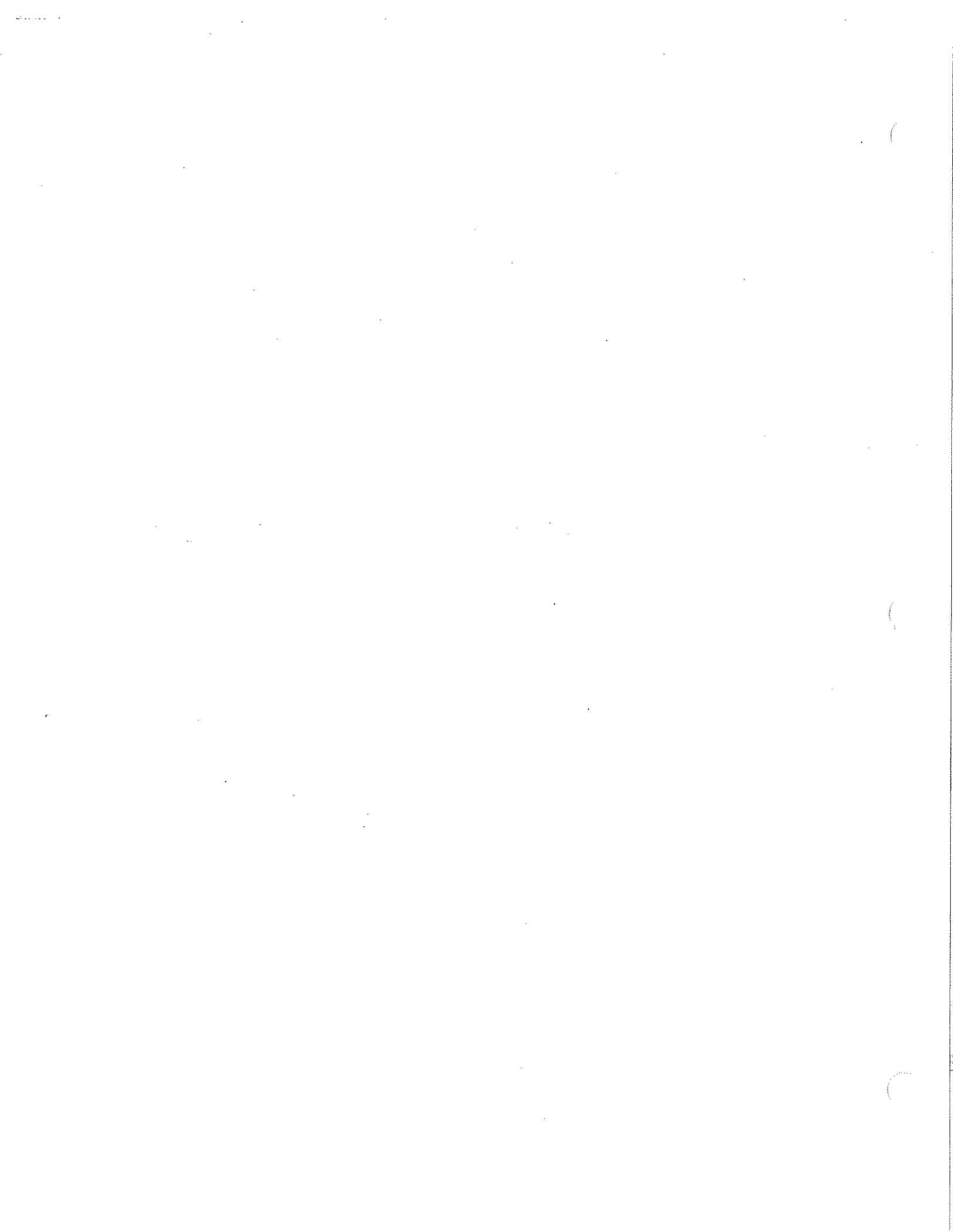
**SECTION 6 - Reimbursement for Mandated Security Costs from 9/11/01 – 9/30/02**





## **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 curbside check-in;
- Concession areas;
- Terminal Security;
- Hold Rooms; and,
- Passenger Boarding Facilities.

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

- Terminal curbside 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



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  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\*\*\*\*\*

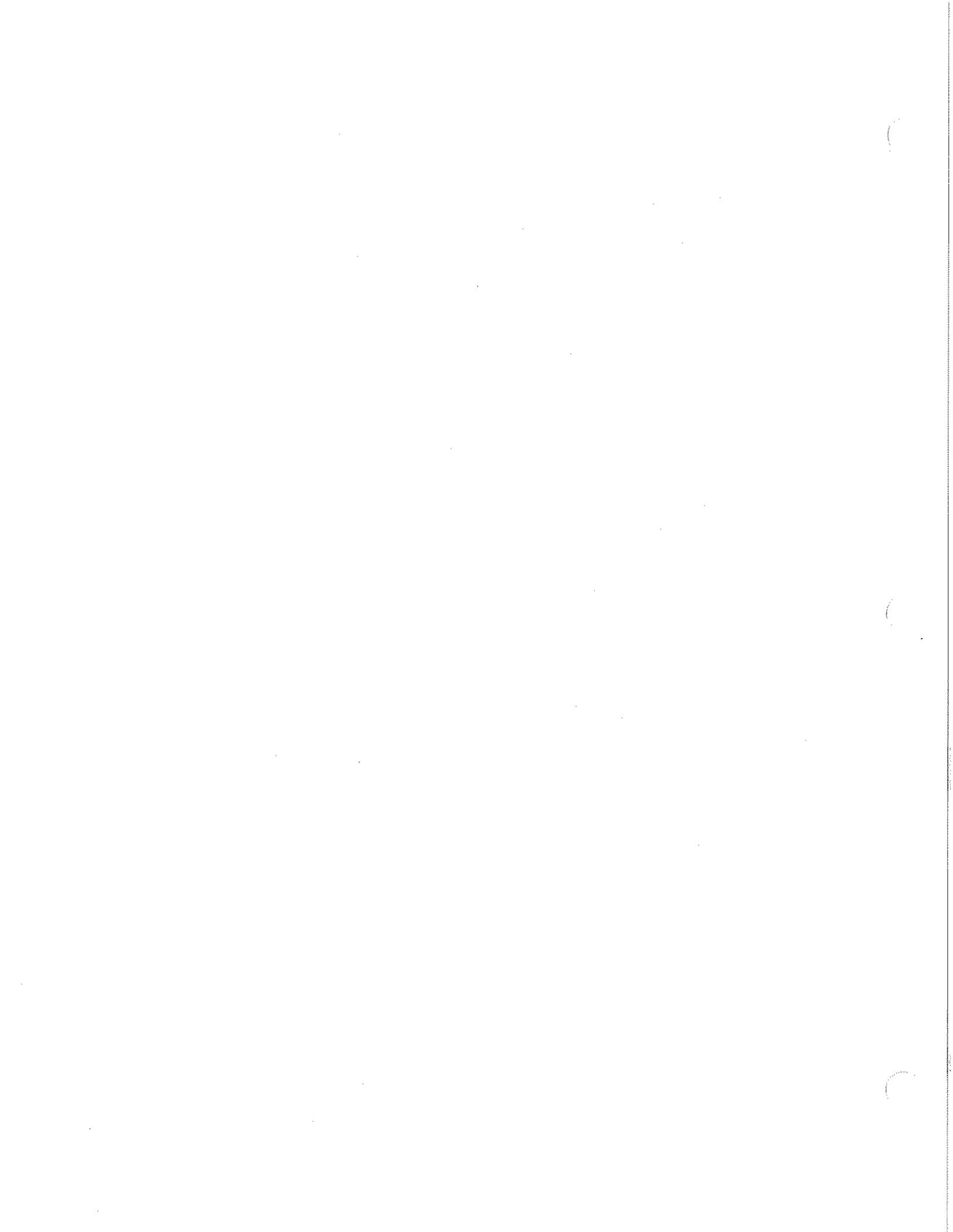
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

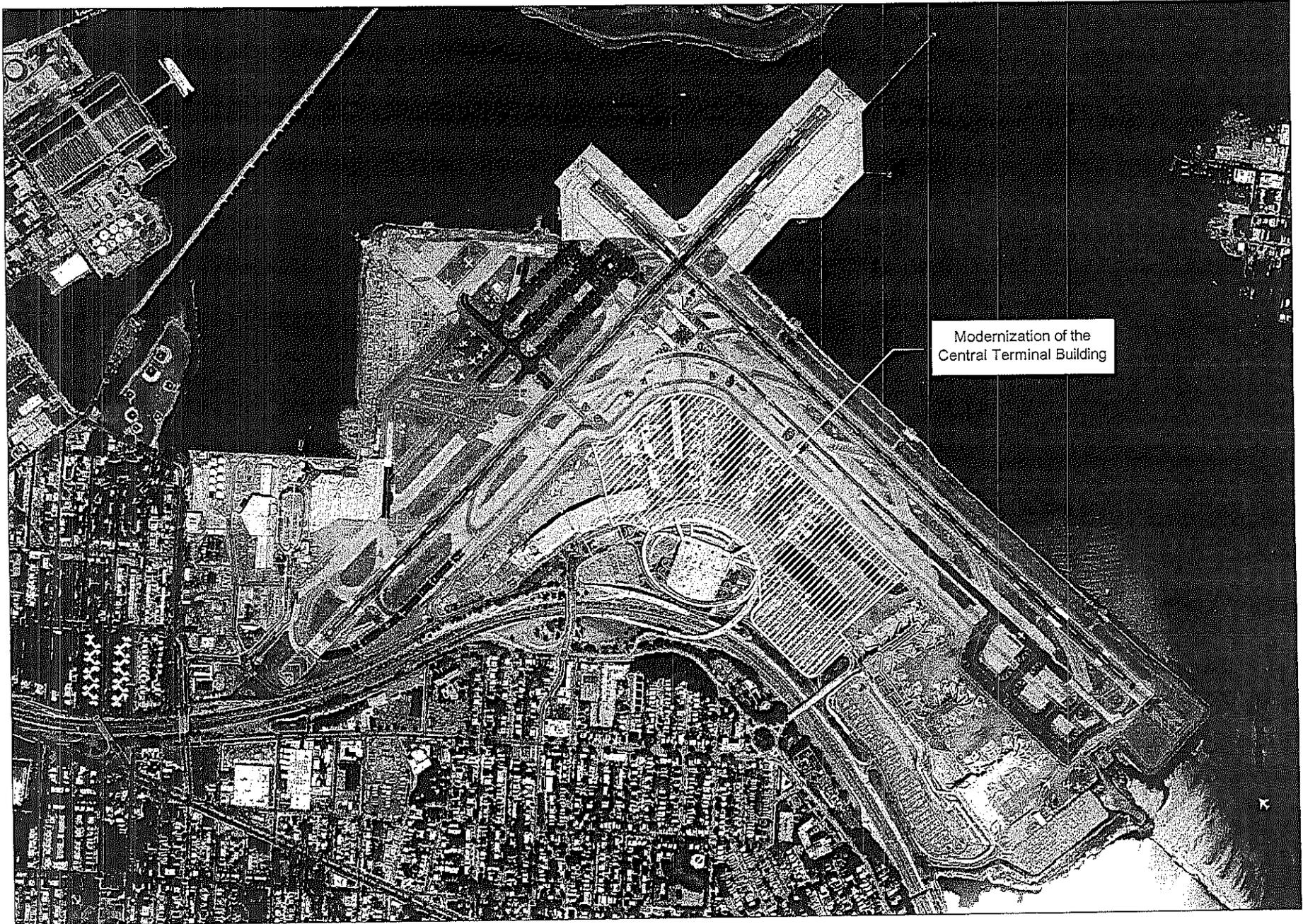
ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date



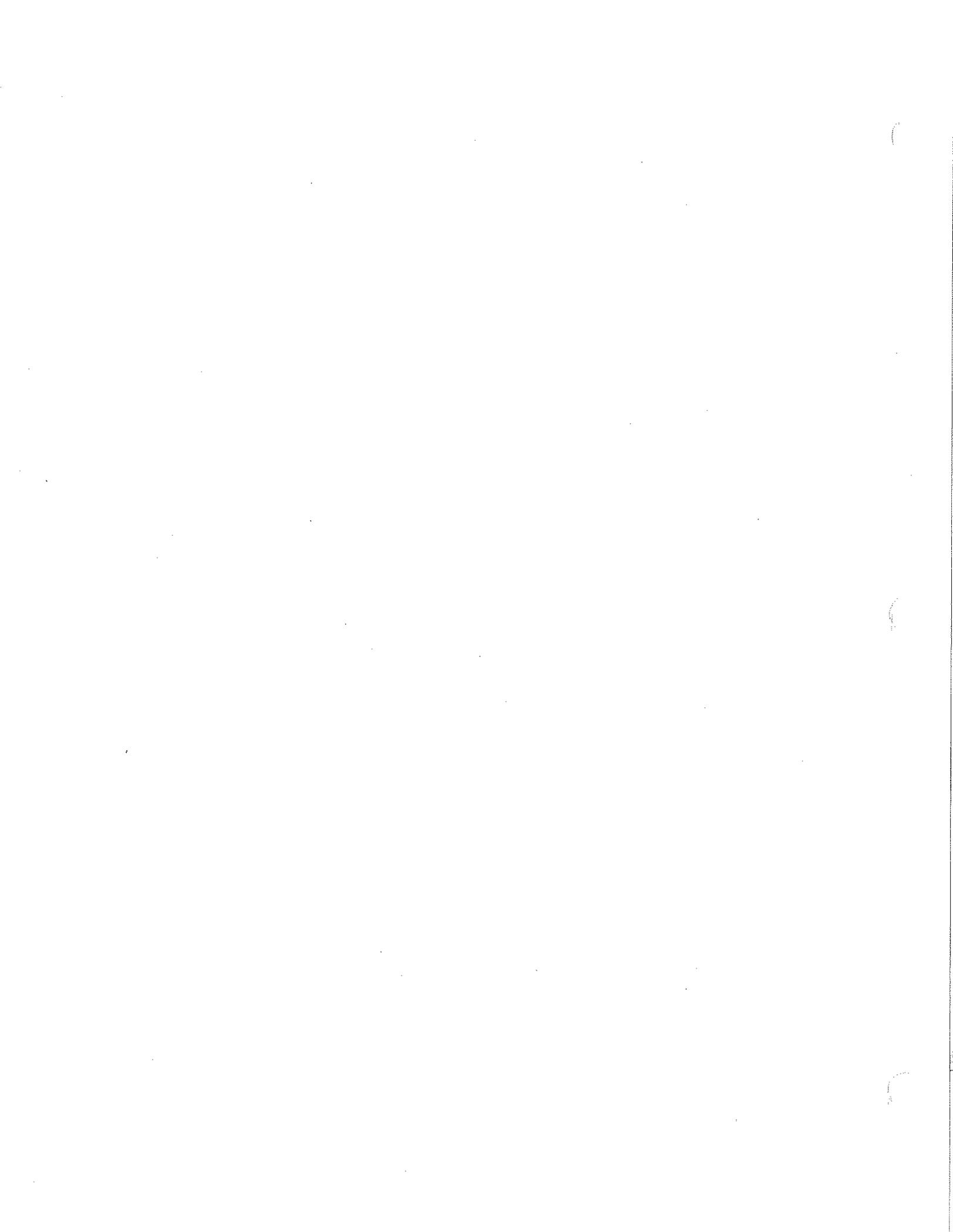


Modernization of the  
Central Terminal Building



**THE PORT AUTHORITY** OF NY & NJ

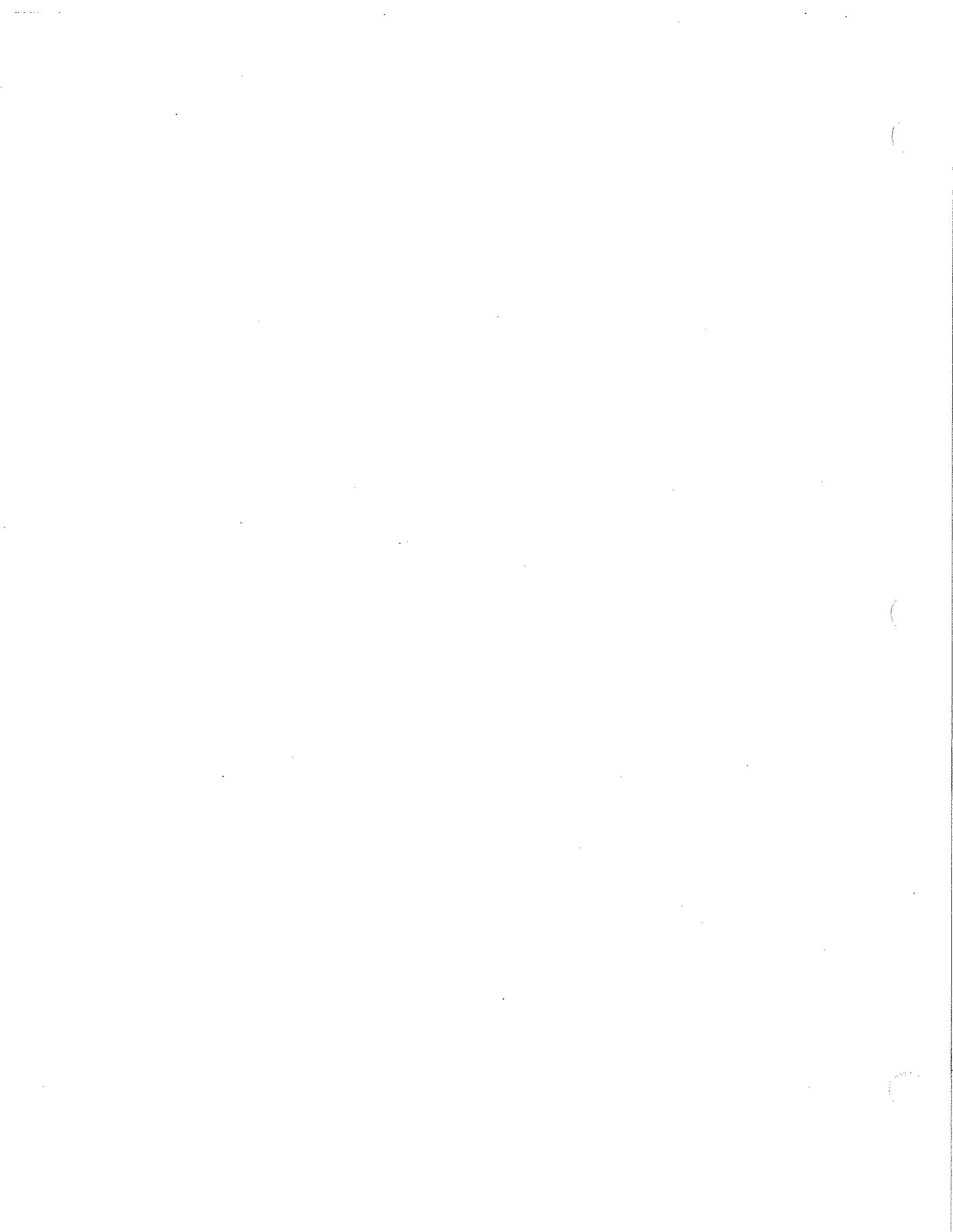
LaGuardia Airport  
CENTRAL TERMINAL BUILDING (CTB)  
MODERNIZATION FEASIBILITY STUDY





## **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**  **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



\_\_\_ 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\*\*\*\*\*

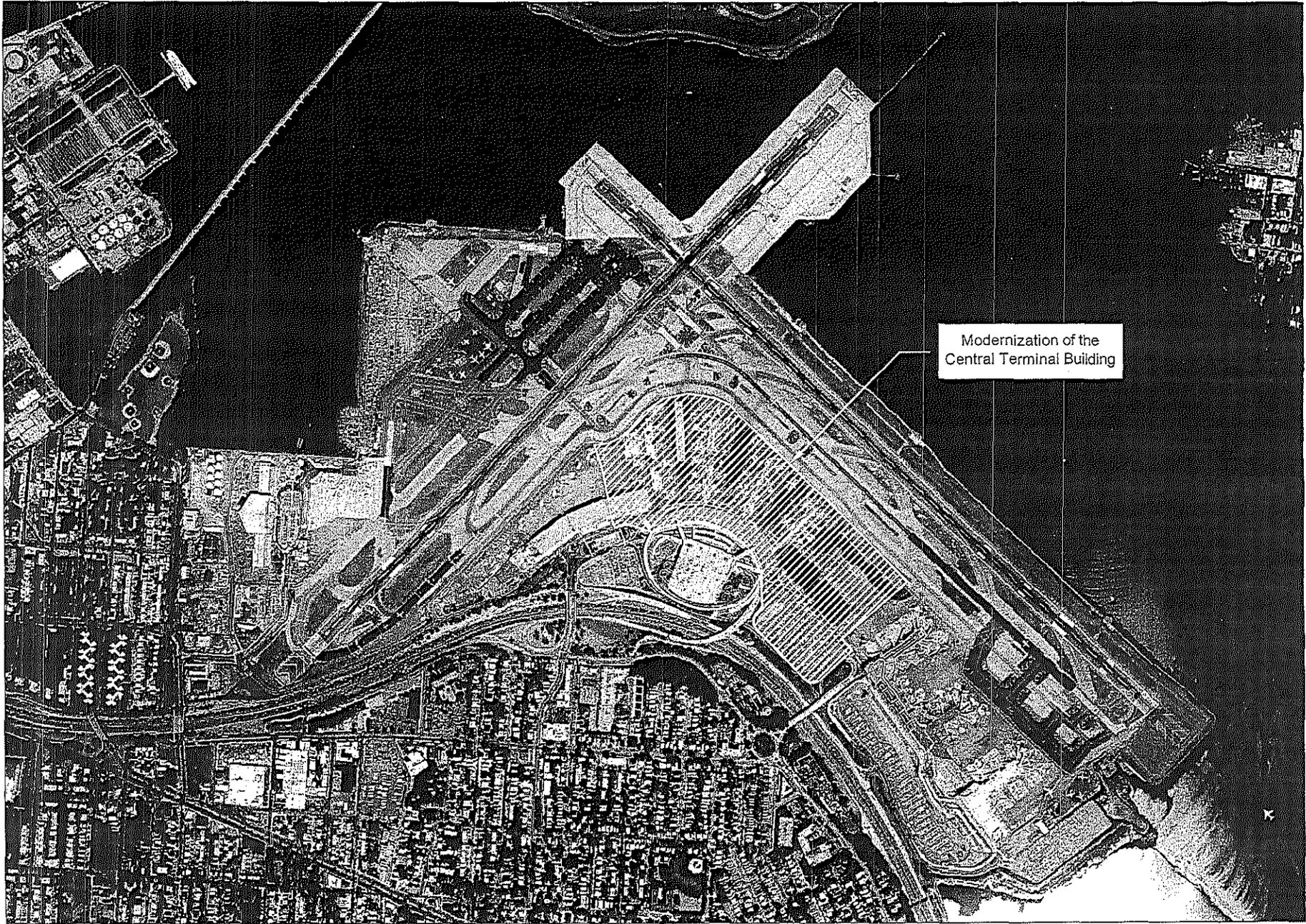
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date

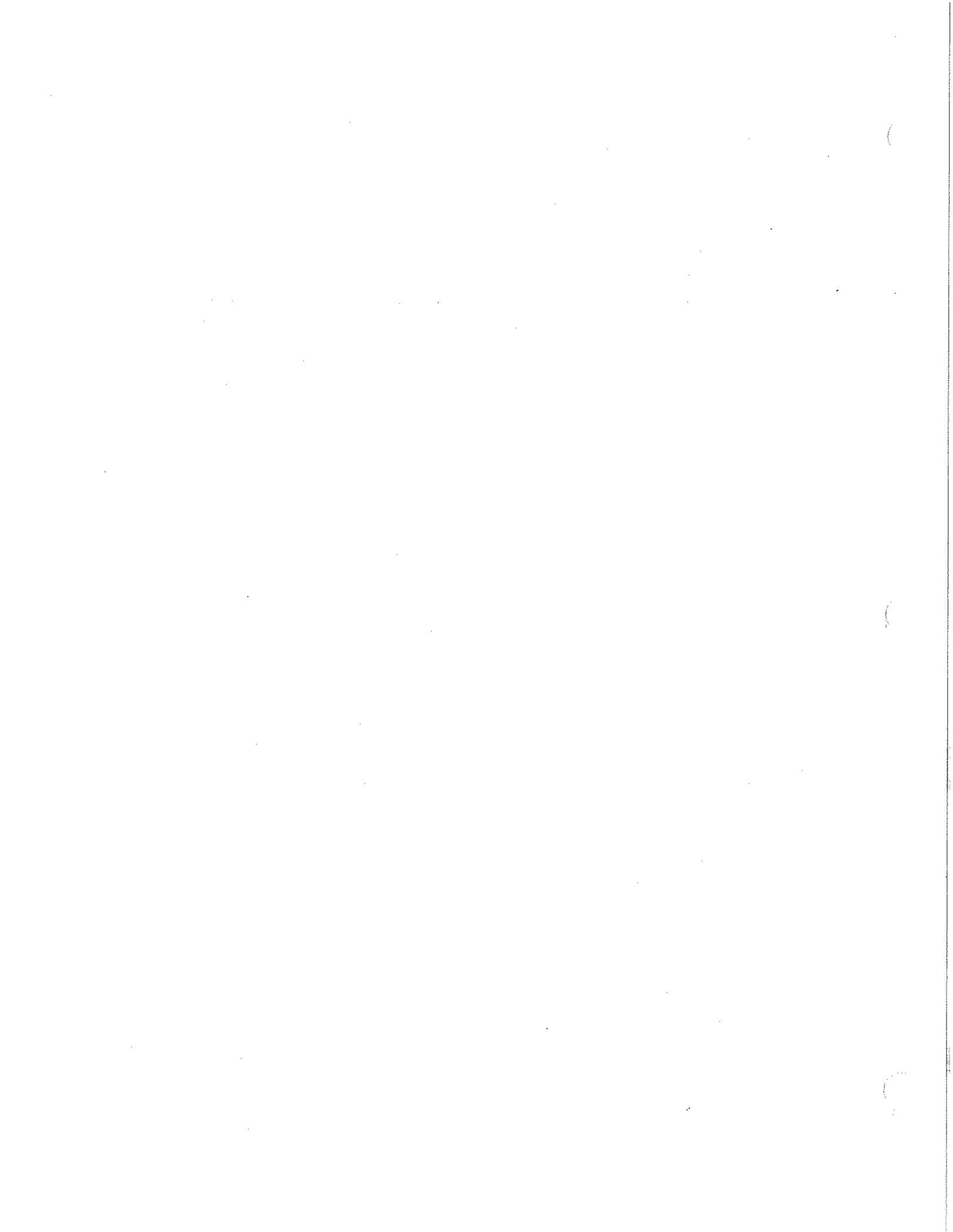


Modernization of the  
Central Terminal Building



**THE PORT AUTHORITY** OF NY & NJ

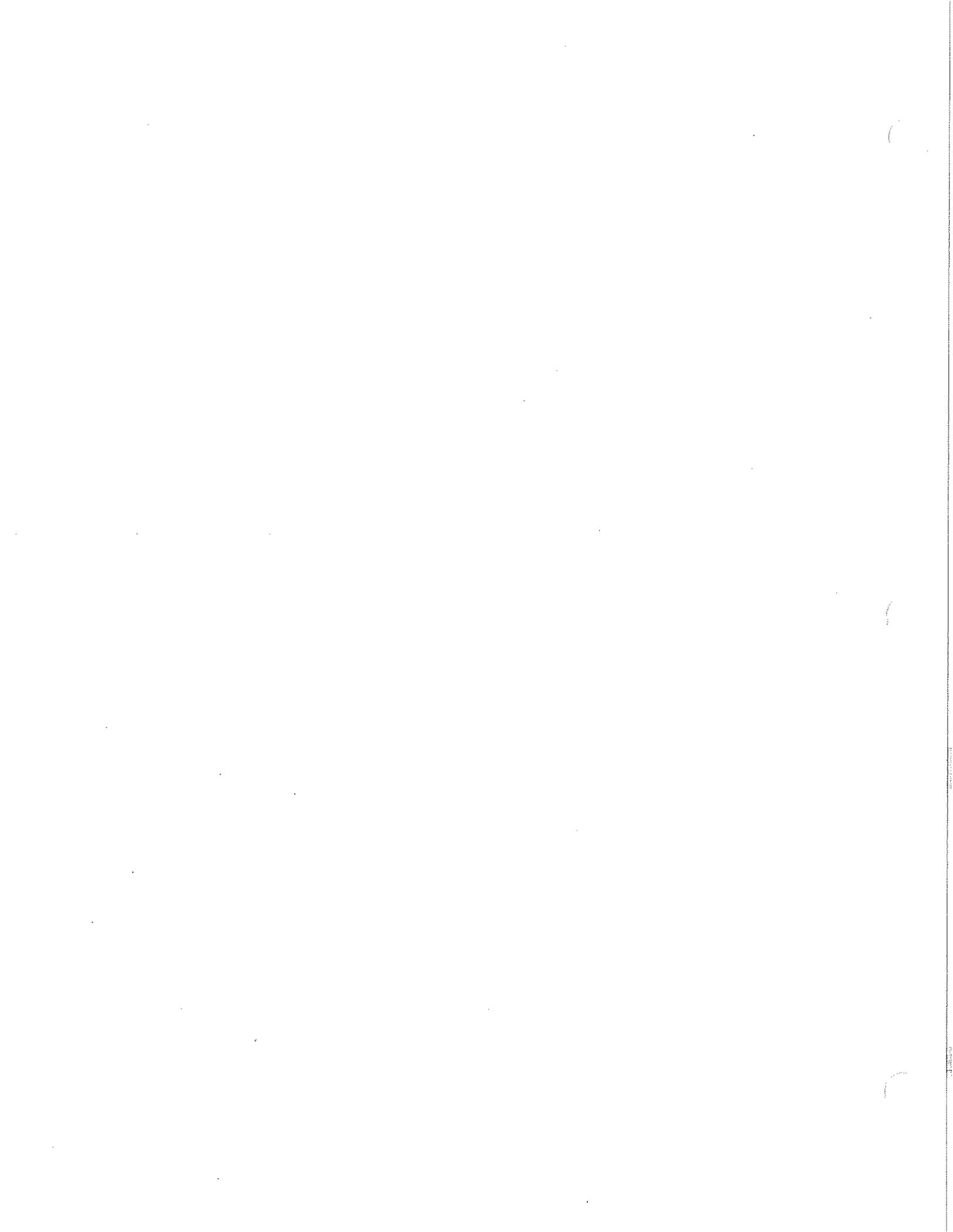
LaGuardia Airport  
CENTRAL TERMINAL BUILDING (CTB)  
MODERNIZATION PLANNING AND ENGINEERING





## **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 overlaid 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 7<sup>th</sup> 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.



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 [  ] 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 [  ] 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 [  ]

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\*\*\*\*\*

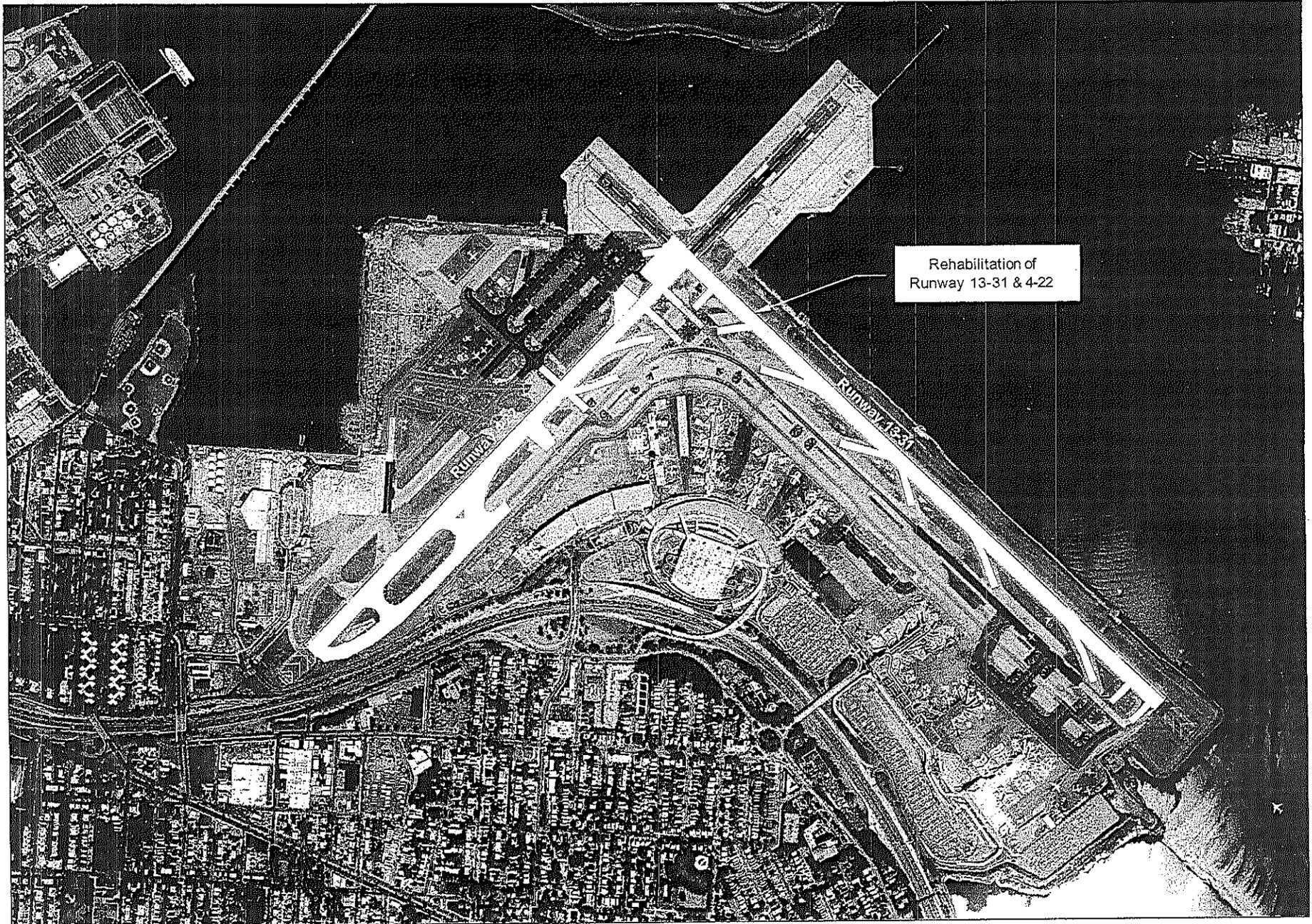
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date
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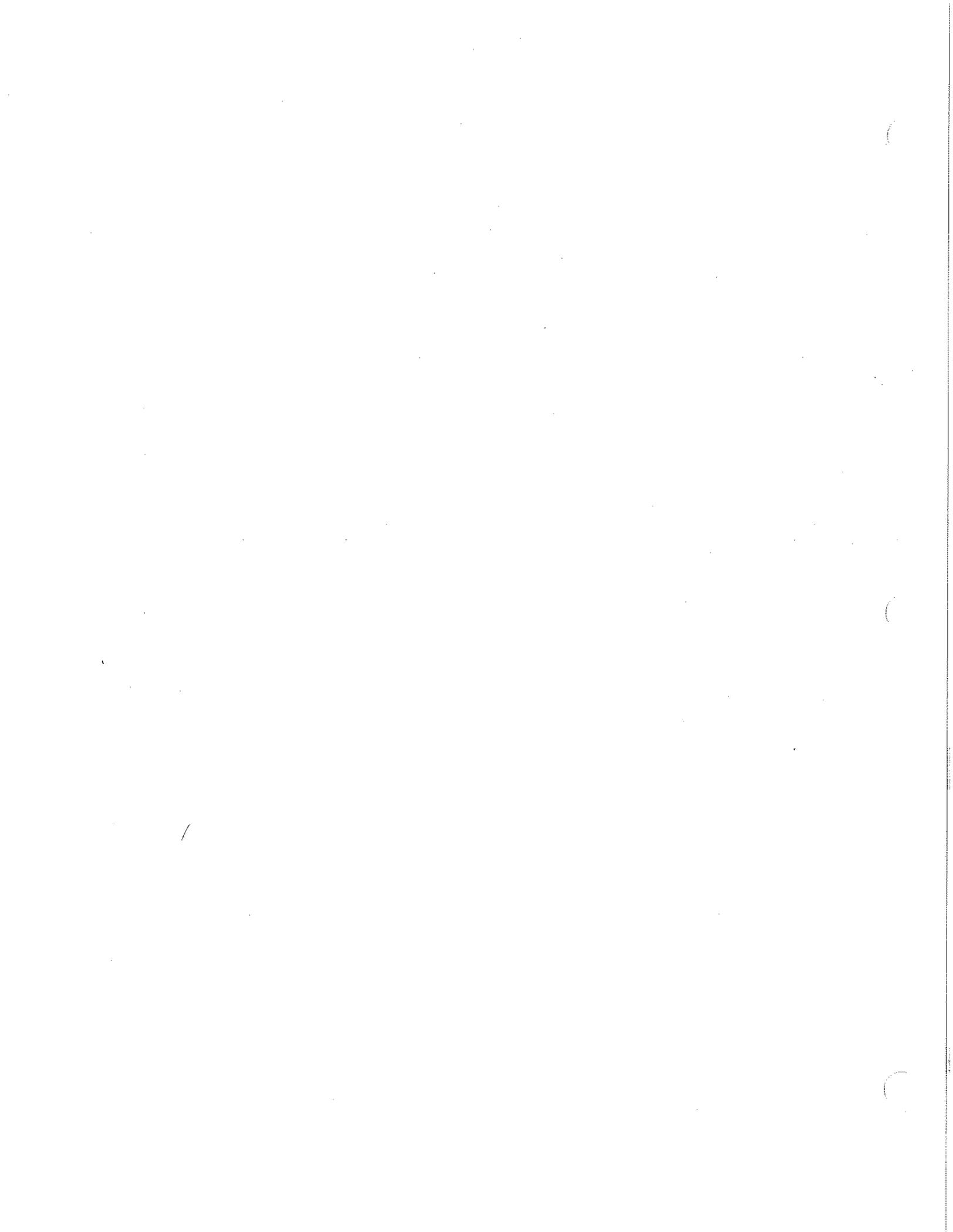


Rehabilitation of  
Runway 13-31 & 4-22



**THE PORT AUTHORITY OF NY & NJ**

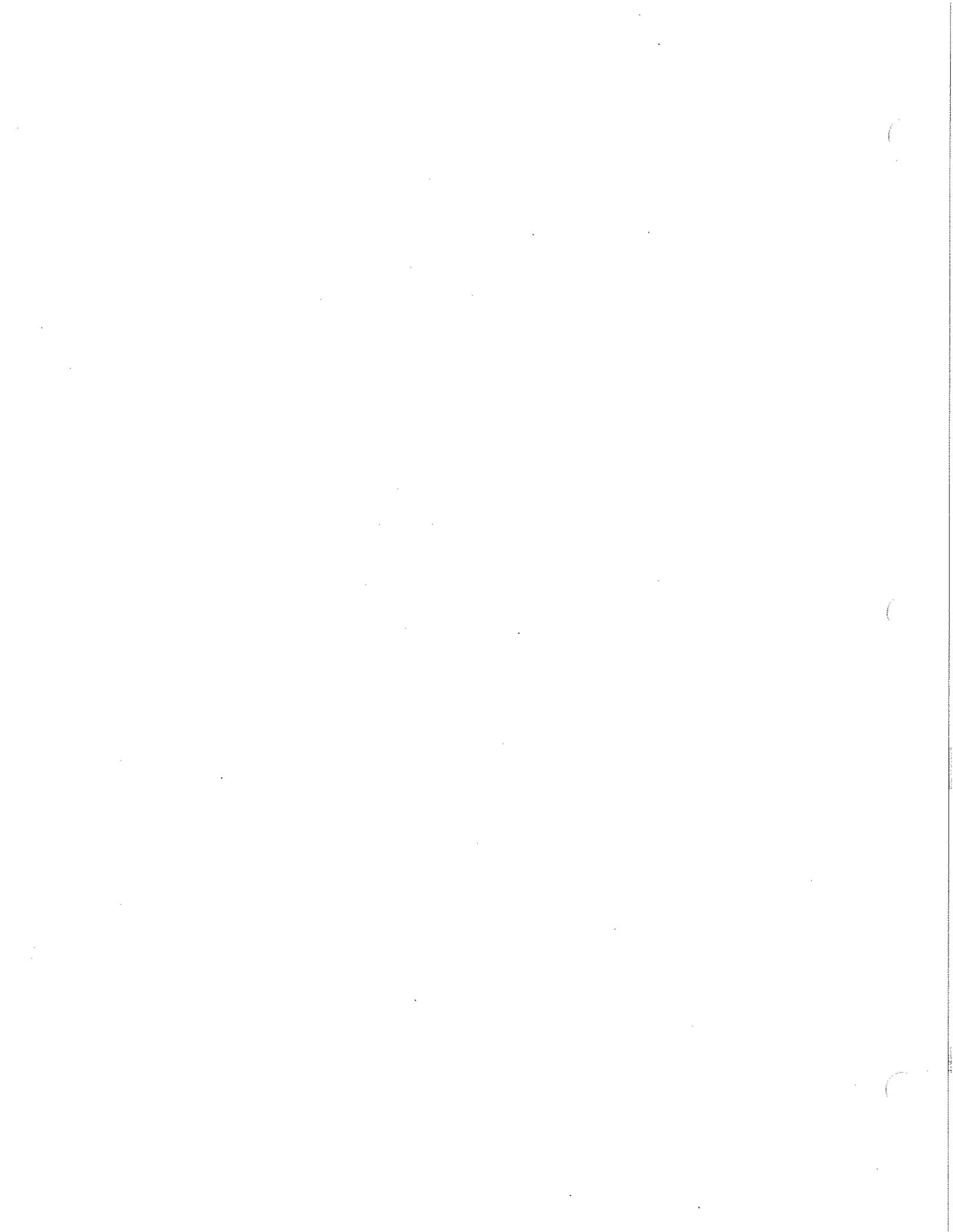
LaGuardia Airport  
RUNWAY REHABILITATION PROJECT





## **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)



\_\_\_ 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\*\*\*\*\*

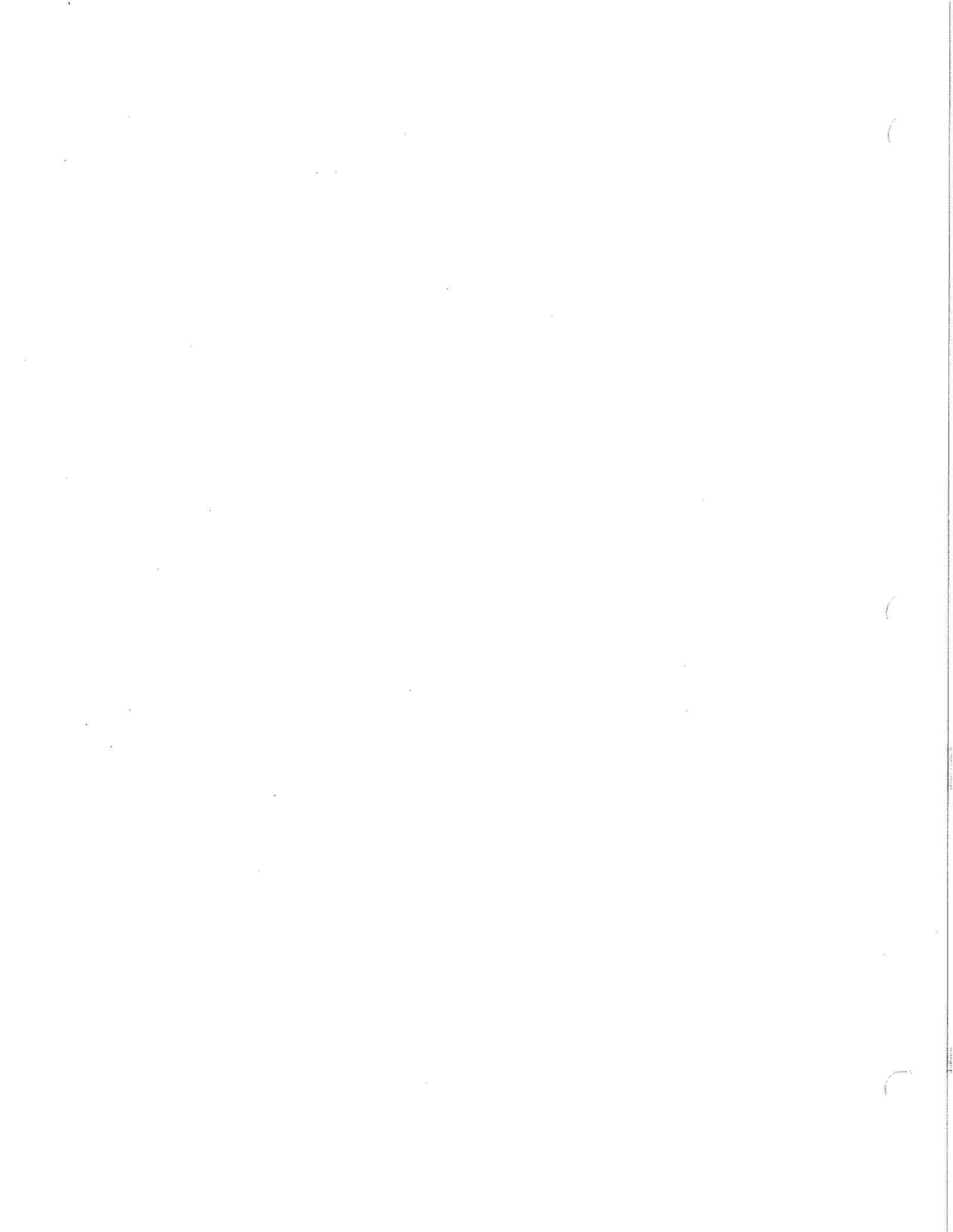
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

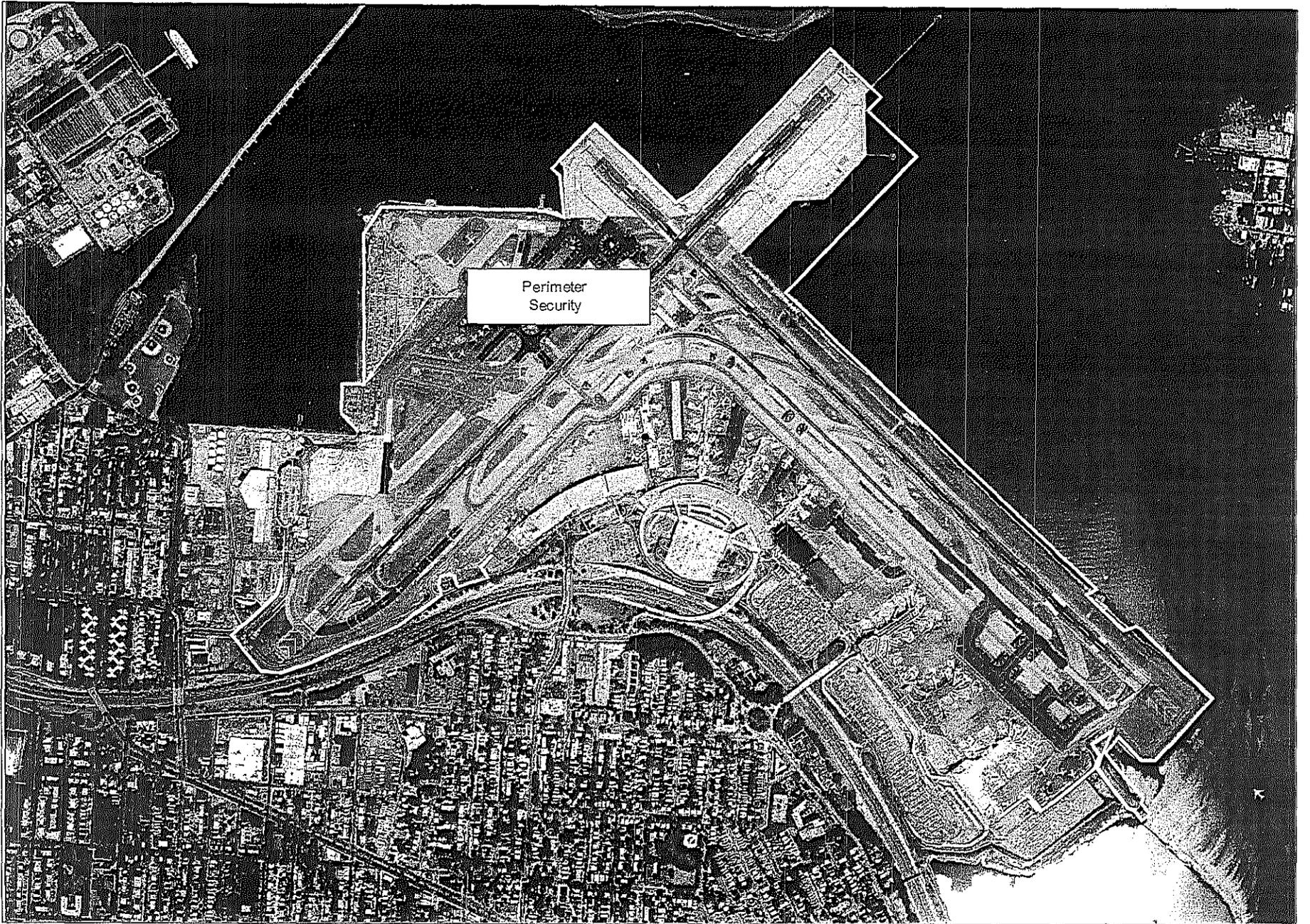
ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date



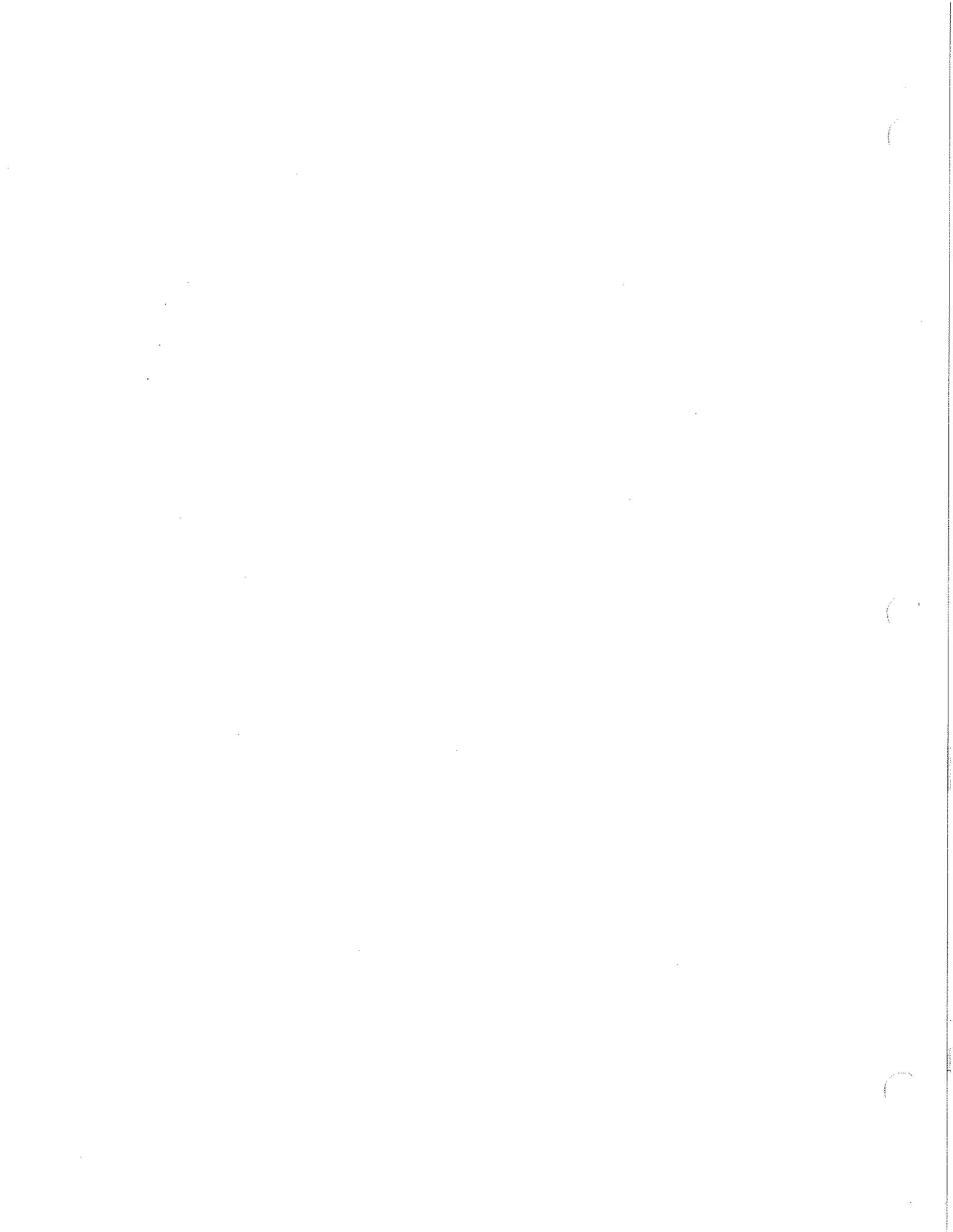


Perimeter  
Security



**THE PORT AUTHORITY OF NY & NJ**

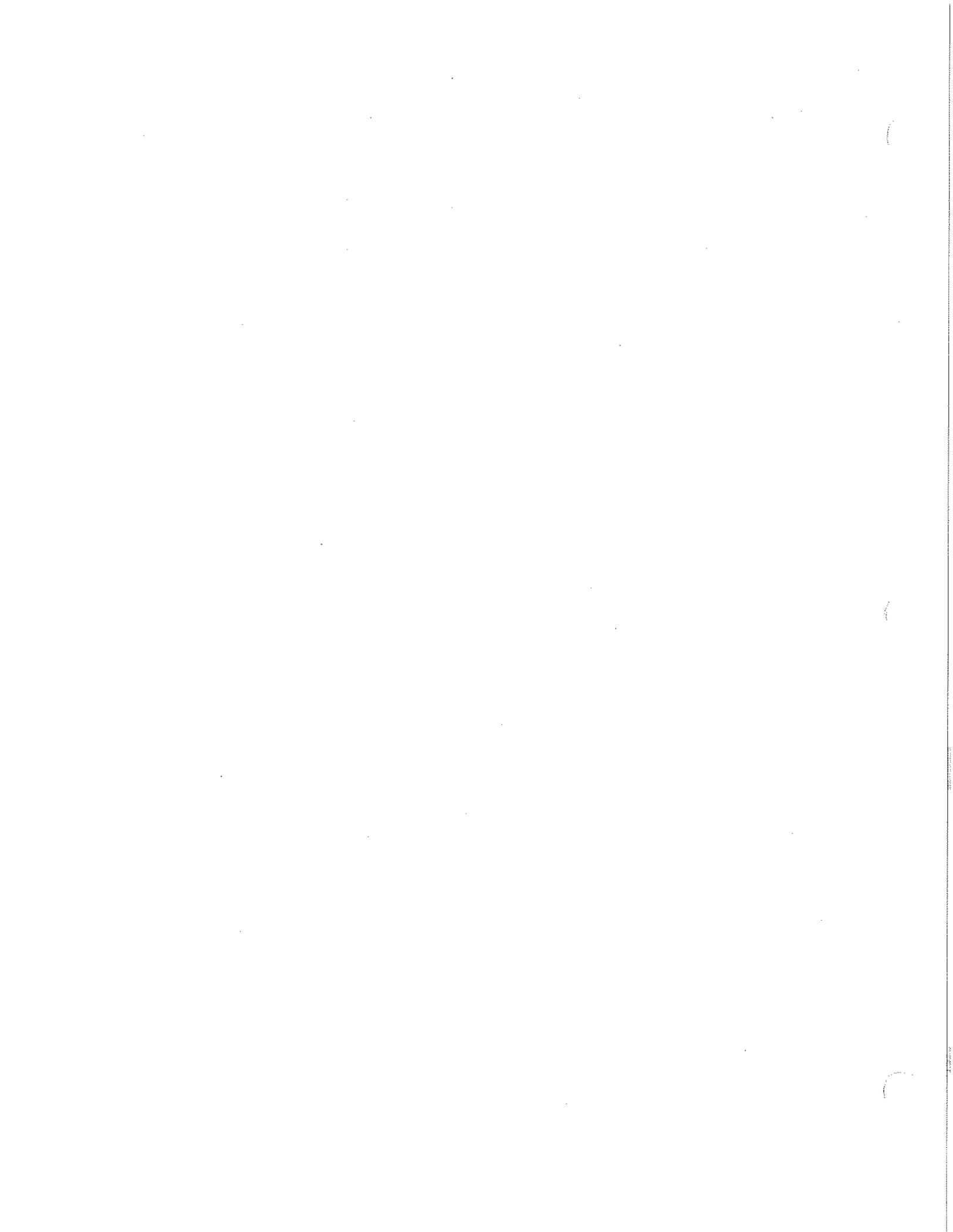
LaGuardia Airport  
PERIMETER SECURITY PROJECT





## **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 11<sup>th</sup>, 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 11<sup>th</sup>, 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



- 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  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 [  ] 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 [  ] 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 [  ]

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.):

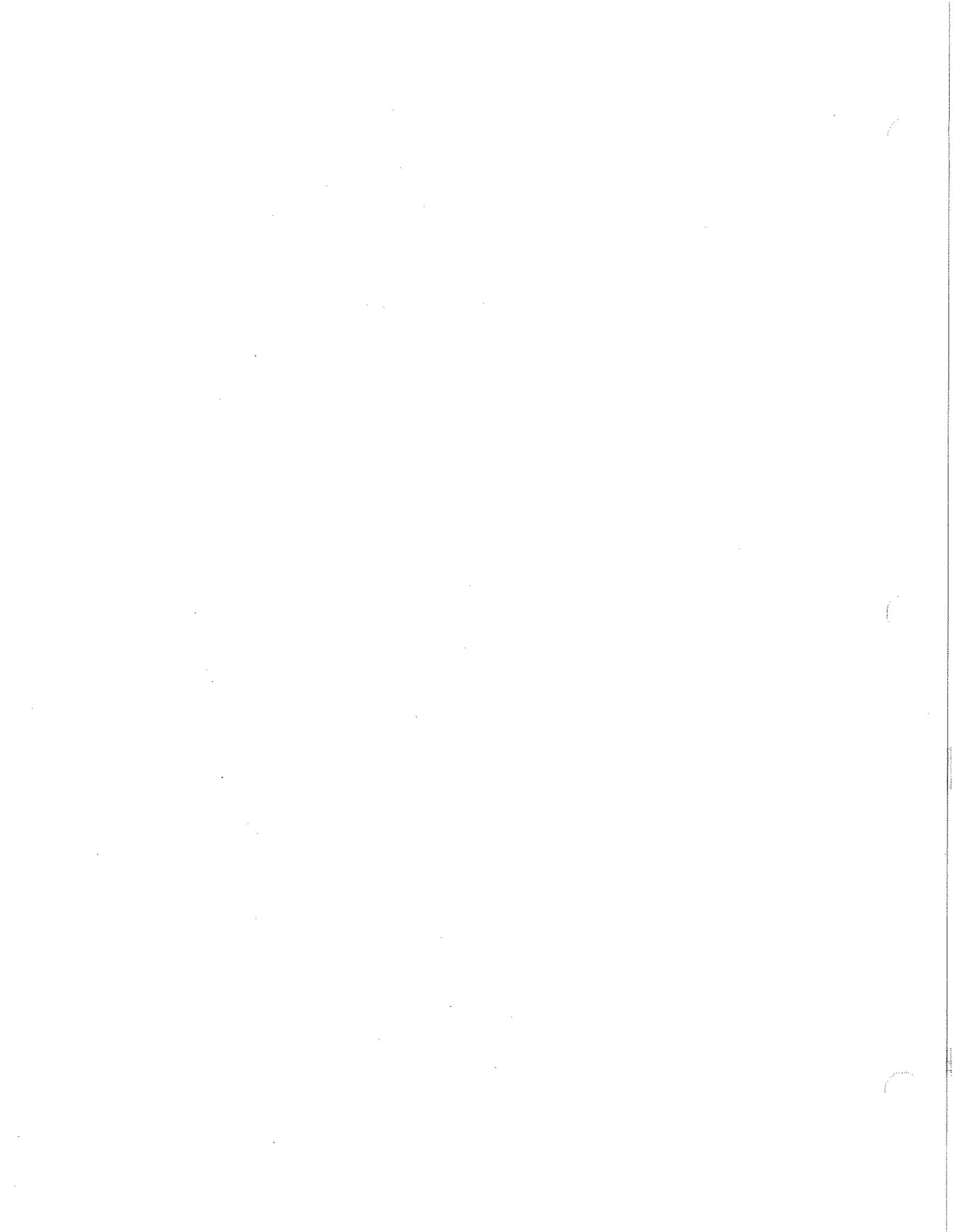
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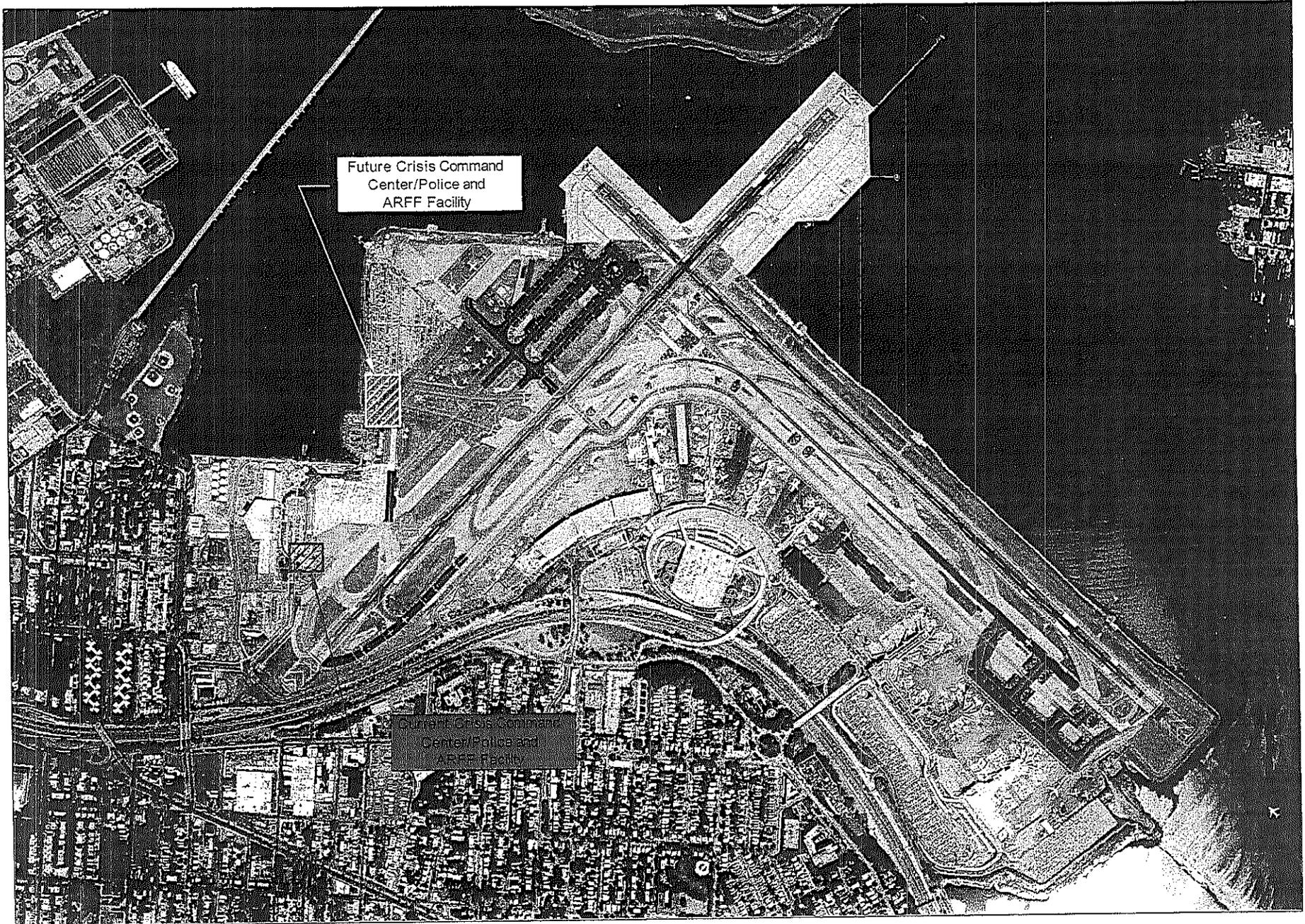
Application Reviewed by:

\_\_\_\_\_
Name

\_\_\_\_\_
Routing Symbol

\_\_\_\_\_
Date





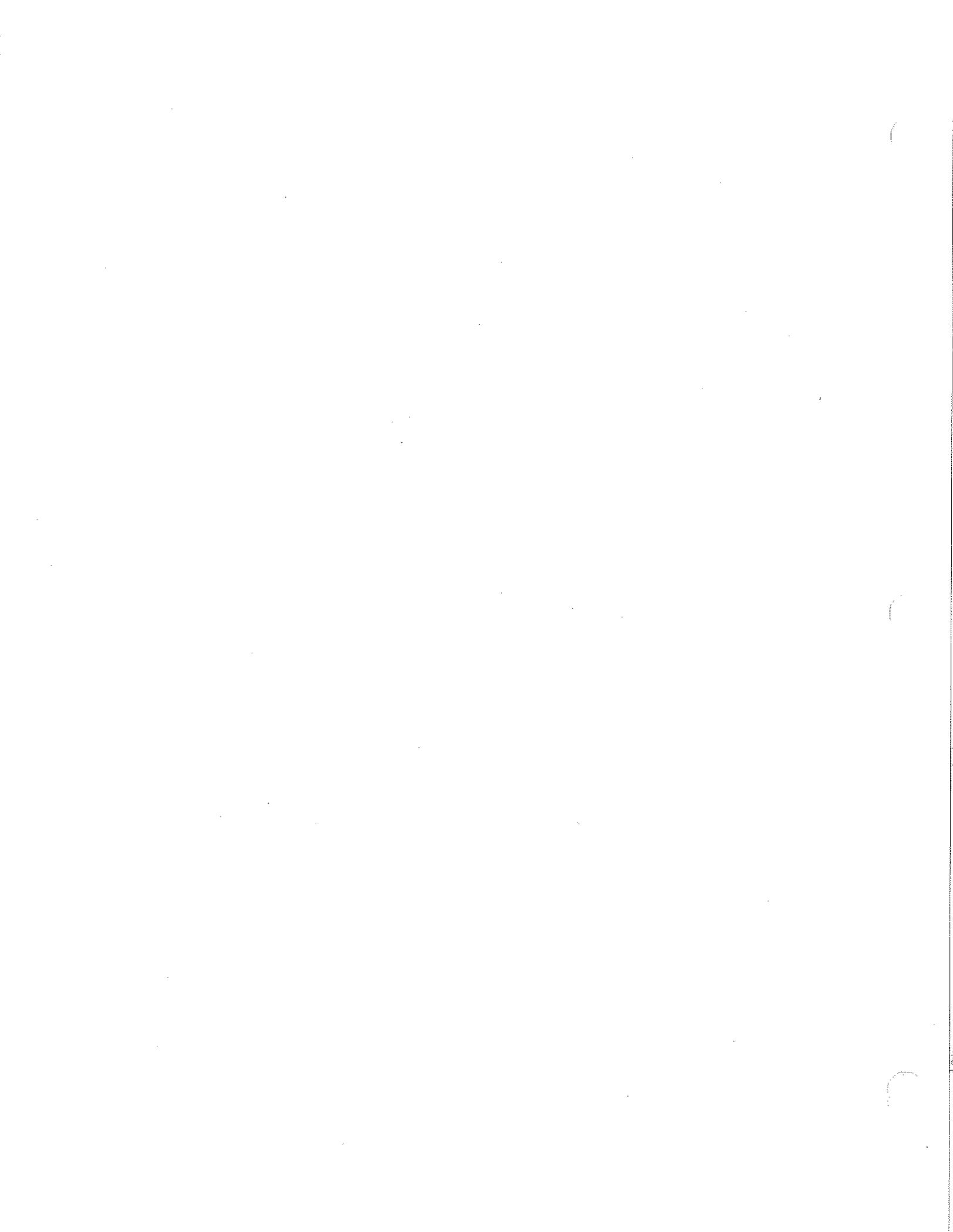
Future Crisis Command  
Center/Police and  
ARFF Facility

Crisis Command Center/  
Police and  
ARFF Facility



**THE PORT AUTHORITY OF NY & NJ**

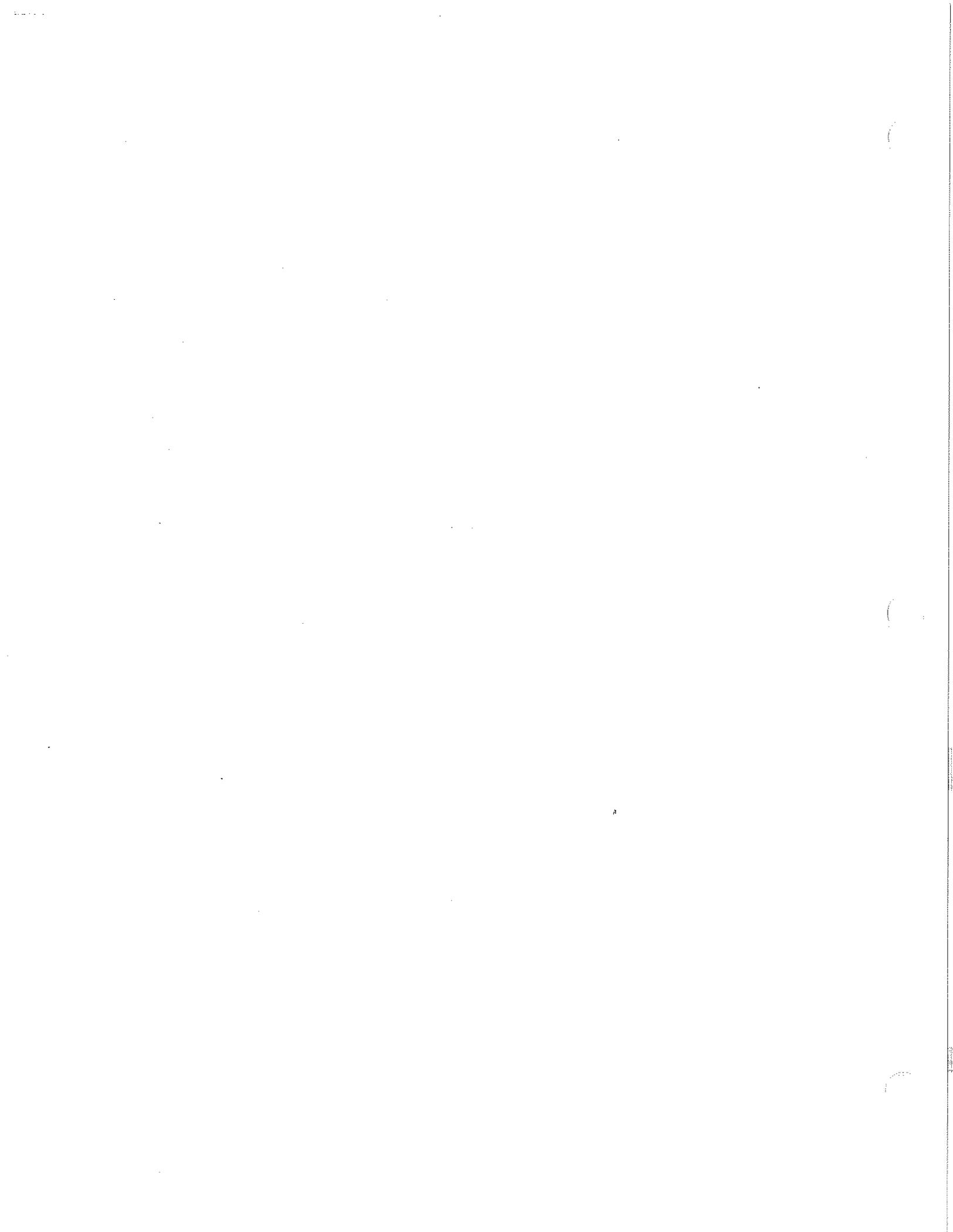
LaGuardia Airport  
**CRISIS COMMAND CENTER/POLICE &  
AIRFIELD RESCUE AND FIREFIGHTING FACILITY**





**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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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 3 - Reconstruction and Strengthening of Taxiways A and B Bridges**

**SECTION 4 - Runway 13L-31R Rehabilitation Project**

**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**

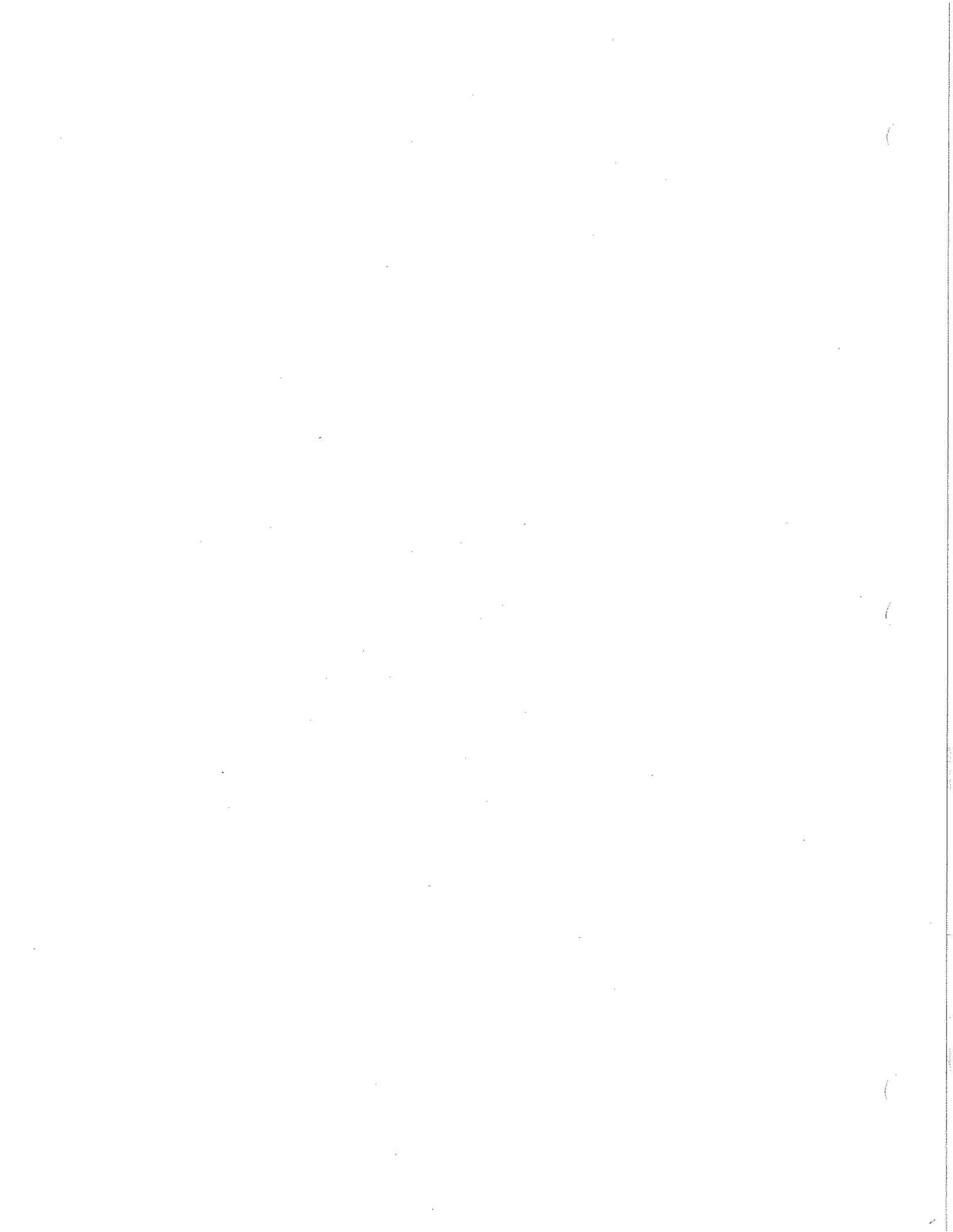
**SECTION 8 - Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**





## **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 13<sup>th</sup> 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



- 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.):

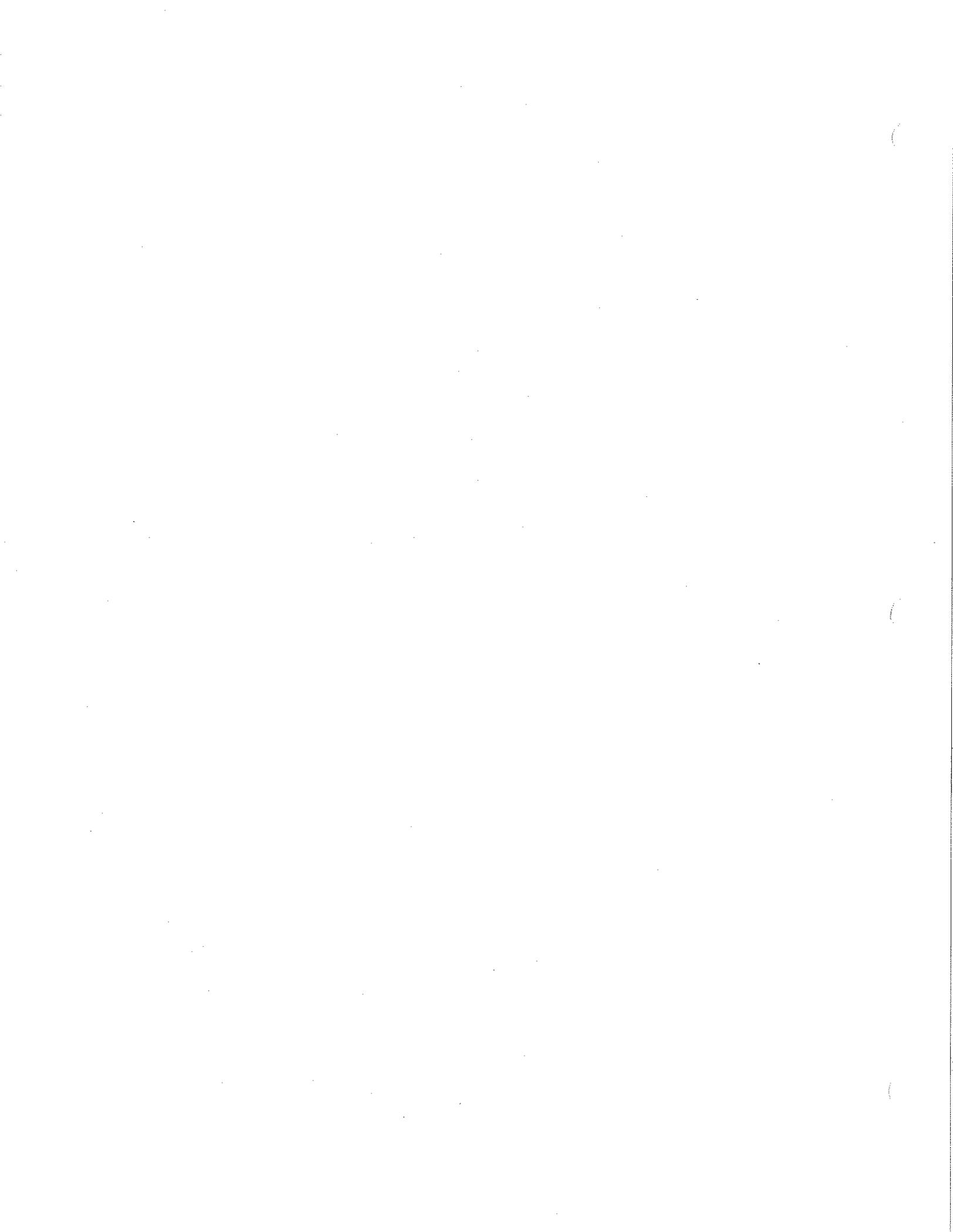
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Application Reviewed by:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Routing Symbol

\_\_\_\_\_  
Date



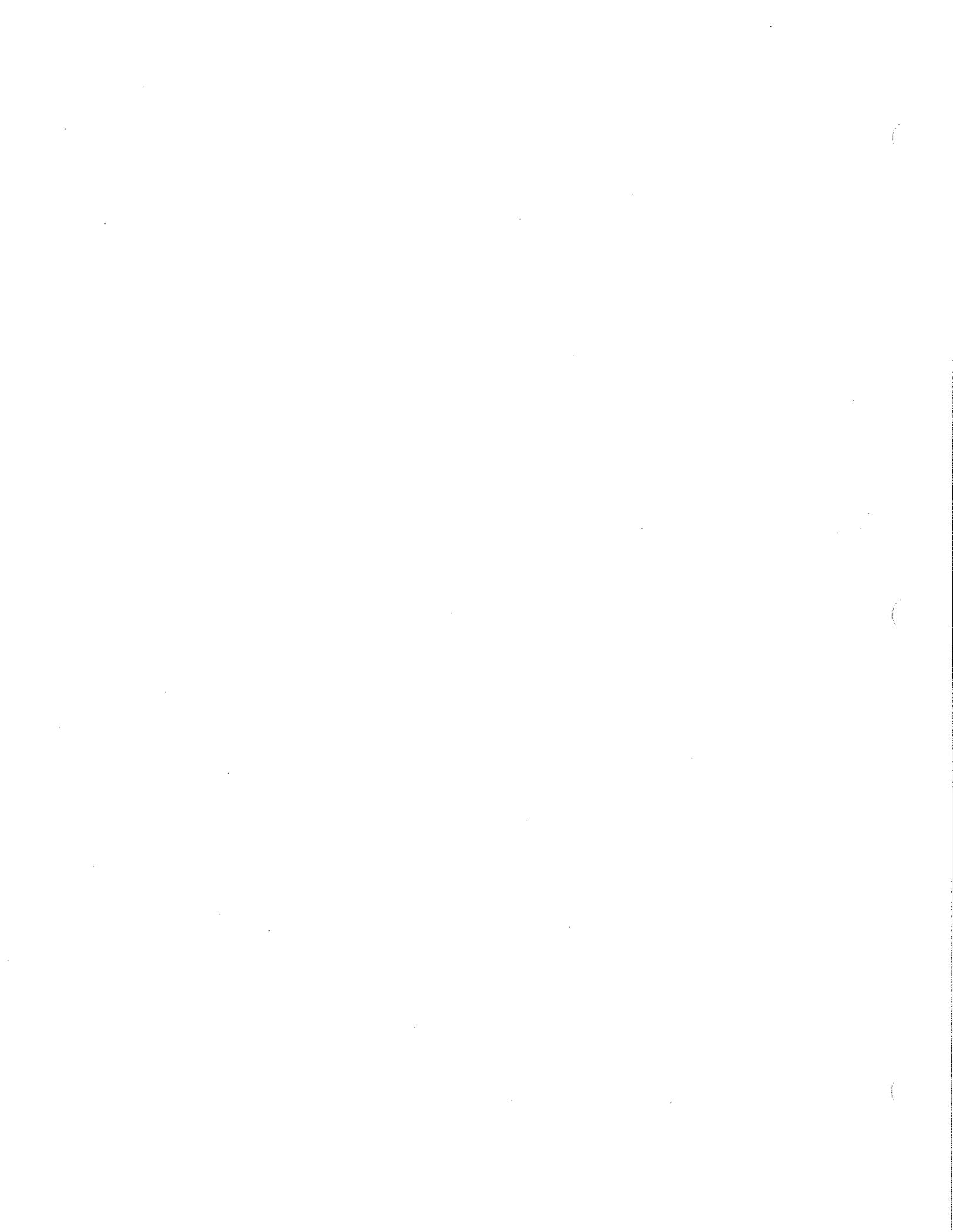






## **SECTION 2**

### **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**  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 13<sup>th</sup> 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:

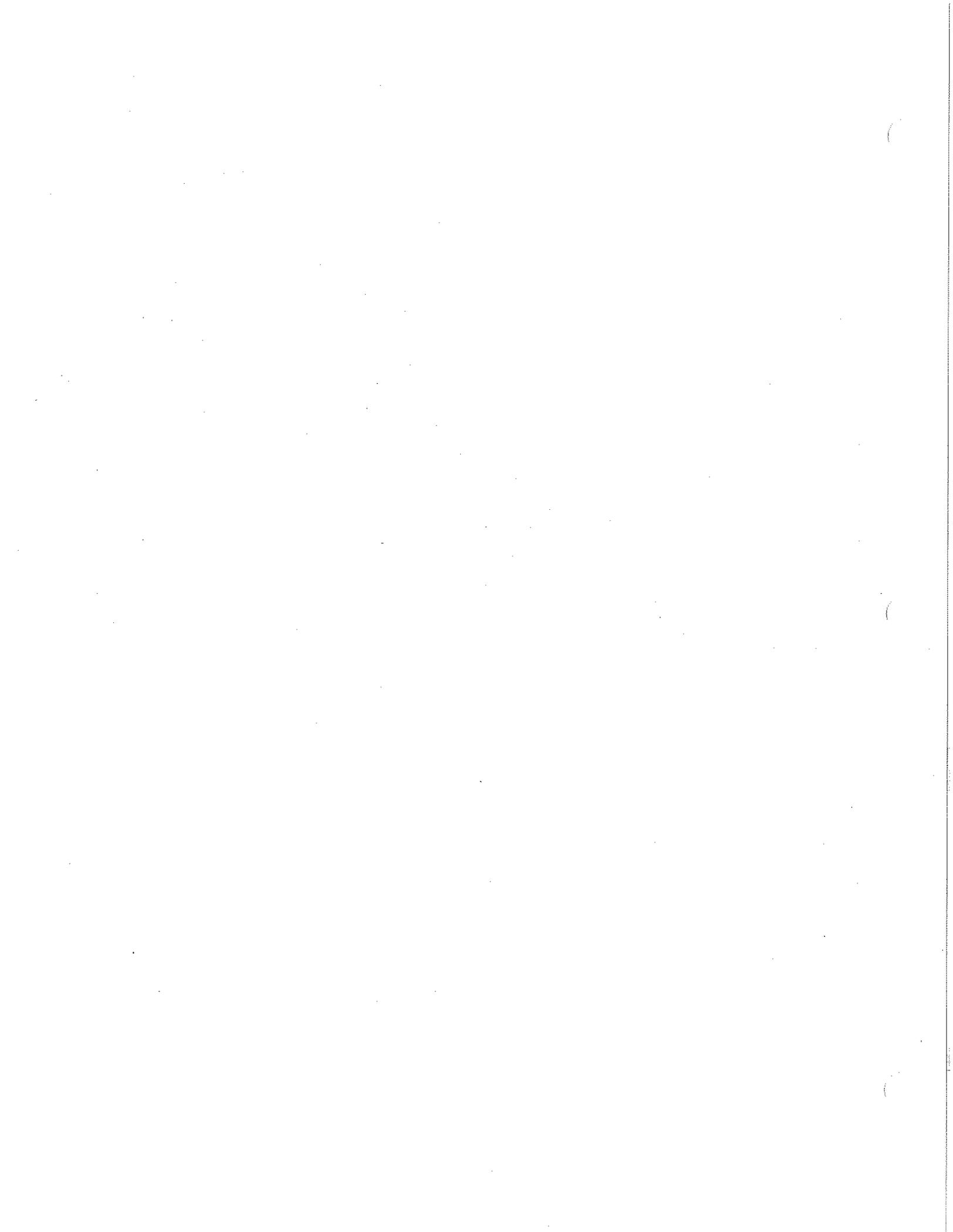
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\*\*\*\*\*FOR FAA USE\*\*\*\*\*

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

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





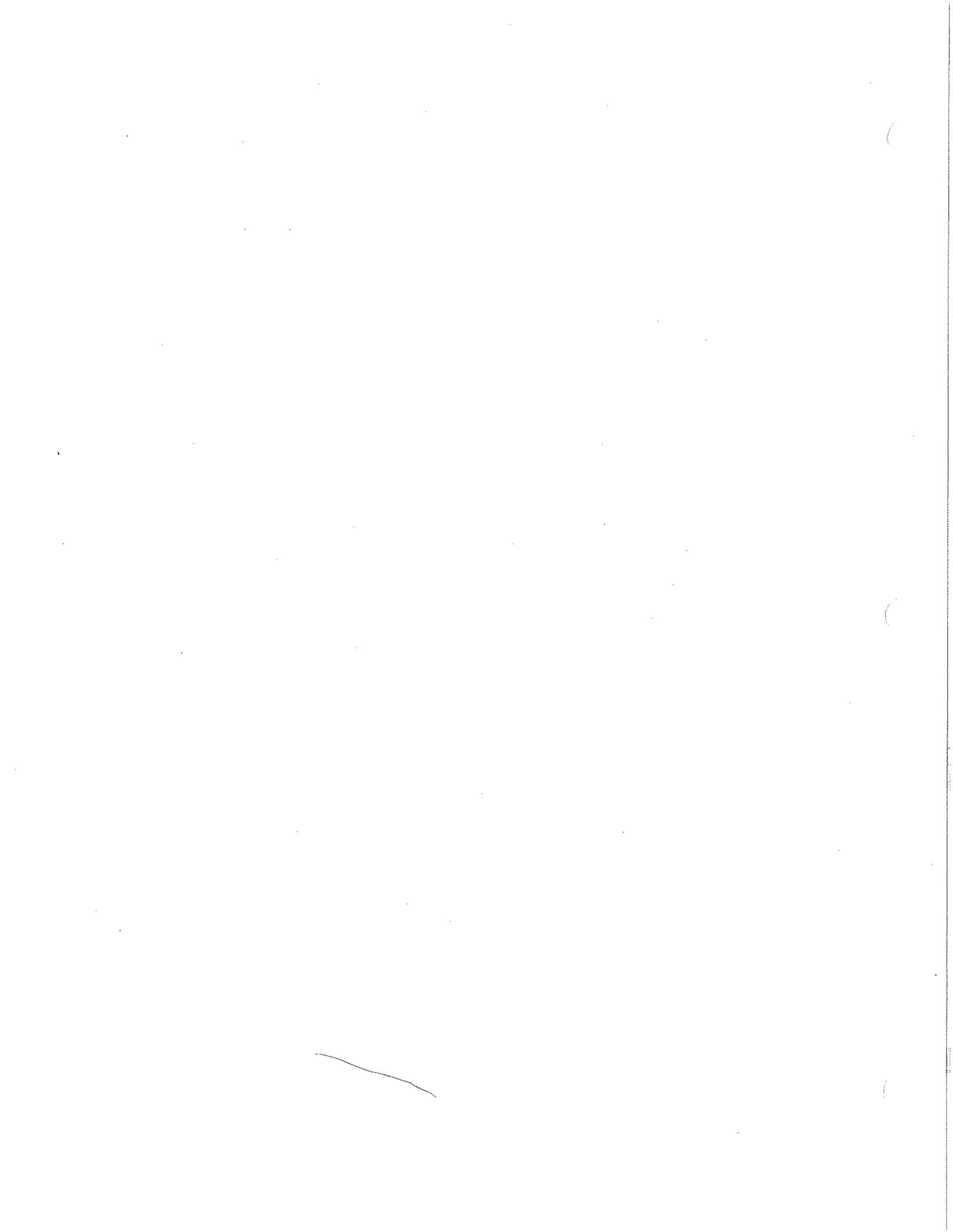


Construction of T/W A  
and T/W P Connector



**THE PORT AUTHORITY OF NY & NJ**

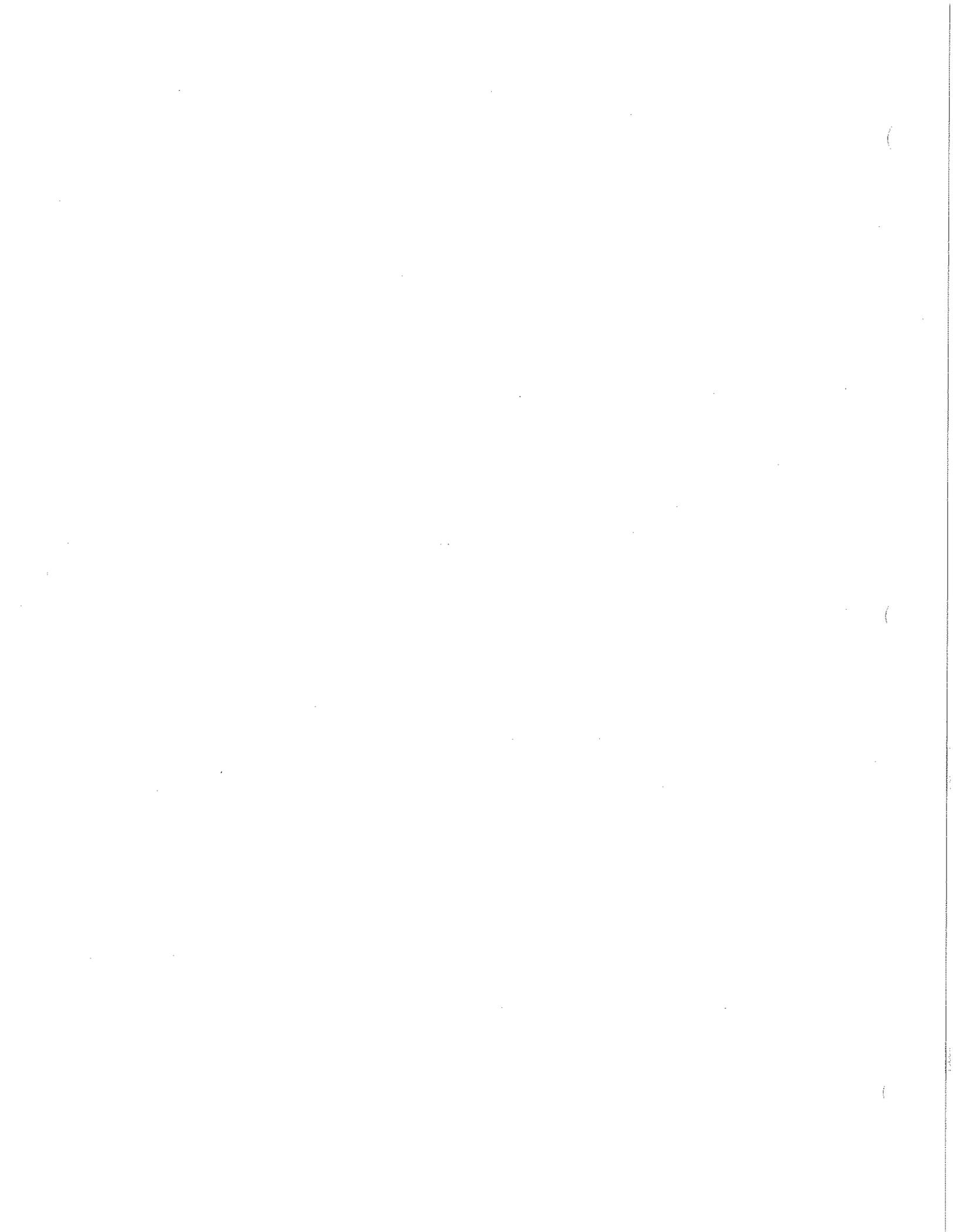
John F. Kennedy International Airport  
CONSTRUCTION OF TAXIWAY A  
AND P CONNECTOR





## **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 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 13<sup>th</sup> 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:

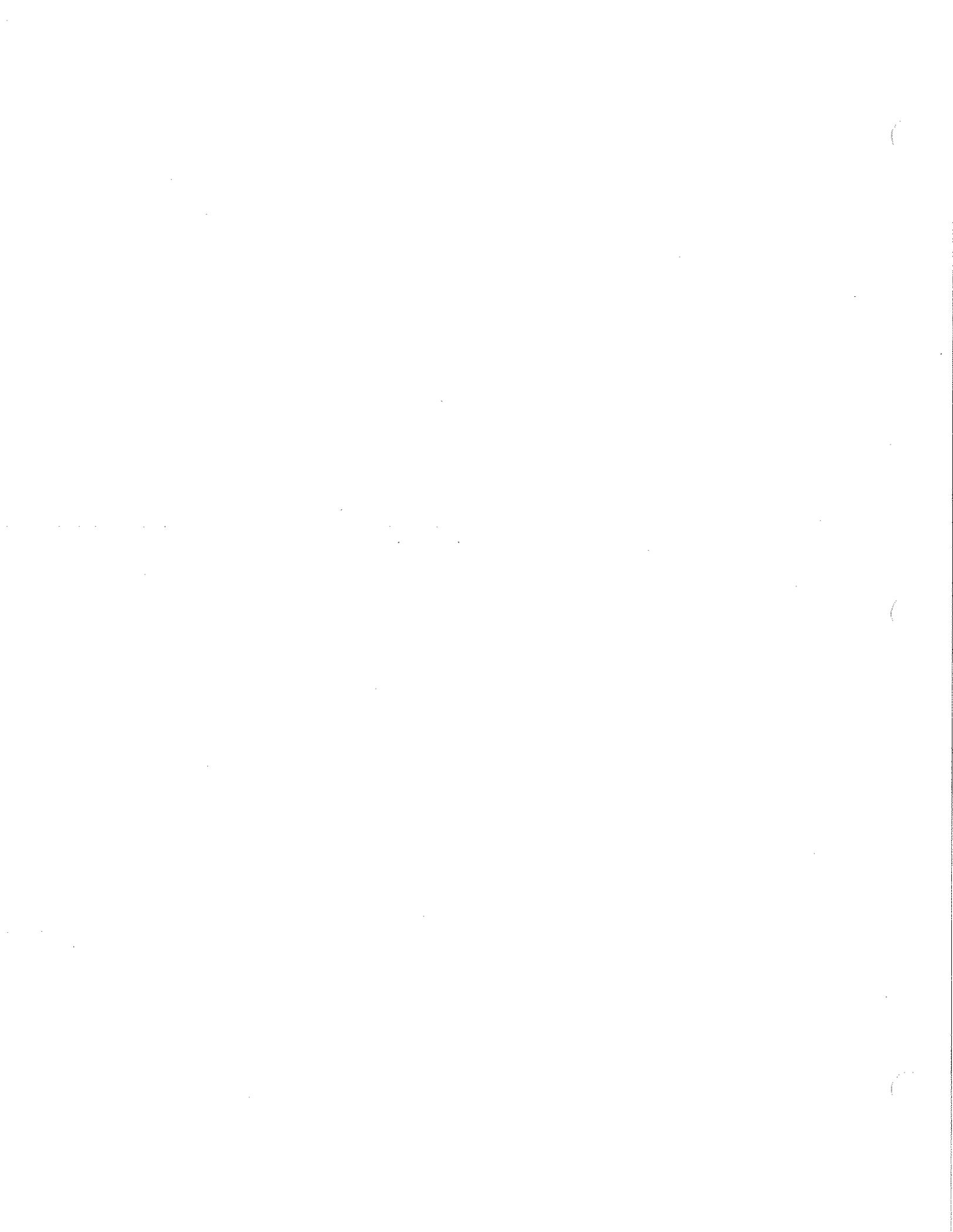
\*\*\*\*\*

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

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

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

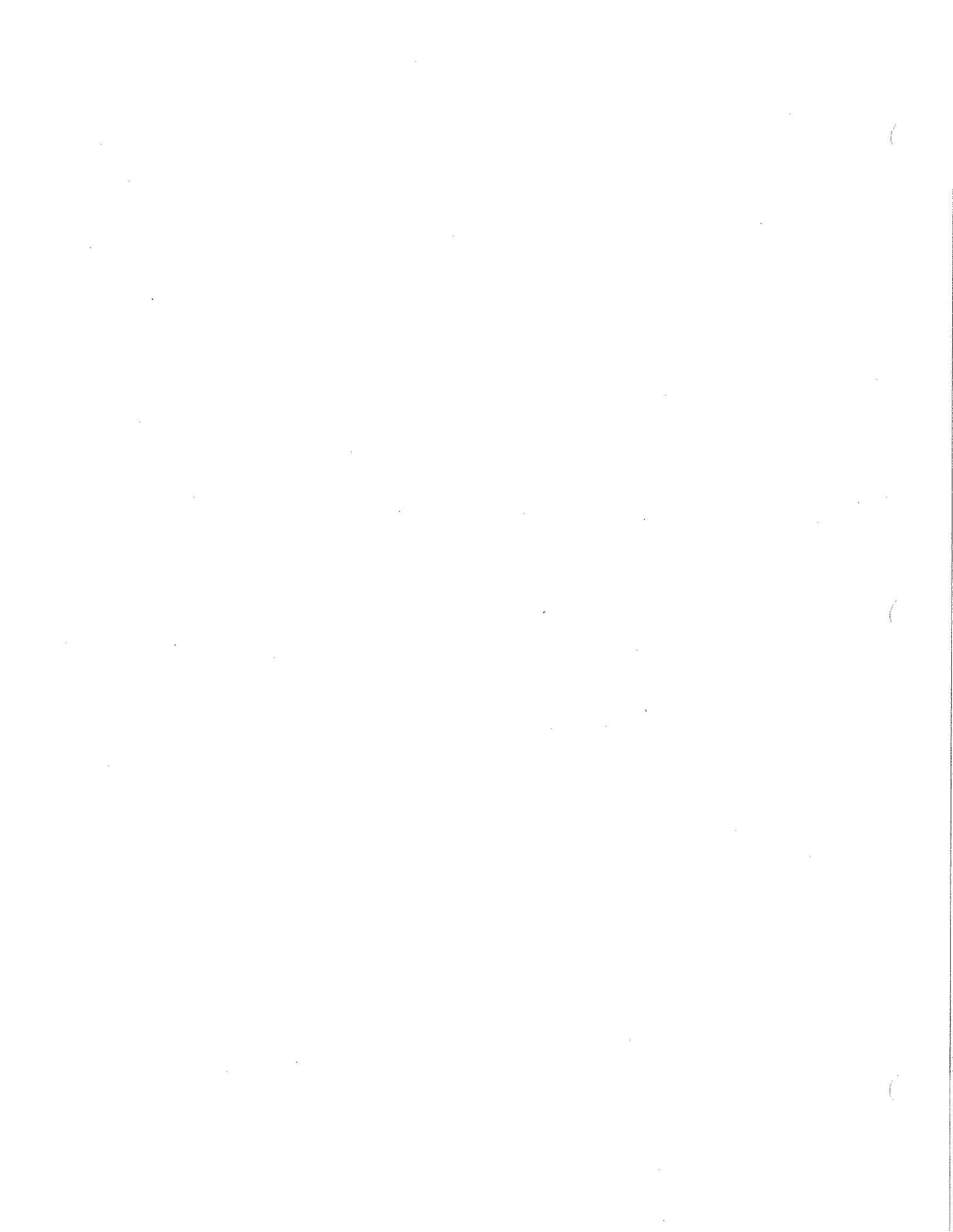






**THE PORT AUTHORITY OF NY & NJ**

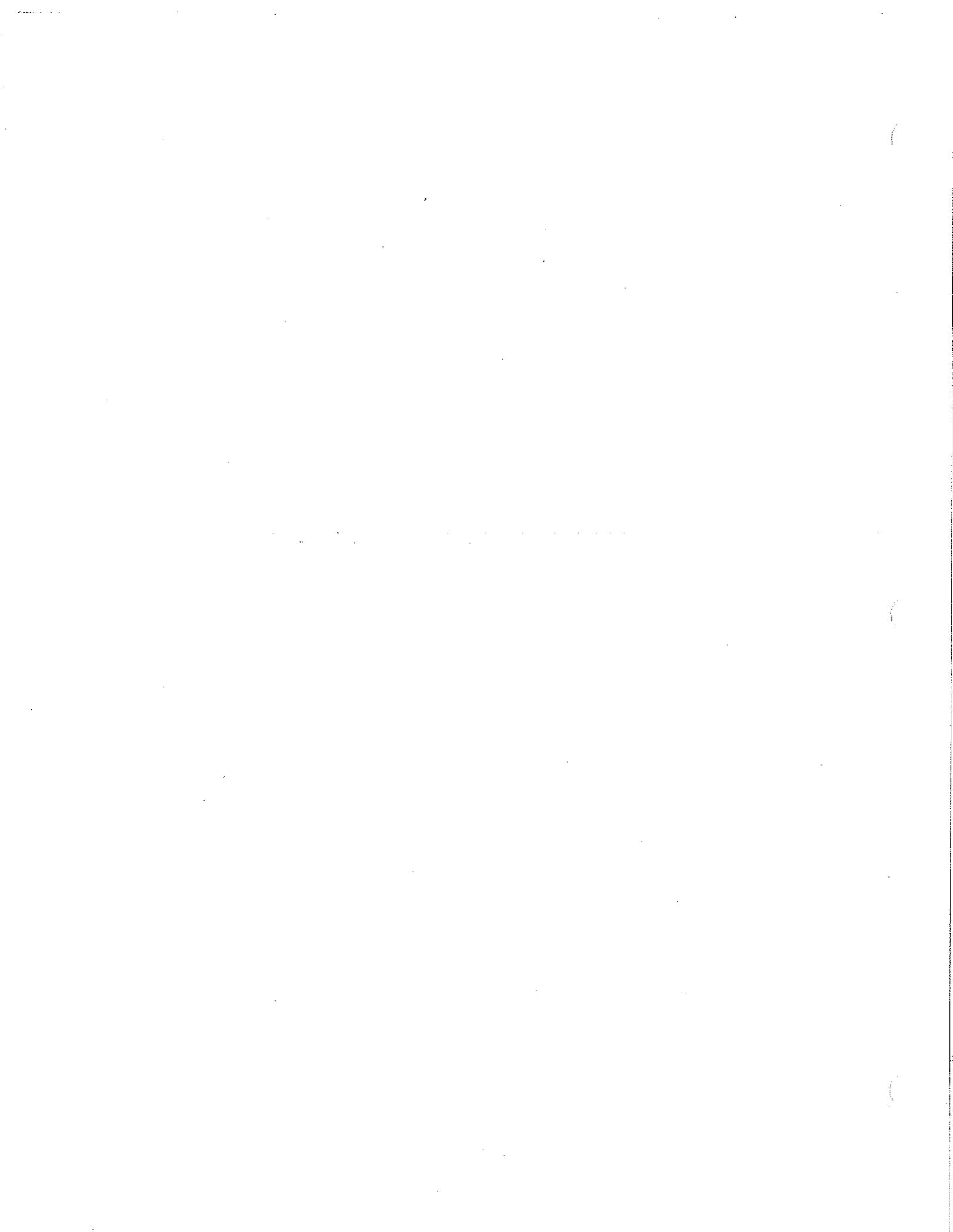
John F. Kennedy International Airport  
**RECONSTRUCTION AND STRENGTHENING  
OF TAXIWAYS A AND B BRIDGES**





## **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 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



- 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  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\*\*\*\*\*

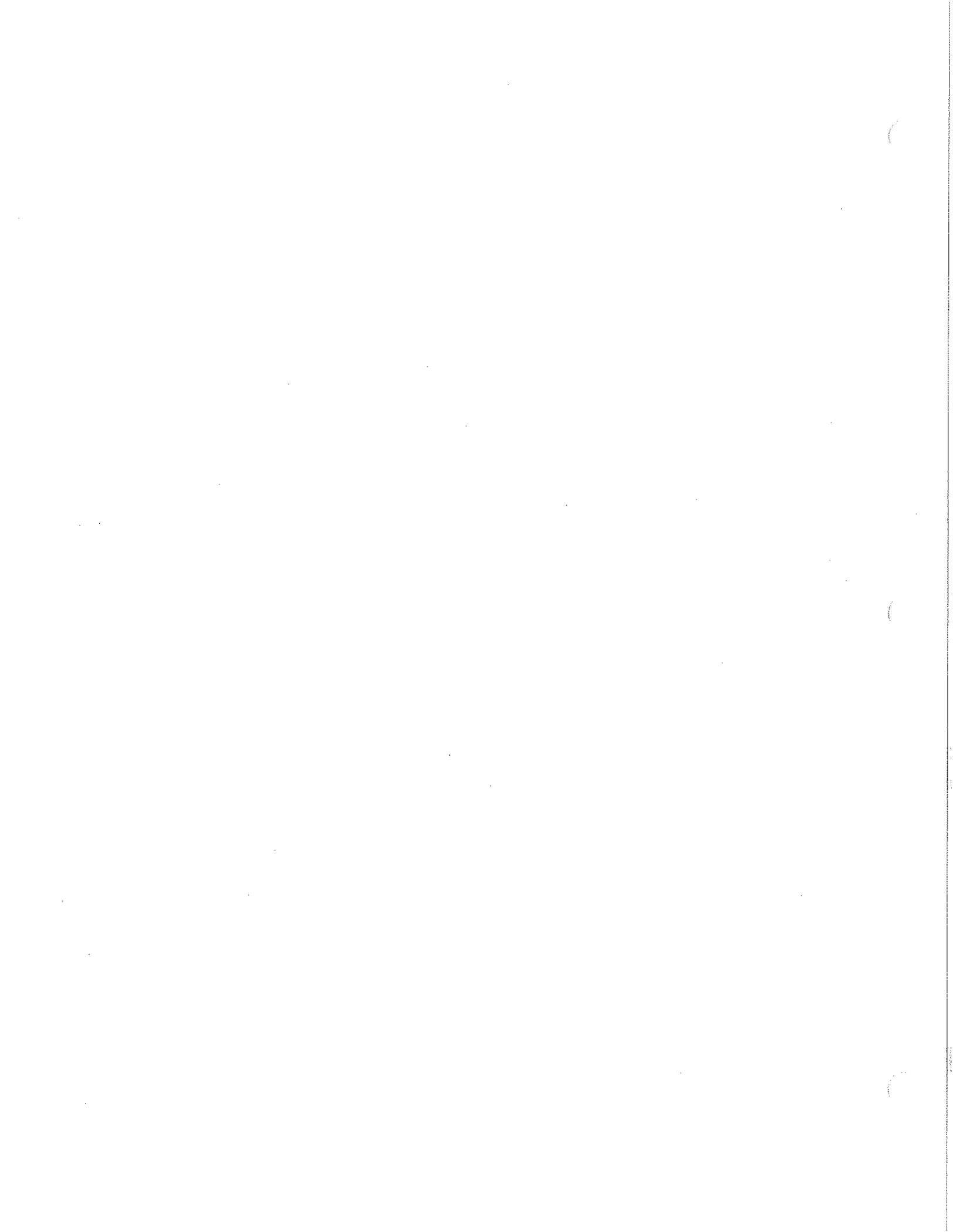
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date





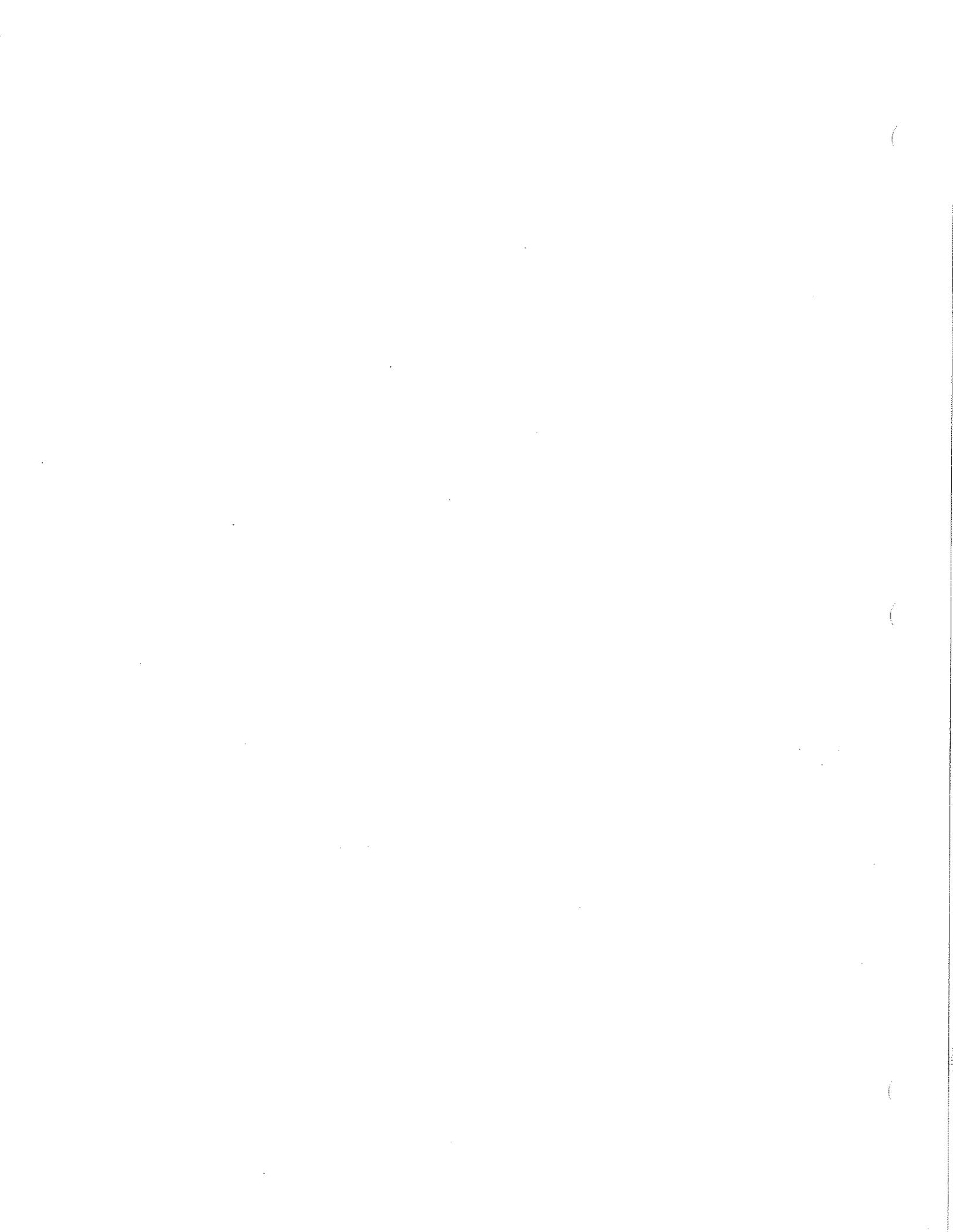
Rehabilitation of  
R/W 13L-31R

Runway 13L-31R



**THE PORT AUTHORITY** OF NY & NJ

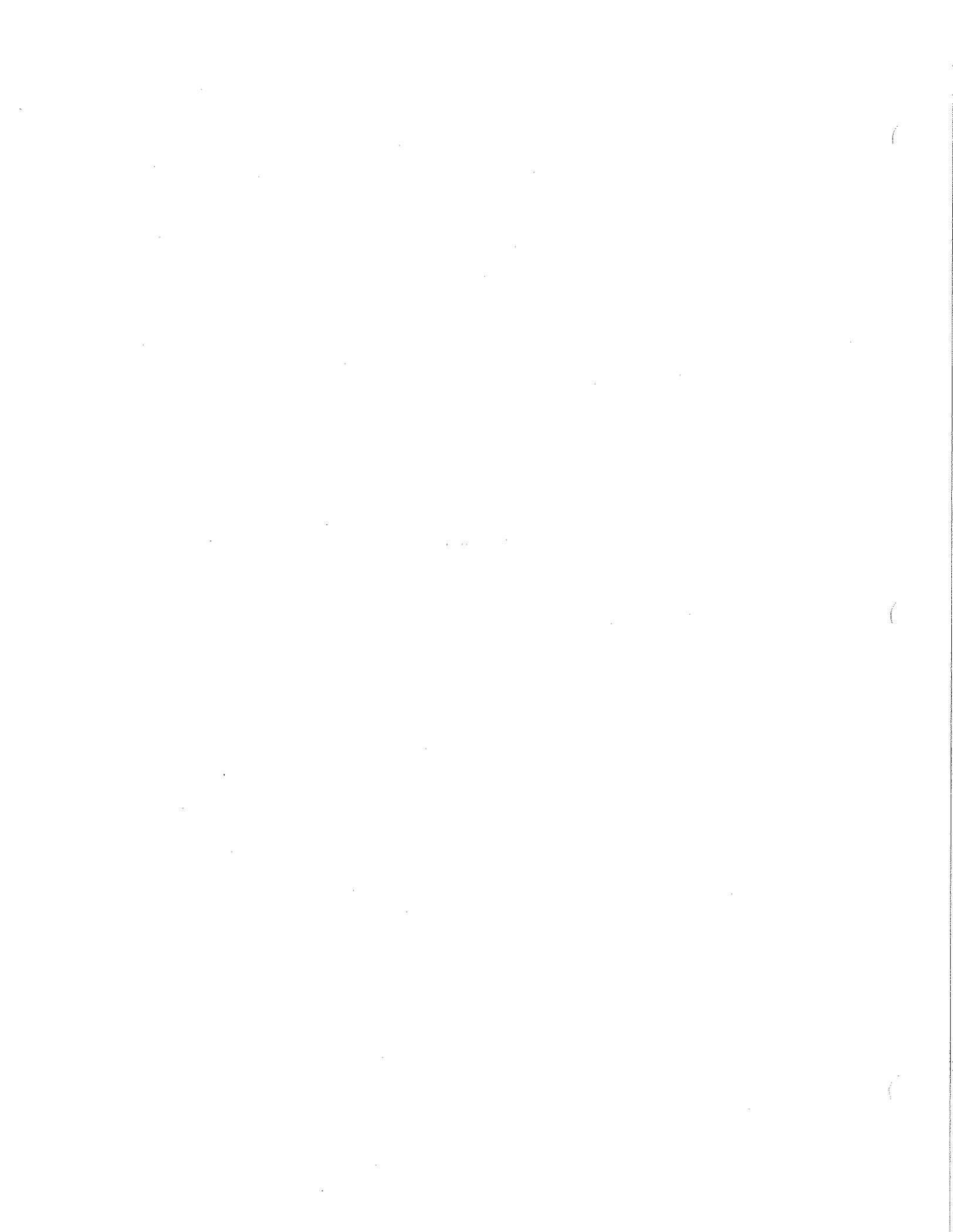
John F. Kennedy International Airport  
RUNWAY 13L-31R REHABILITATION PROJECT





## **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 13<sup>th</sup> 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



- 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  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.):

\*\*\*\*\*

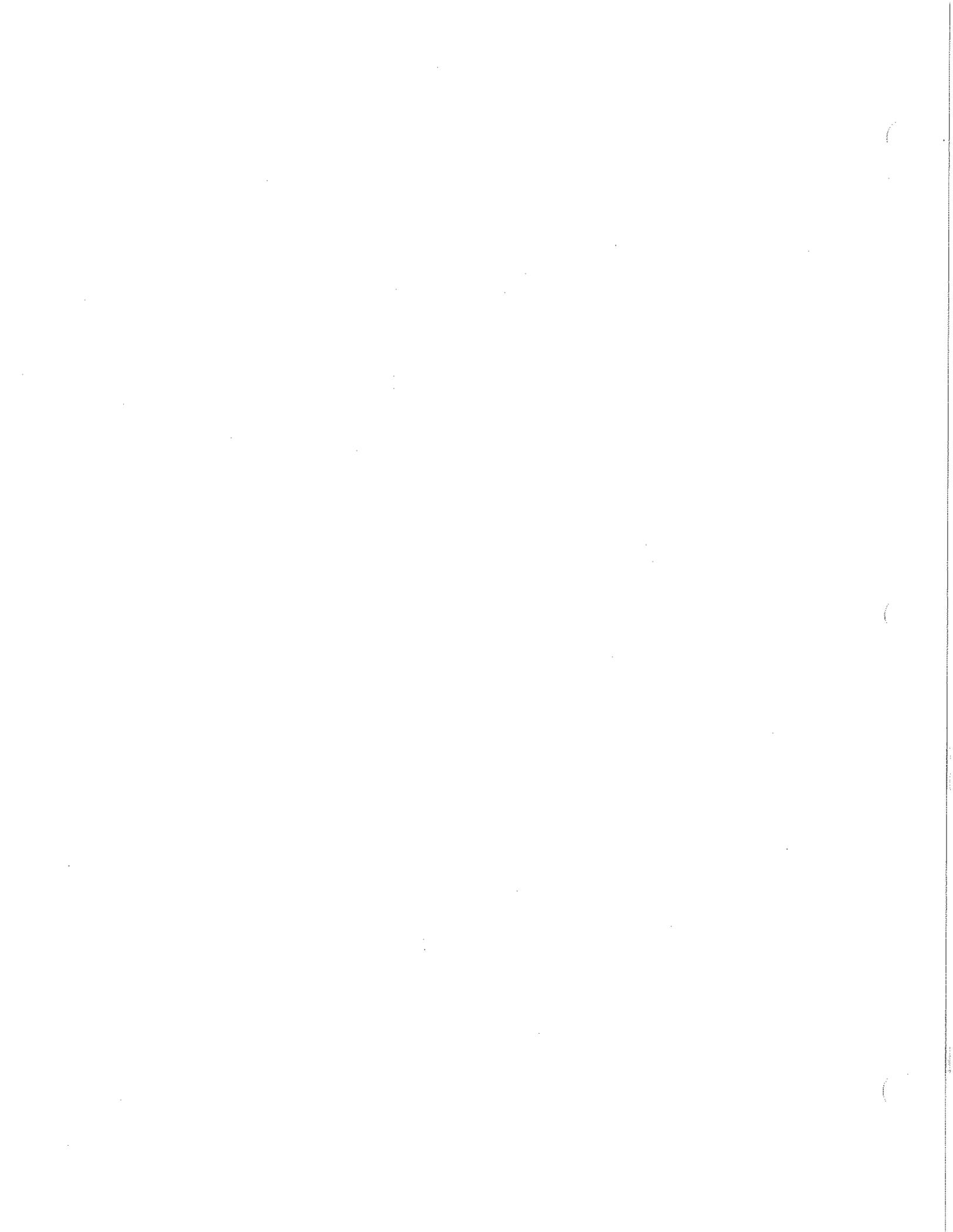
Application Reviewed by:

Name	Routing Symbol	Date



**THE PORT AUTHORITY OF NY & NJ**

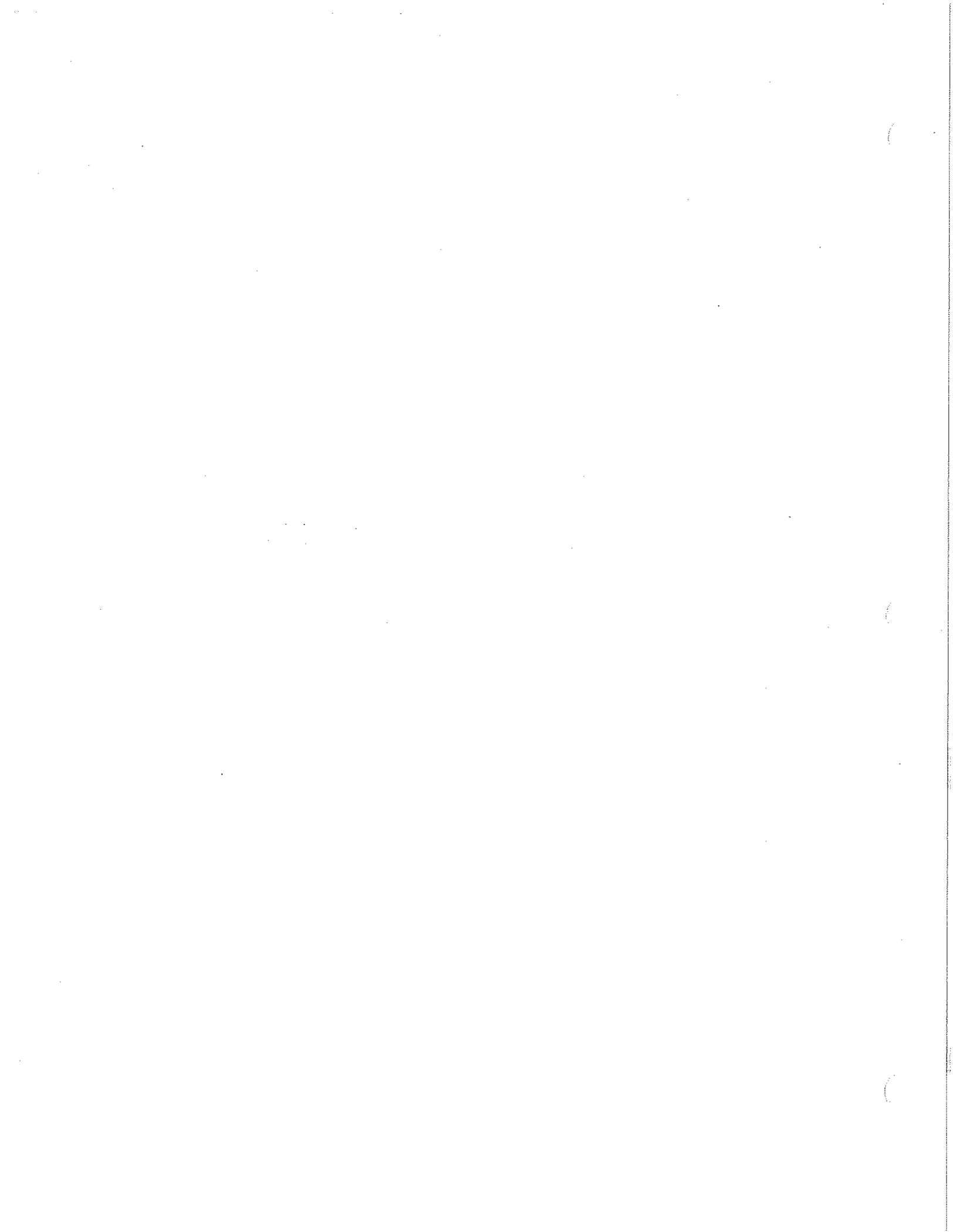
John F. Kennedy International Airport  
PLANNING PROJECT FOR THE REHABILITATION  
AND WIDENING OF RW 13R





## **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:

\*\*\*\*\*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\*\*\*\*\*

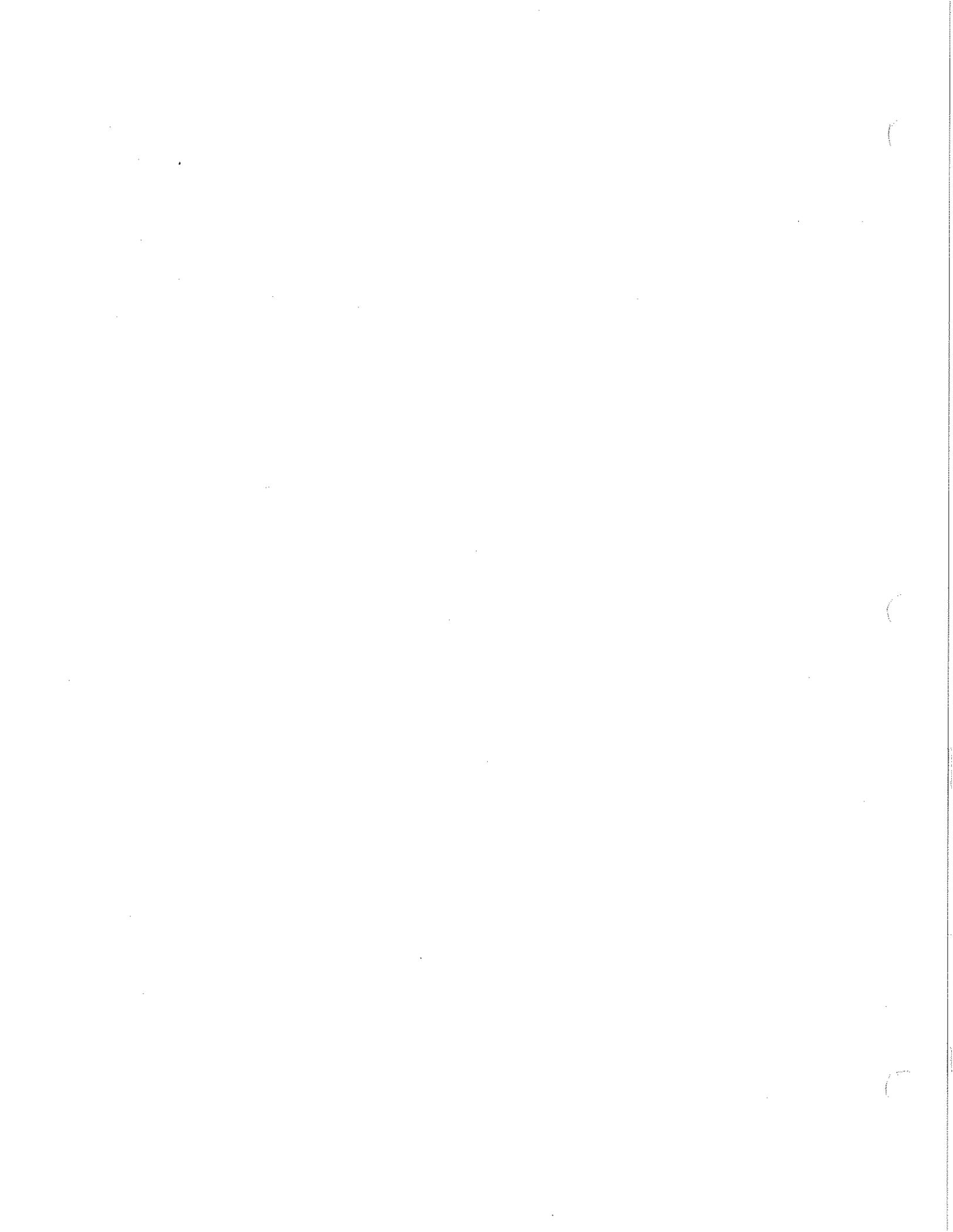
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

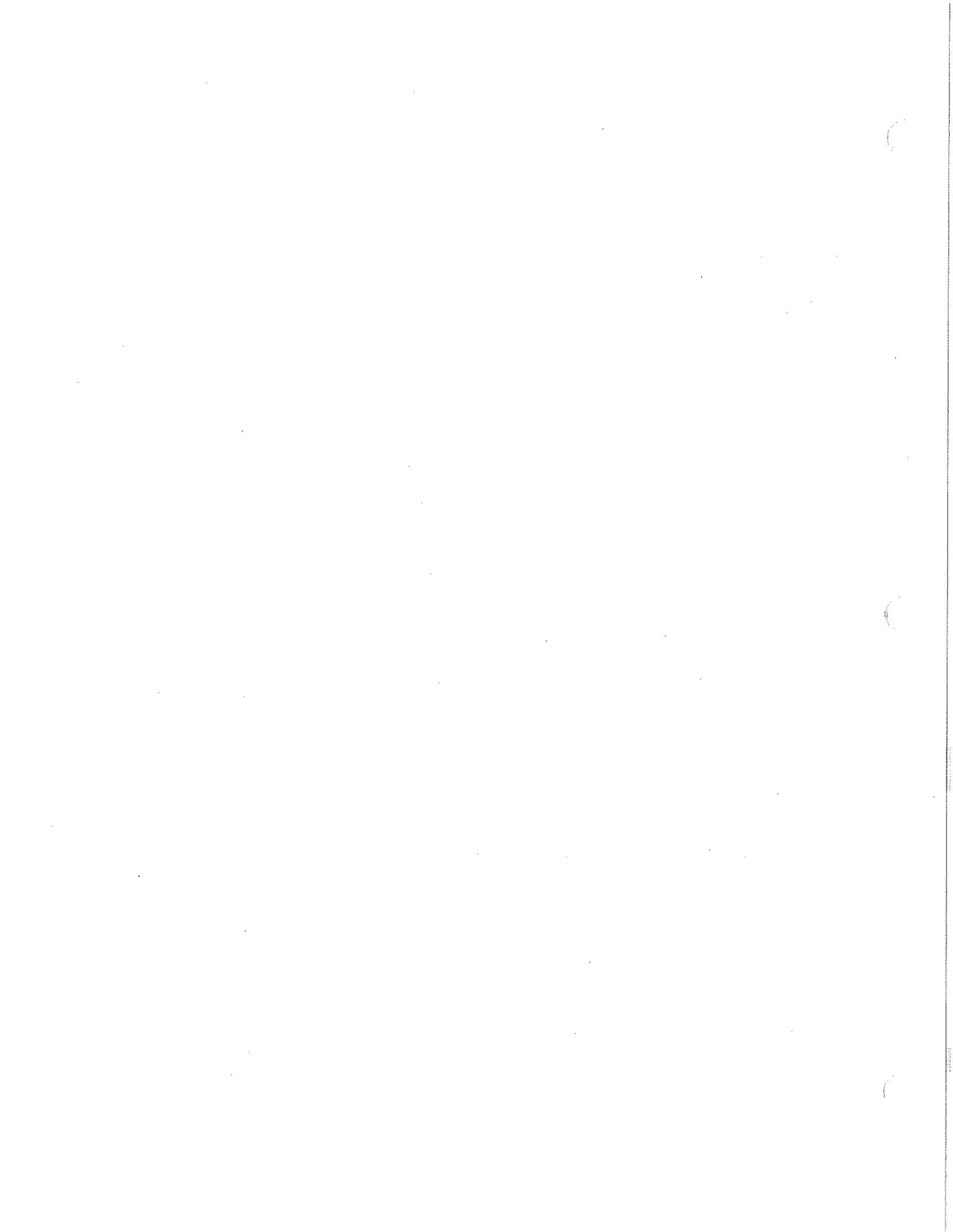
Name Routing Symbol Date





**THE PORT AUTHORITY OF NY & NJ**

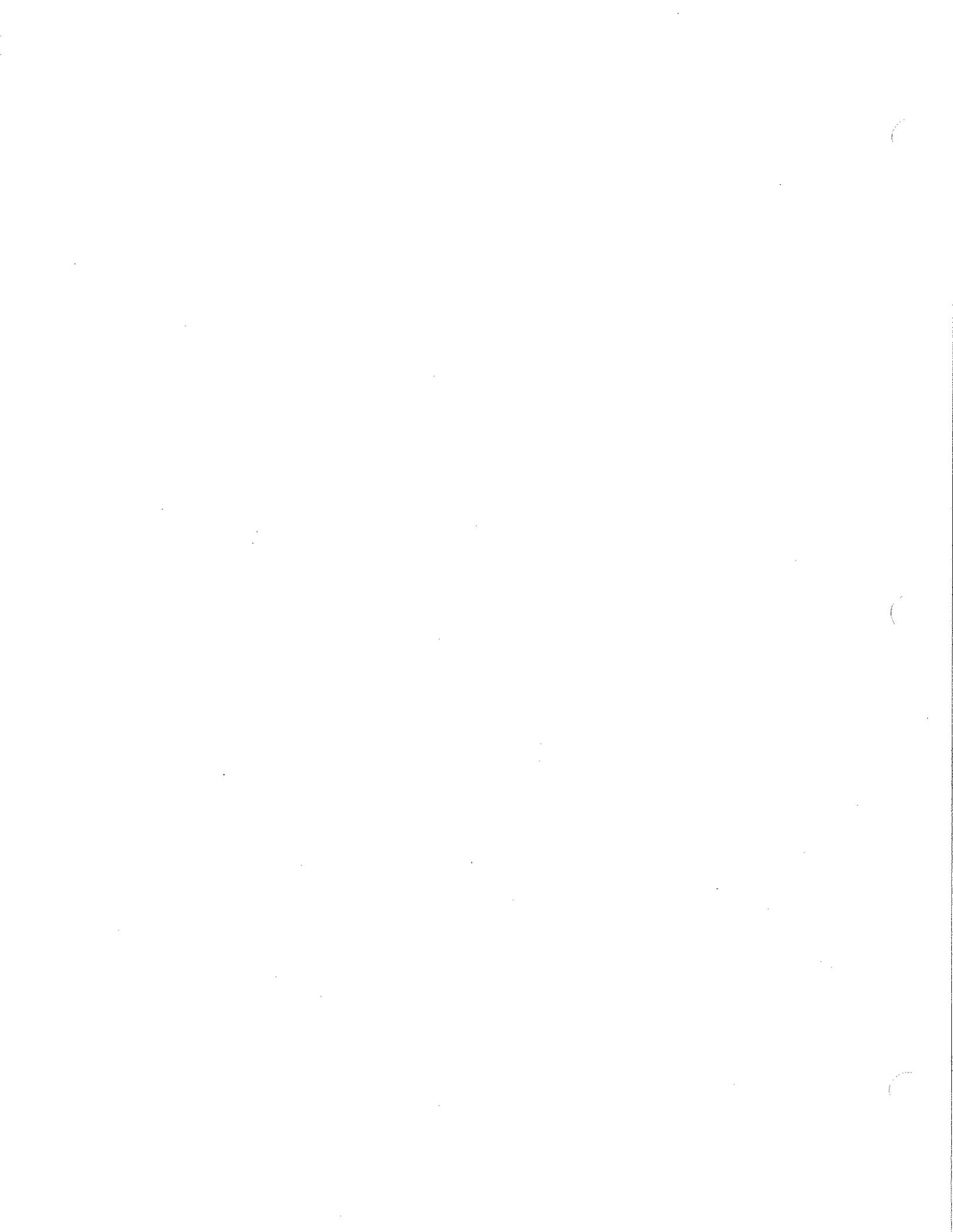
John F. Kennedy International Airport  
PERIMETER SECURITY PROJECT





## **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:**

- |                                   |                |
|-----------------------------------|----------------|
| ▪ <b>Natural gas</b>              | ▪ <b>Water</b> |
| ▪ <b>Telephone/Communications</b> | ▪ <b>Sewer</b> |
| ▪ <b>Electrical</b>               | ▪ <b>Steam</b> |

**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 [ ]



- 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  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\*\*\*\*\*

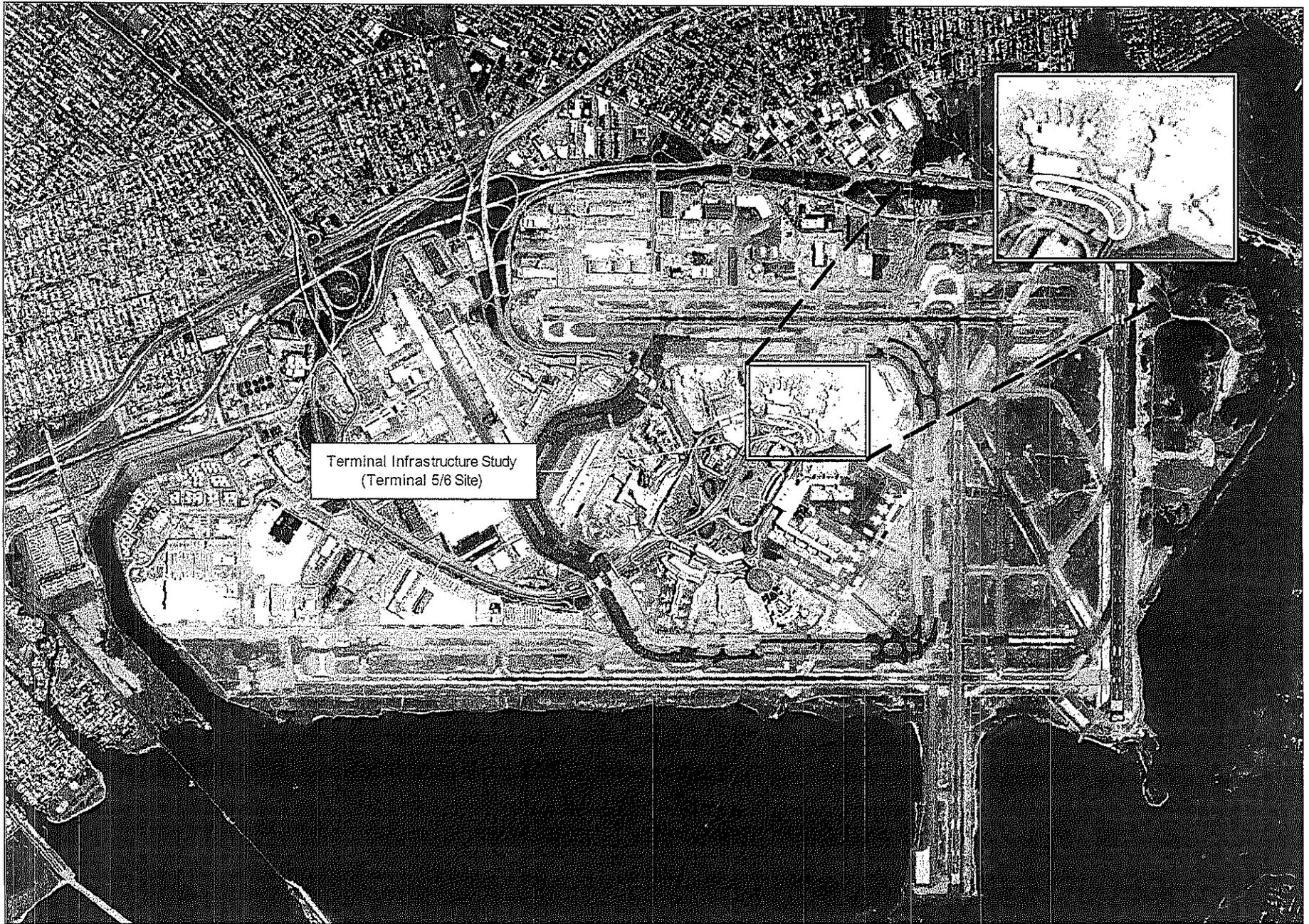
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

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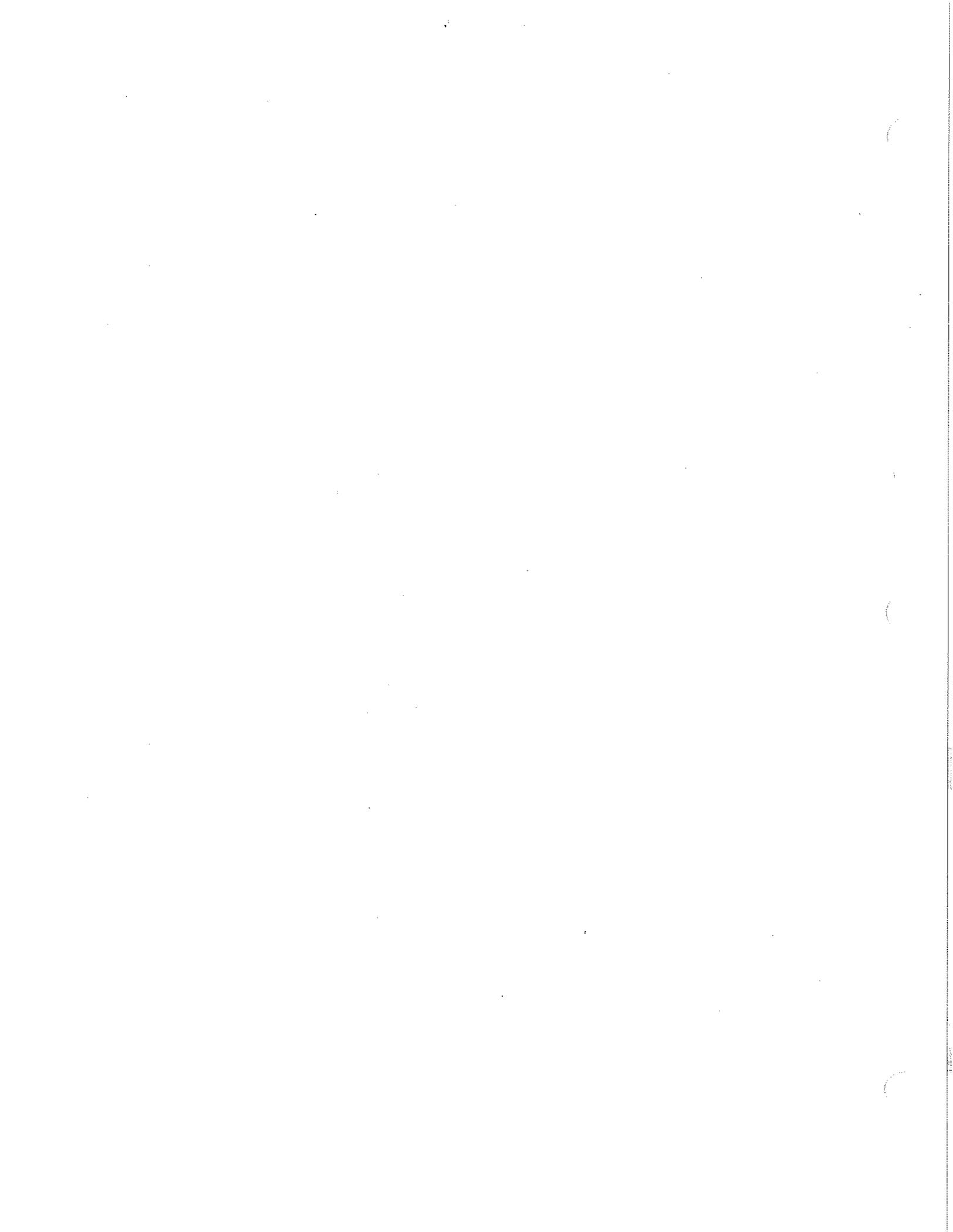
Application Reviewed by:

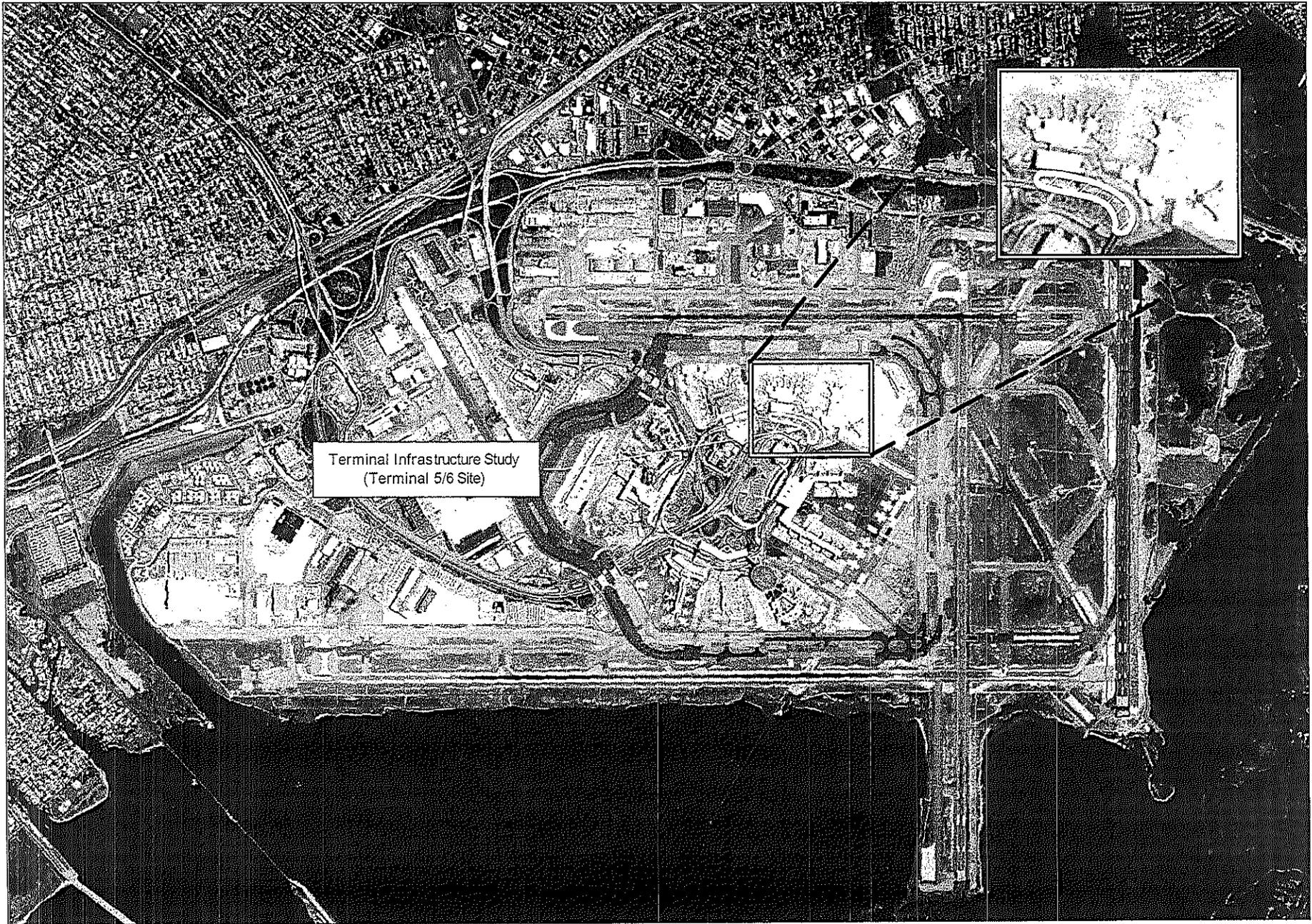
Name	Routing Symbol	Date



Terminal Infrastructure Study  
(Terminal 5/6 Site)





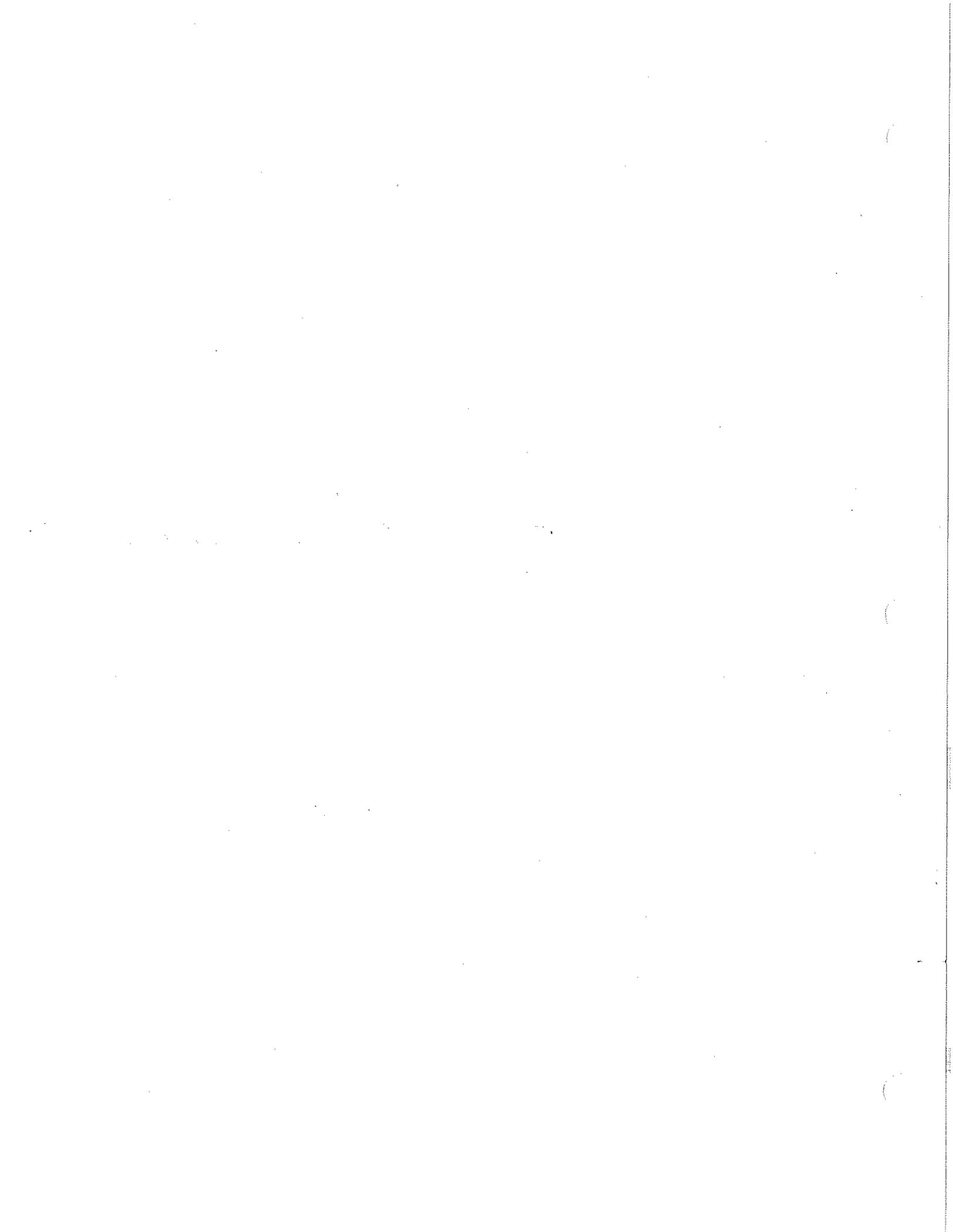


Terminal Infrastructure Study  
(Terminal 5/6 Site)



**THE PORT AUTHORITY OF NY & NJ**

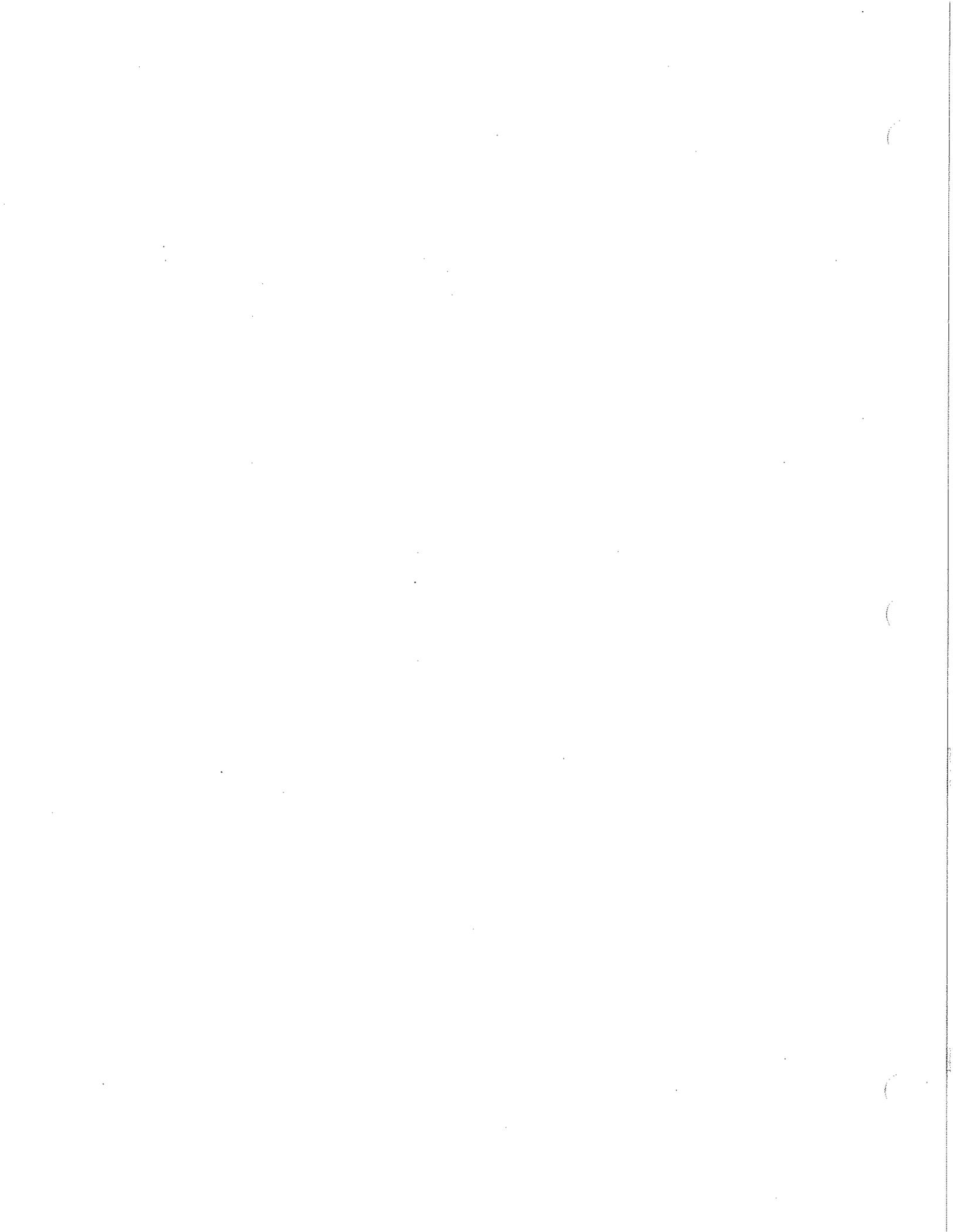
John F. Kennedy International Airport  
INFRASTRUCTURE STUDY AND PRELIMINARY  
DESIGN TO ACCOMMODATE A NEW TERMINAL





## **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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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  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\*\*\*\*\*

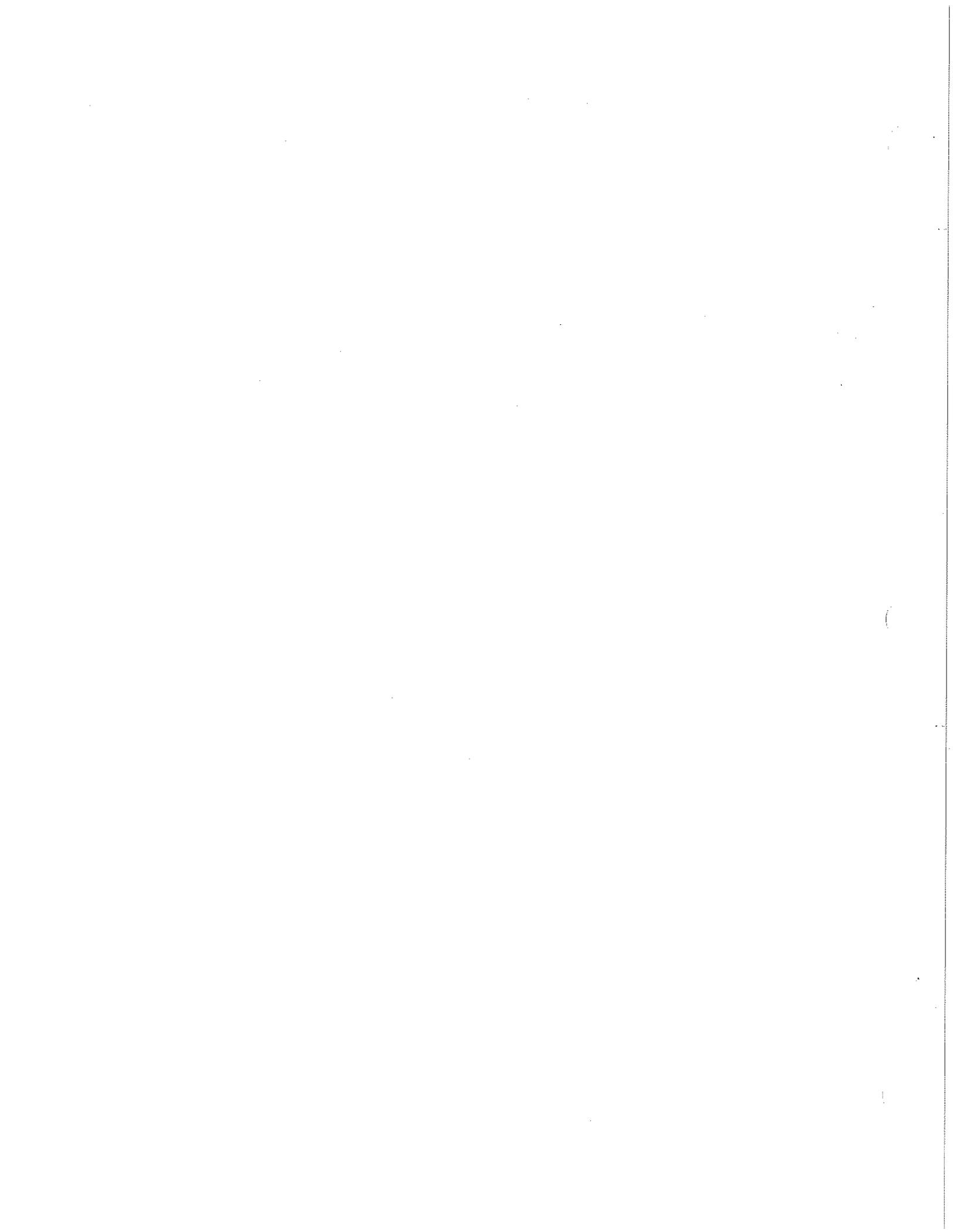
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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 6 - Modernization of Terminal B**

**SECTION 7 - Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

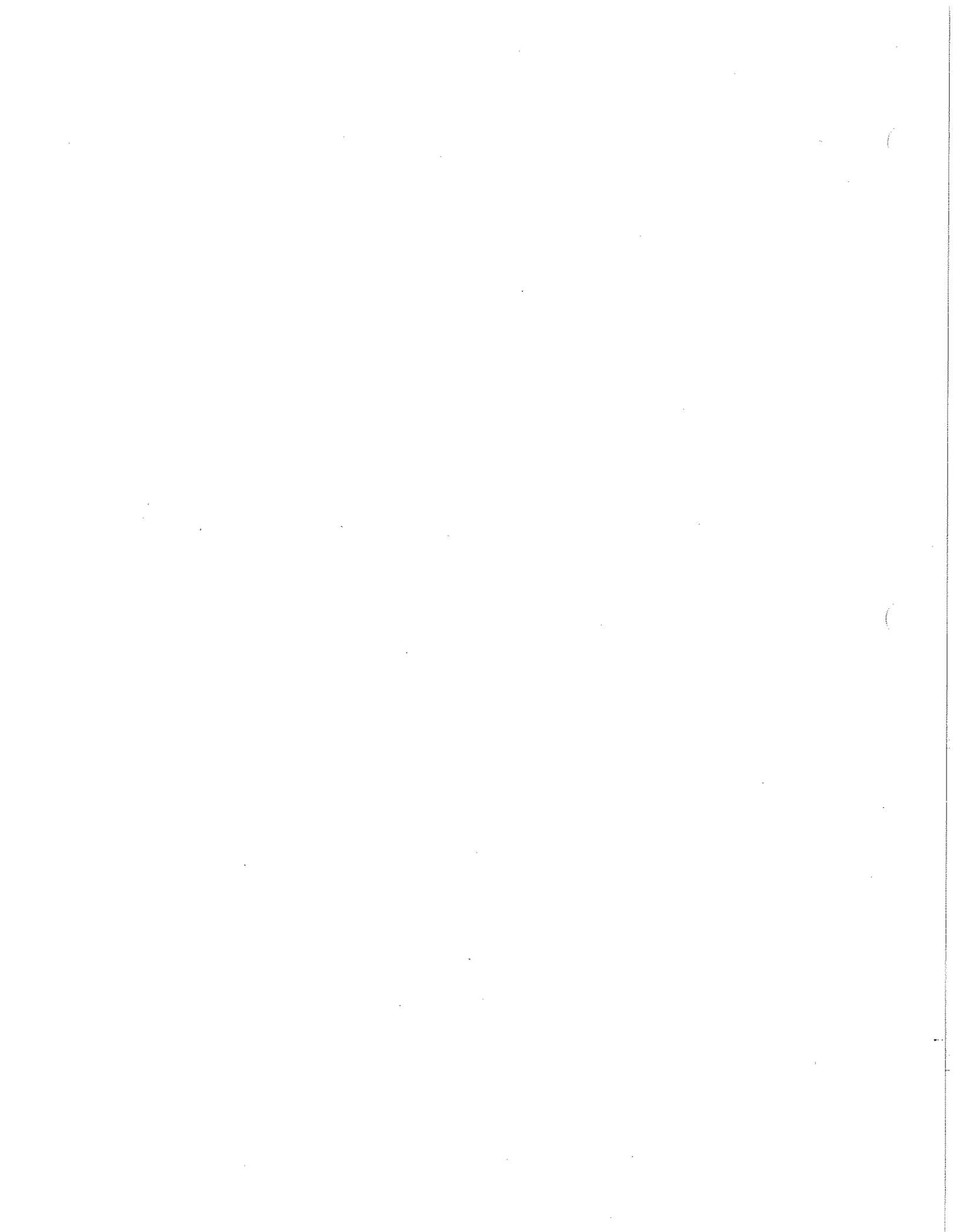
**SECTION 8 - Vertical Circulation Improvements in Terminal A**

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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:



- 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\*\*\*\*\*

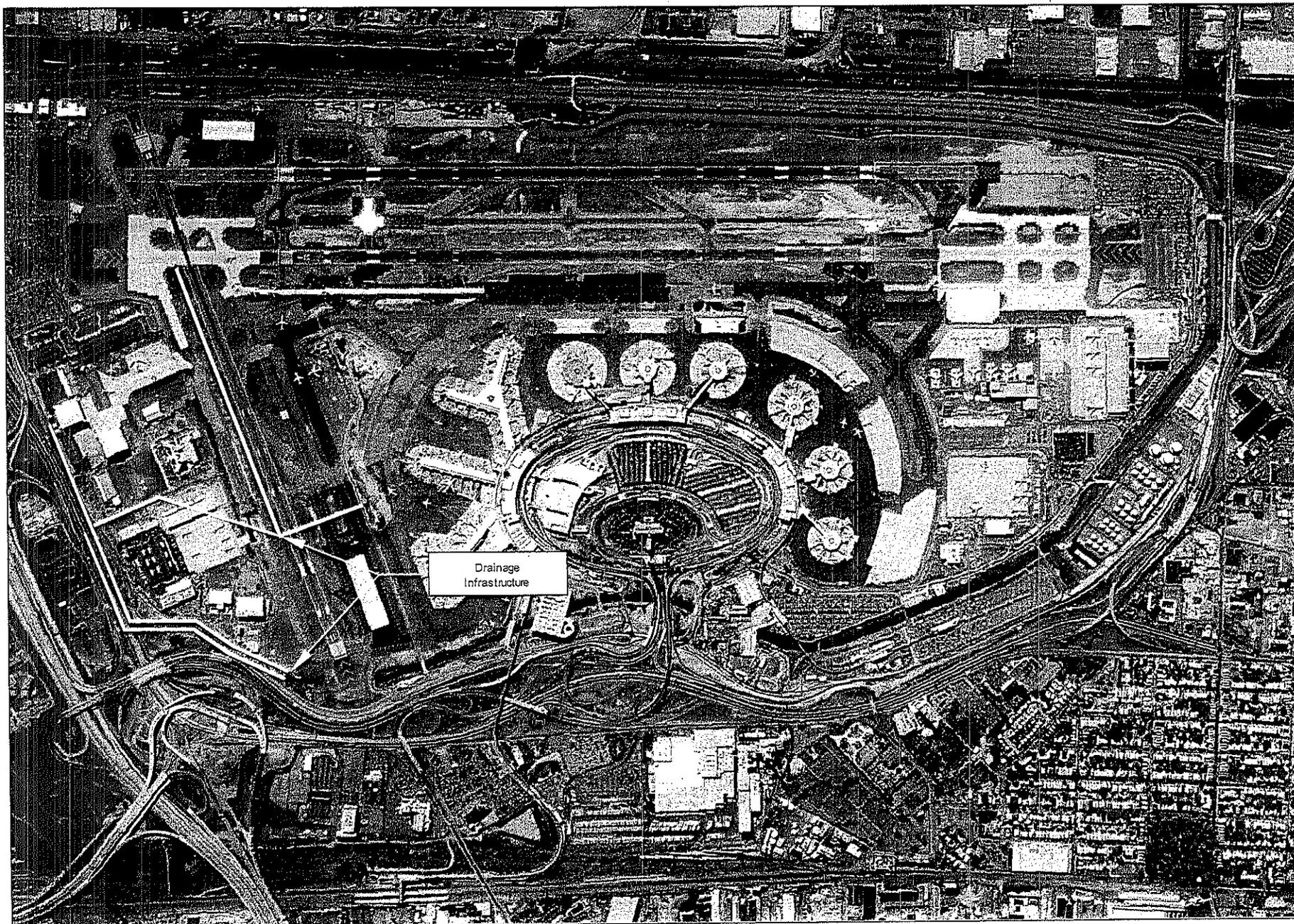
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

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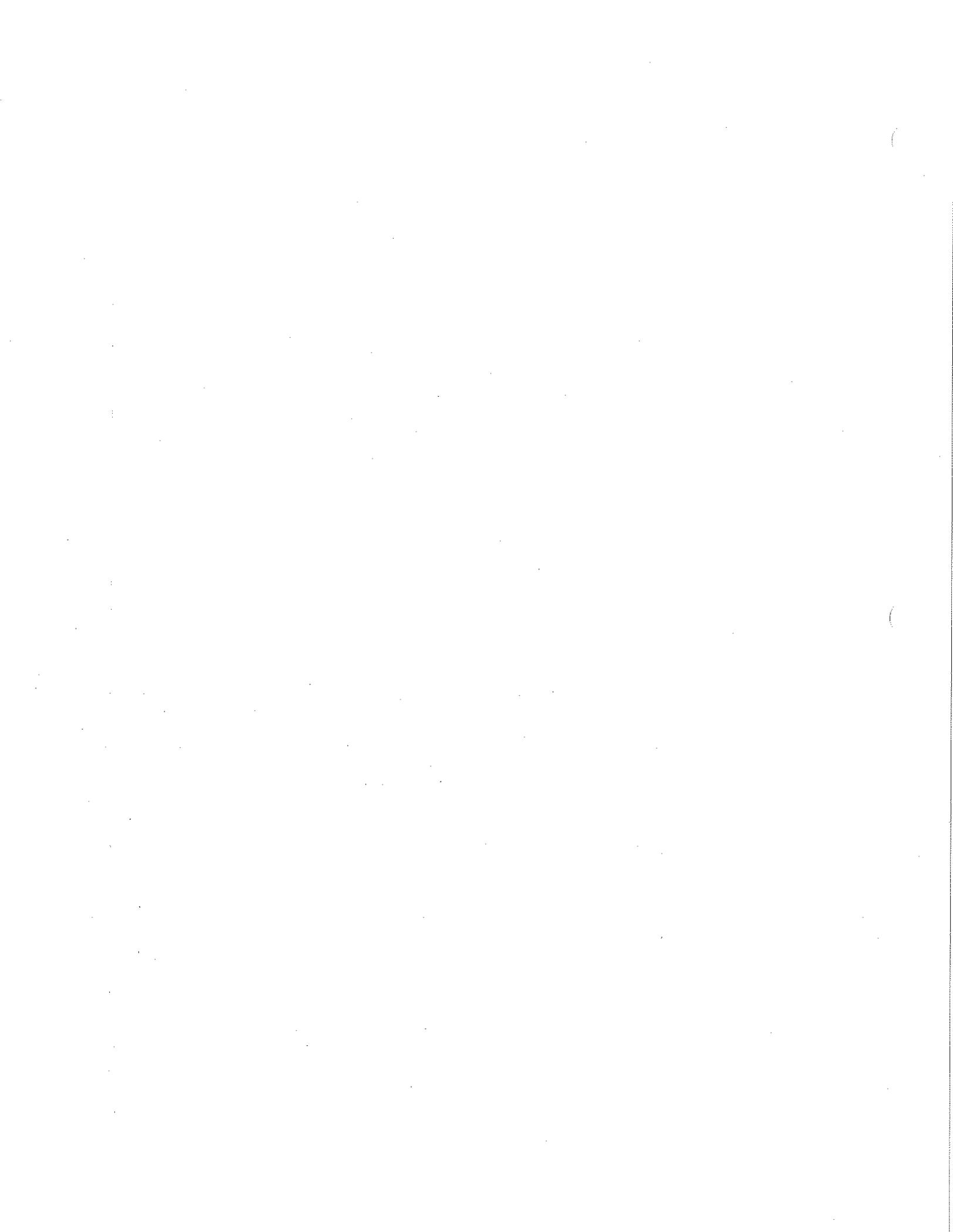
Application Reviewed by:

Name Routing Symbol Date



**THE PORT AUTHORITY OF NY & NJ**

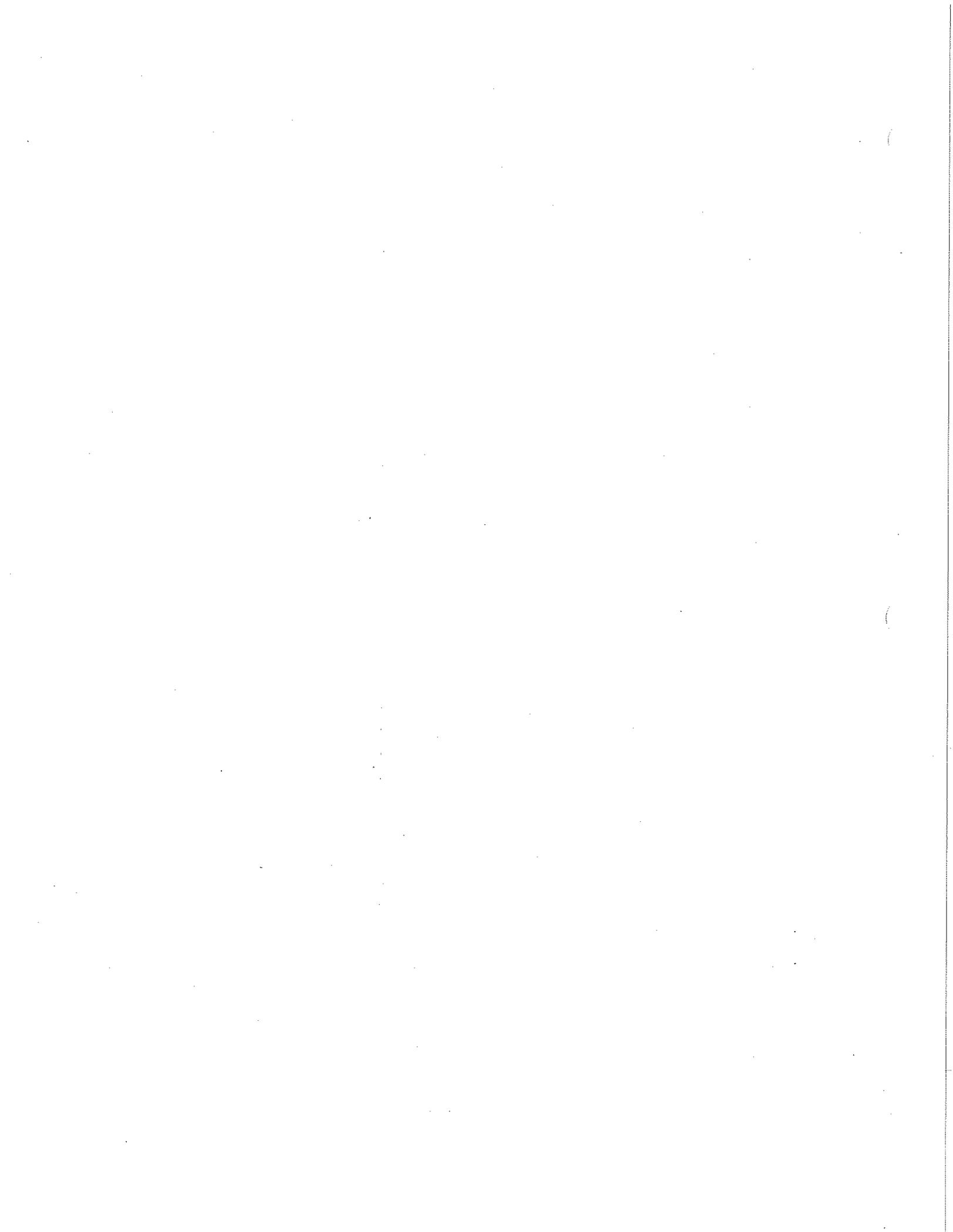
Newark Liberty International Airport  
RUNWAY EXTENSION  
DRAINAGE INFRASTRUCTURE





## **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 SMC GS 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\*\*\*\*\*

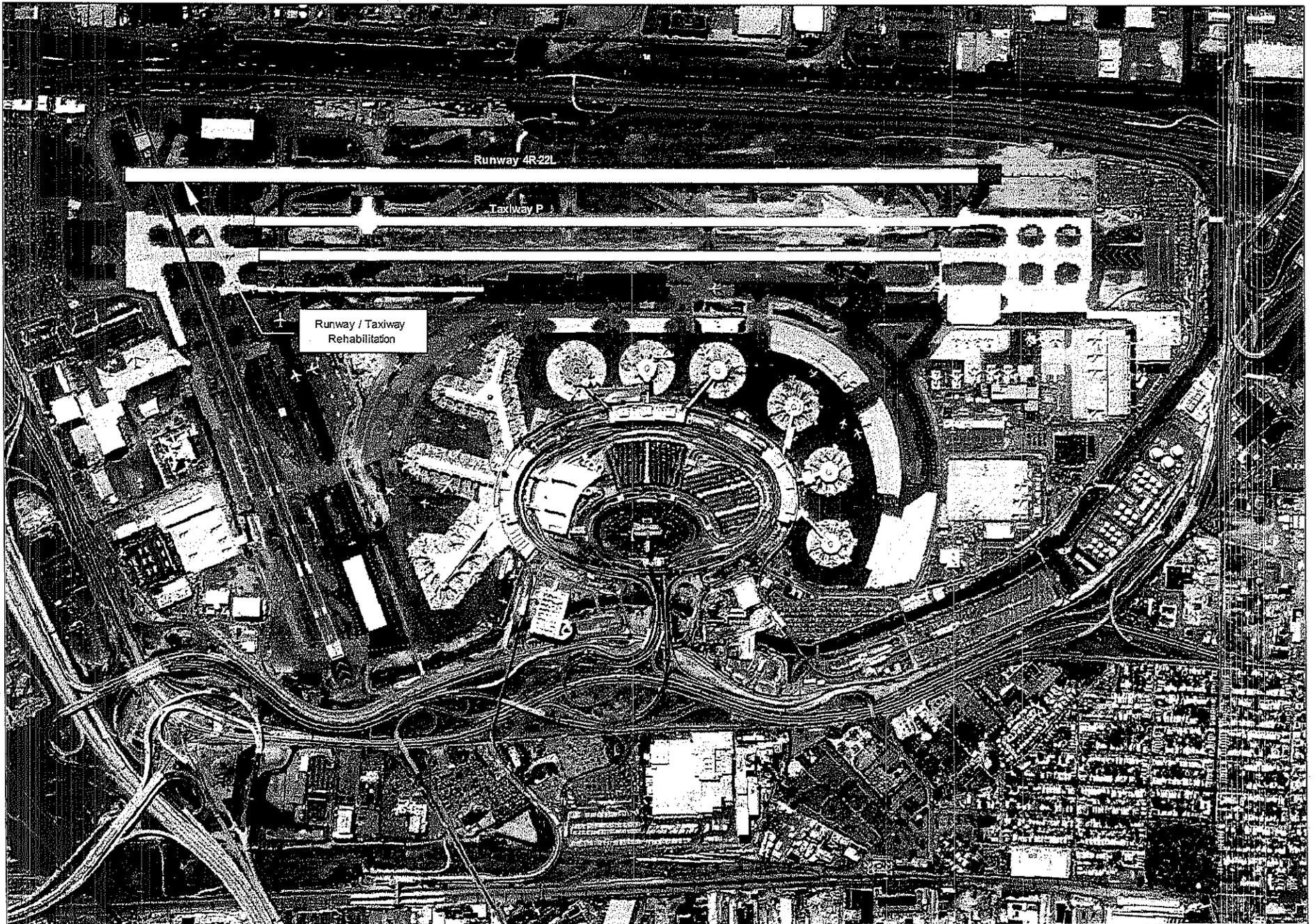
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

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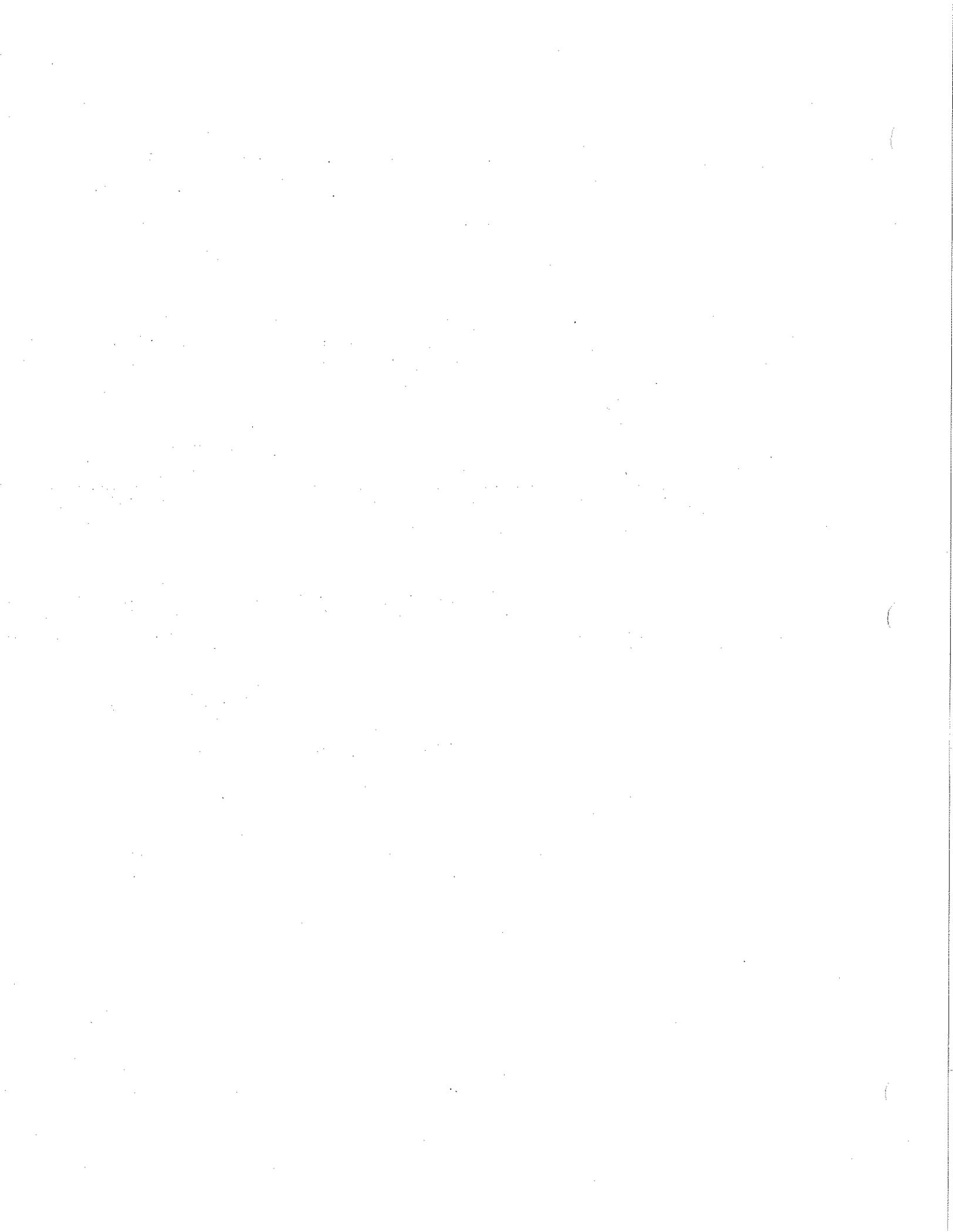
Application Reviewed by:

Name	Routing Symbol	Date



**THE PORT AUTHORITY** OF NY & NJ

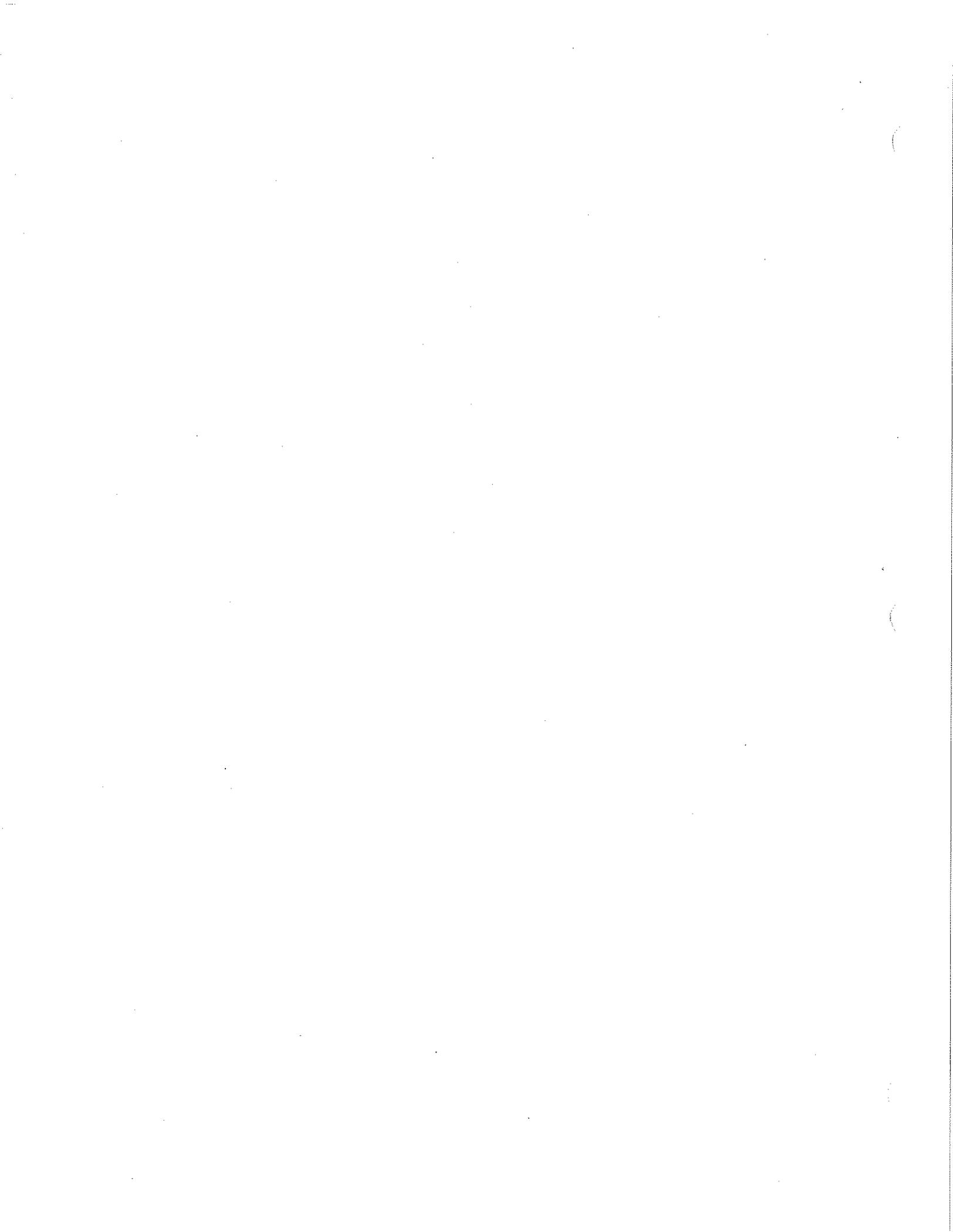
Newark Liberty International Airport  
RUNWAY / TAXIWAY PAVEMENT  
REHABILITATION PROJECT





## **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 3<sup>rd</sup> 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



- 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  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\*\*\*\*\*

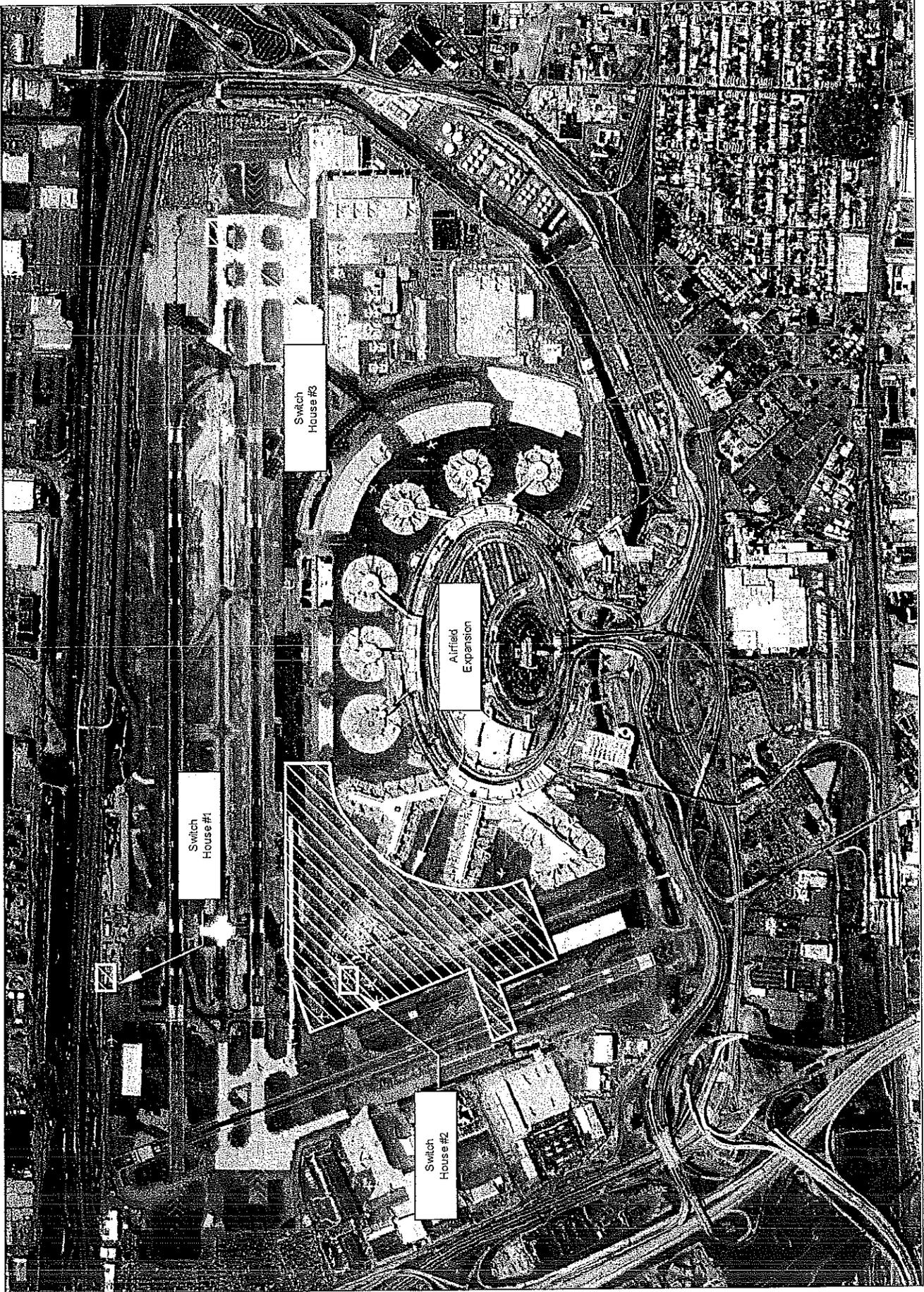
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

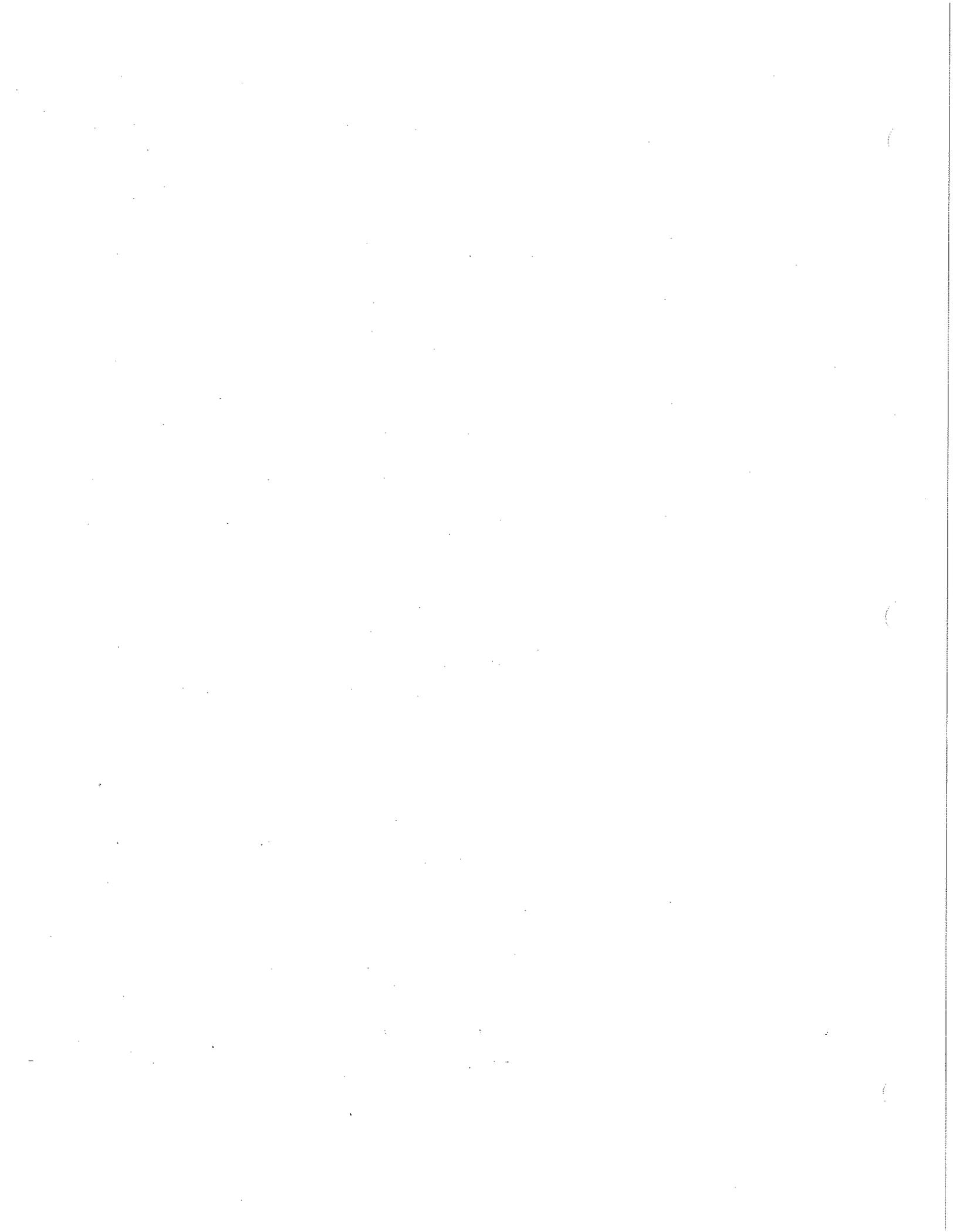
ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date

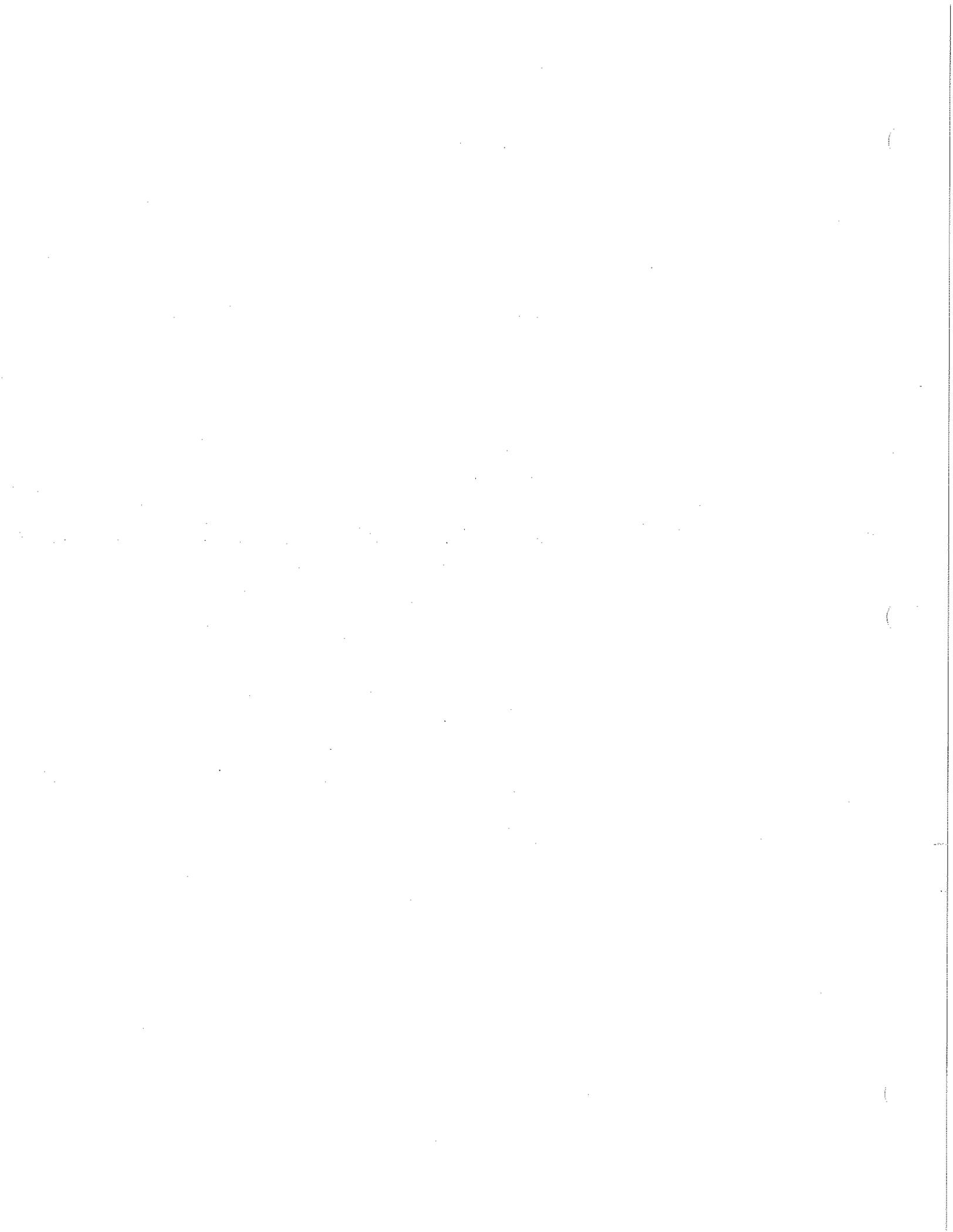






## **SECTION 4**

### **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 \*\*\*\*\*

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.):

\*\*\*\*\*

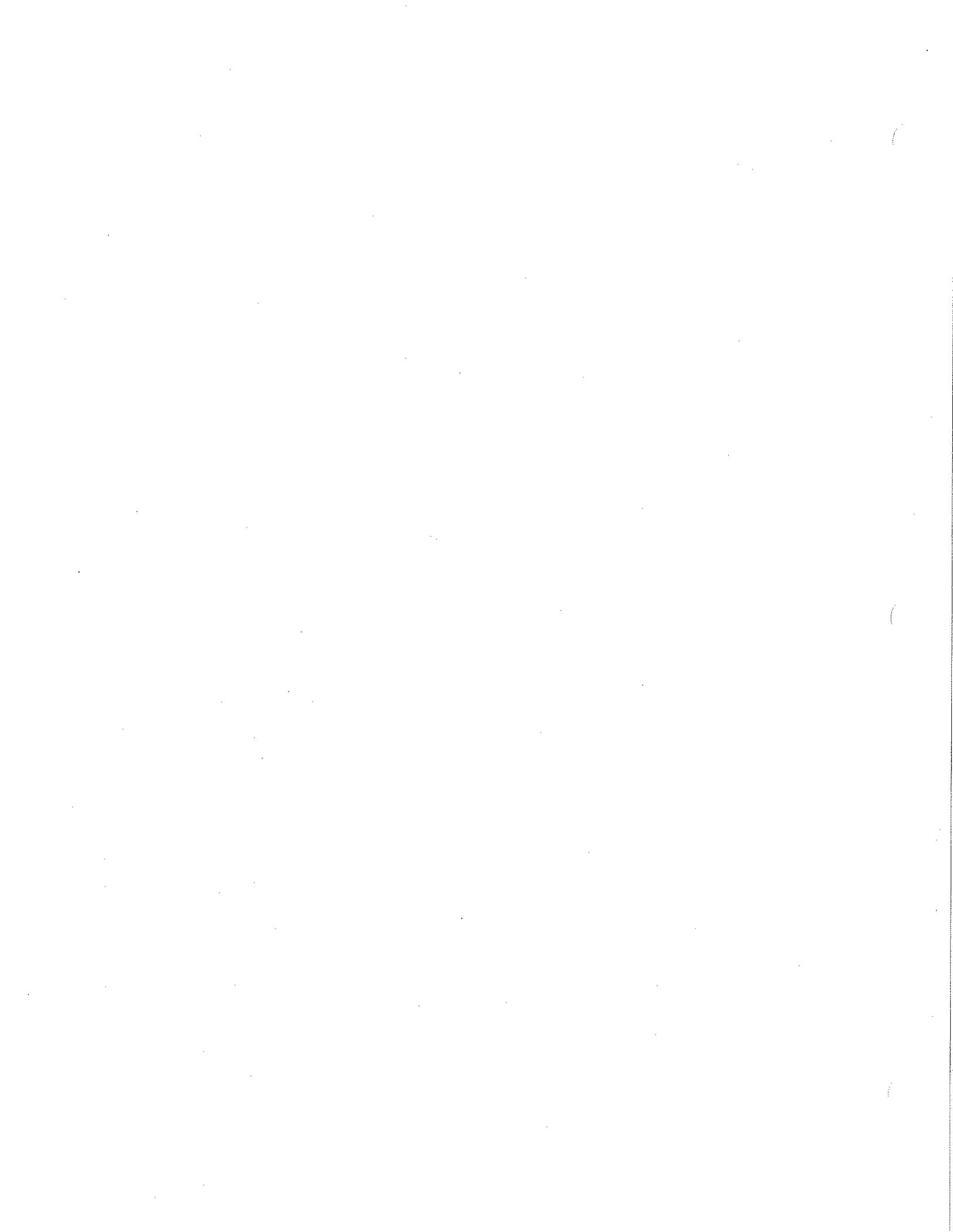
Application Reviewed by:

\_\_\_\_\_  
Name Routing Symbol Date





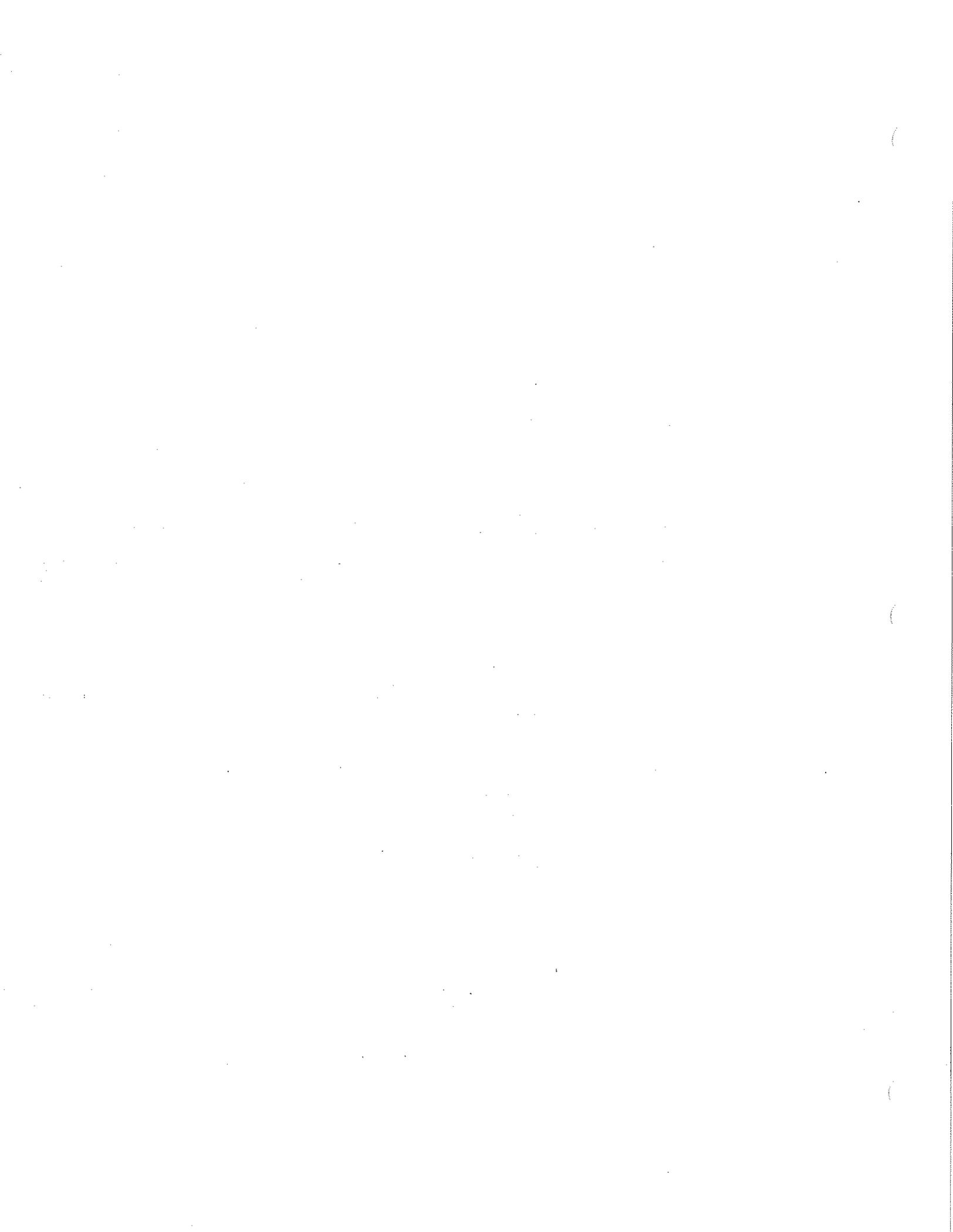
Perimeter Security Improvements





## **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.



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 21<sup>st</sup> 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



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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:

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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  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\*\*\*\*\*

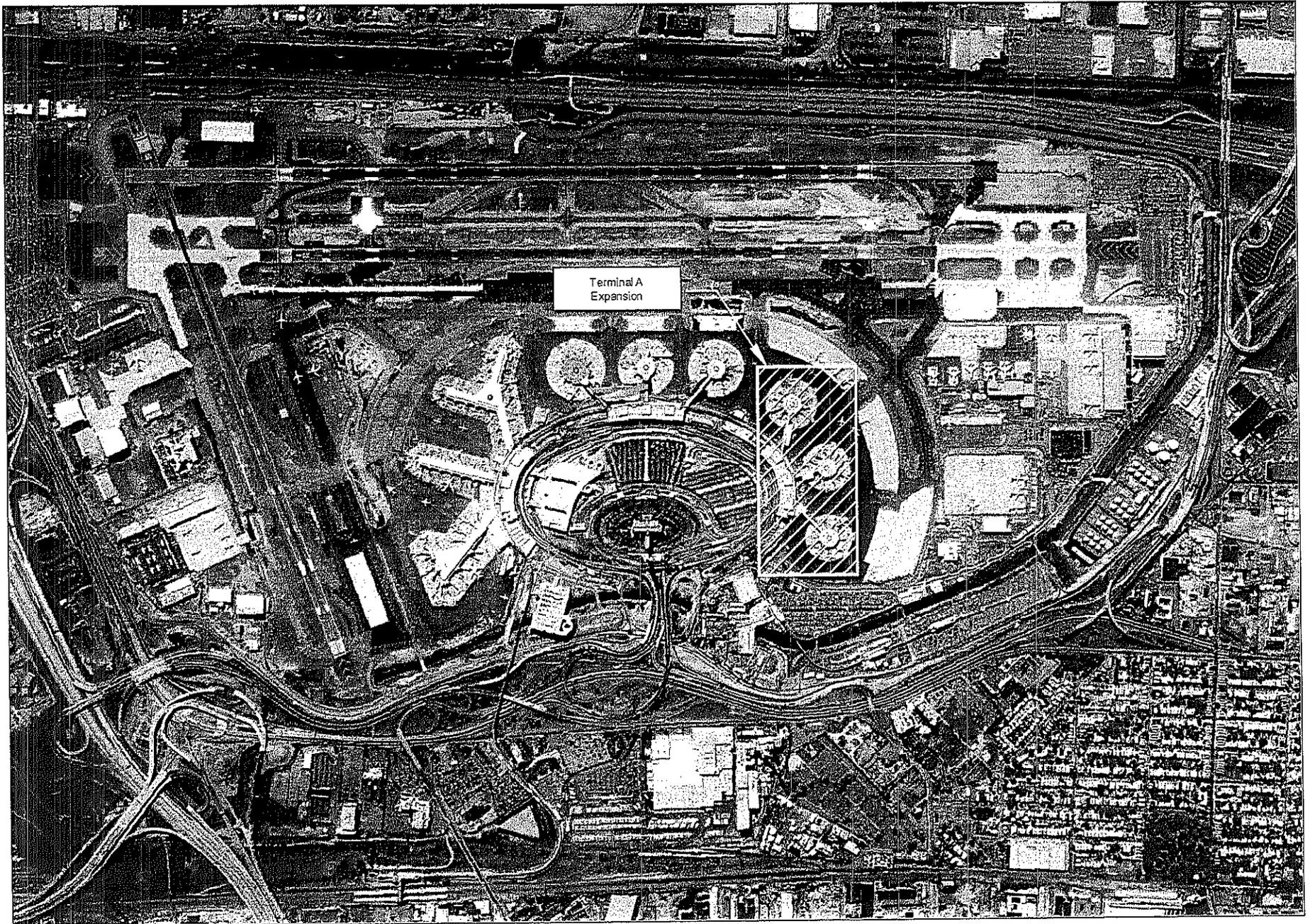
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

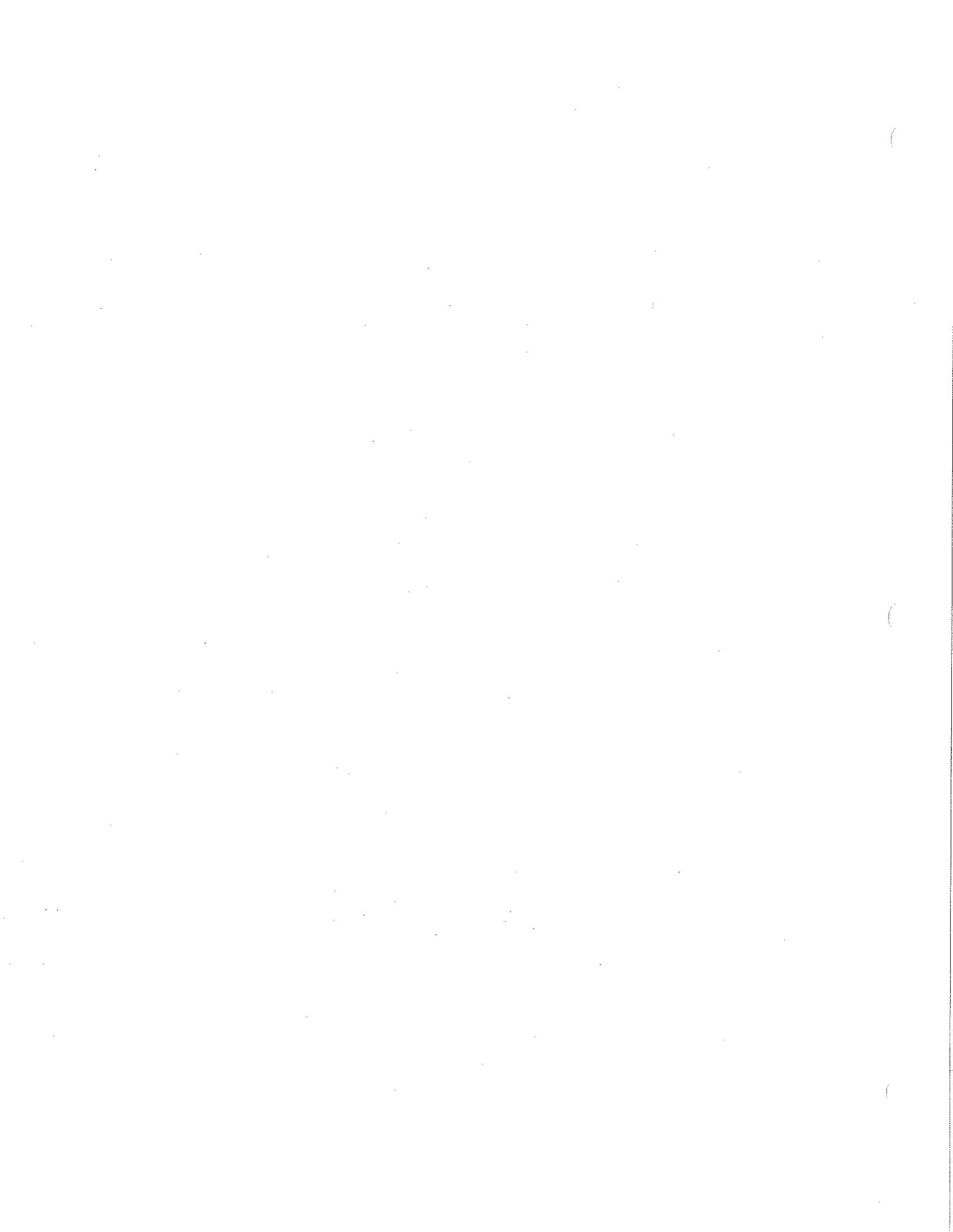
ADDITIONAL INFORMATION (If appropriate, include explanation of recommendation, congressional interest, pertinent background, etc.):

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date

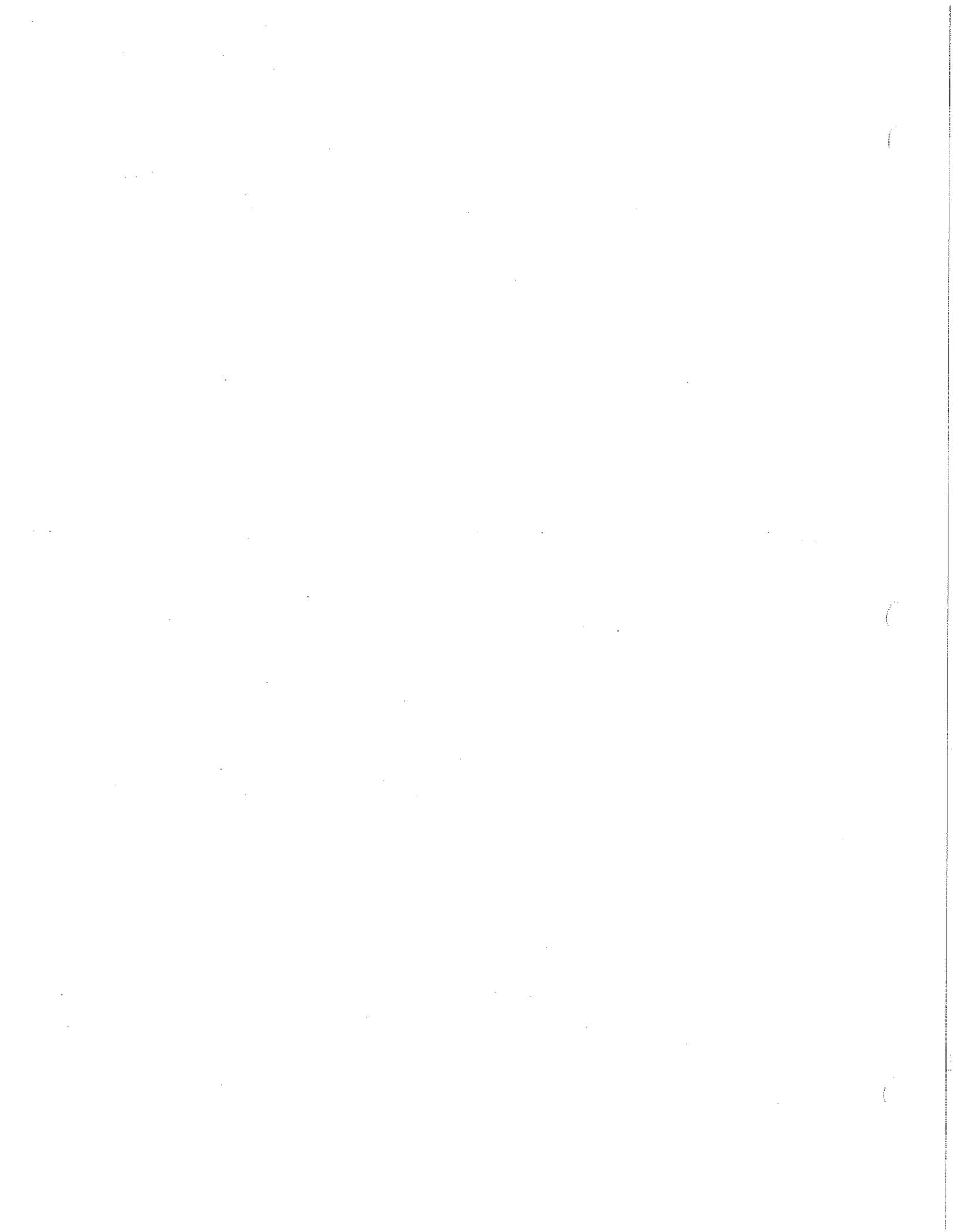






## **SECTION 6**

### **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.



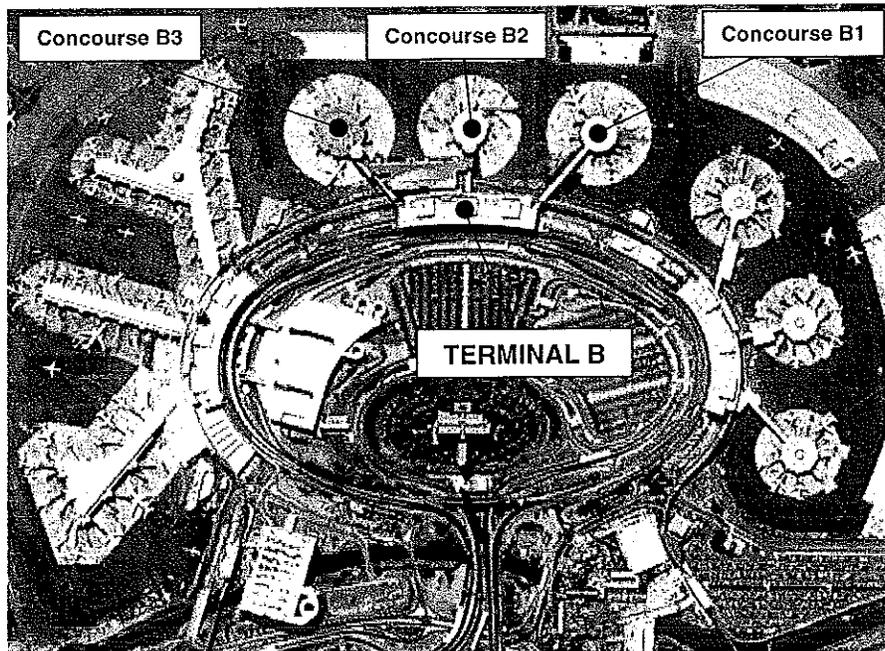
b. Comments:

\*\*\*\*\*

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

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.



\_\_\_ 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.):

\*\*\*\*\*

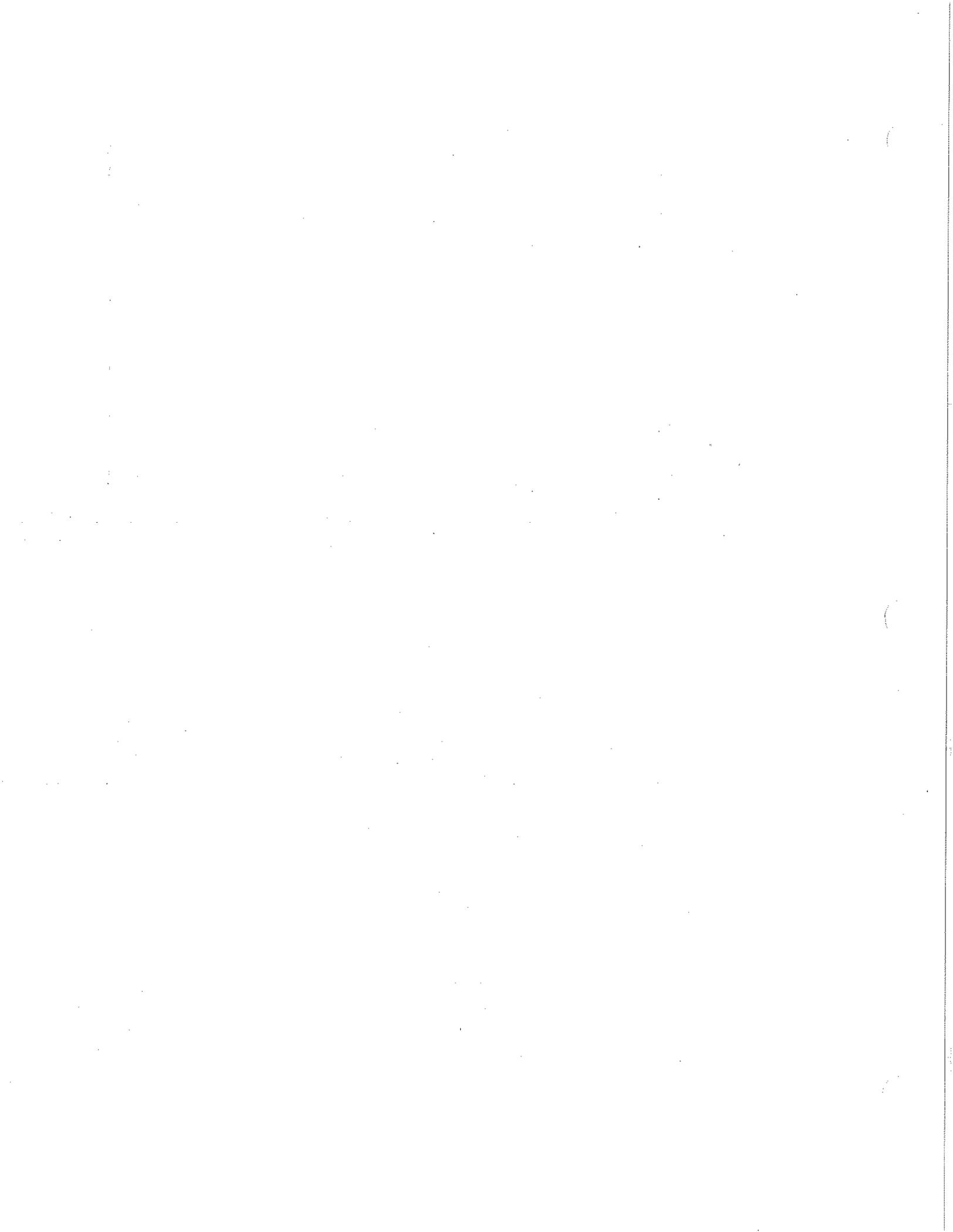
Application Reviewed by:

Name Routing Symbol Date



**THE PORT AUTHORITY** OF NY & NJ

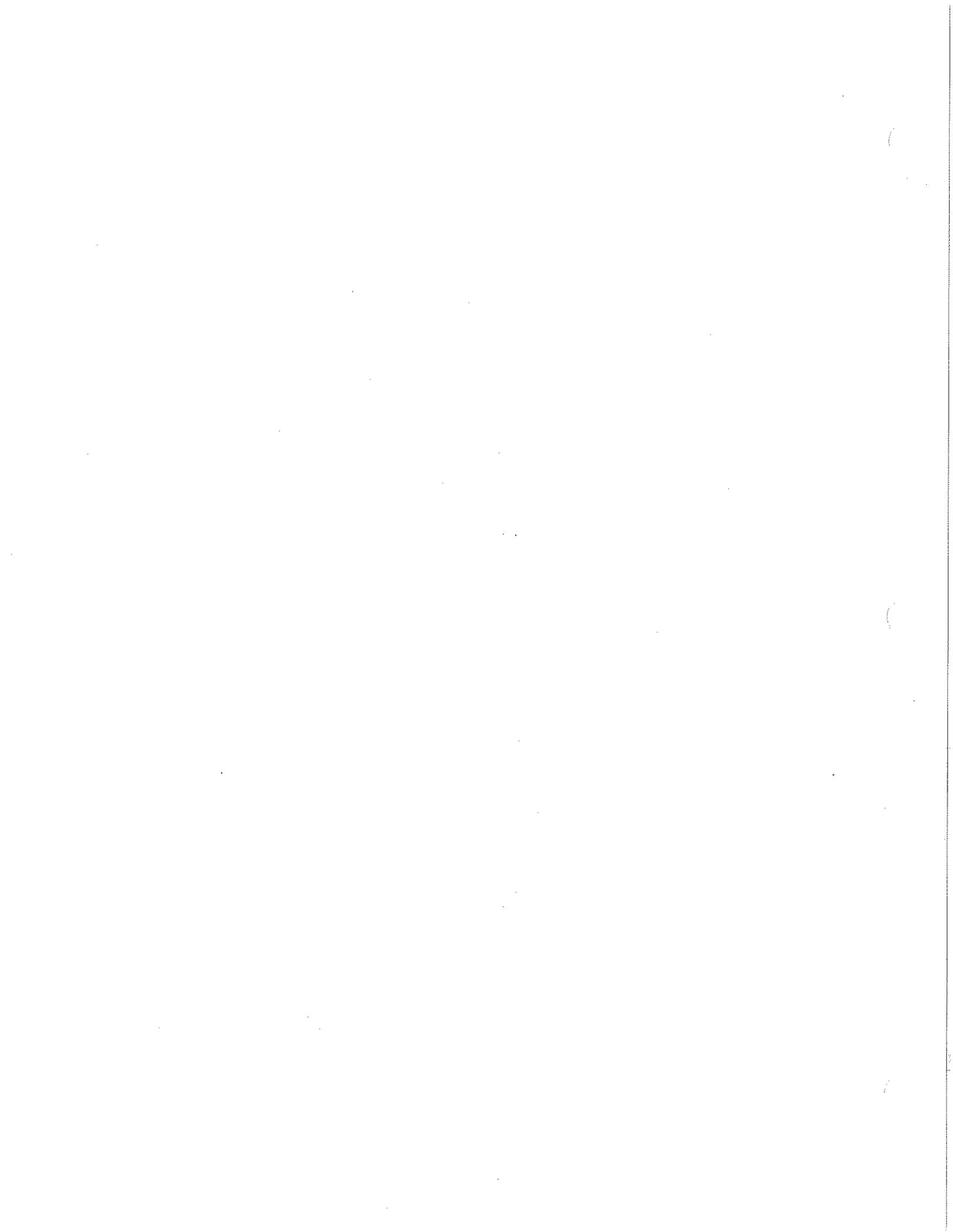
Newark Liberty International Airport  
MODERNIZATION OF TERMINAL B





**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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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\*\*\*\*\*

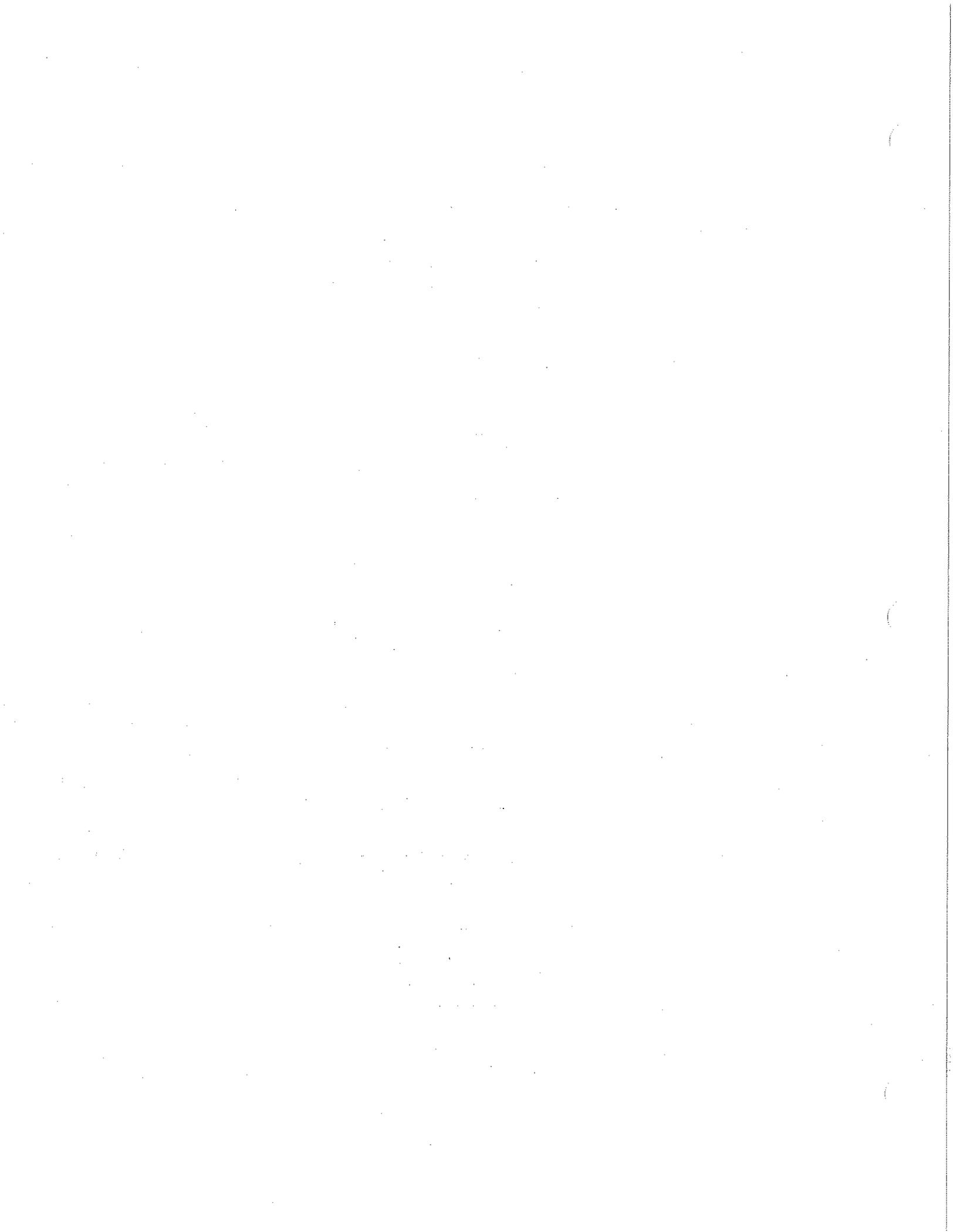
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

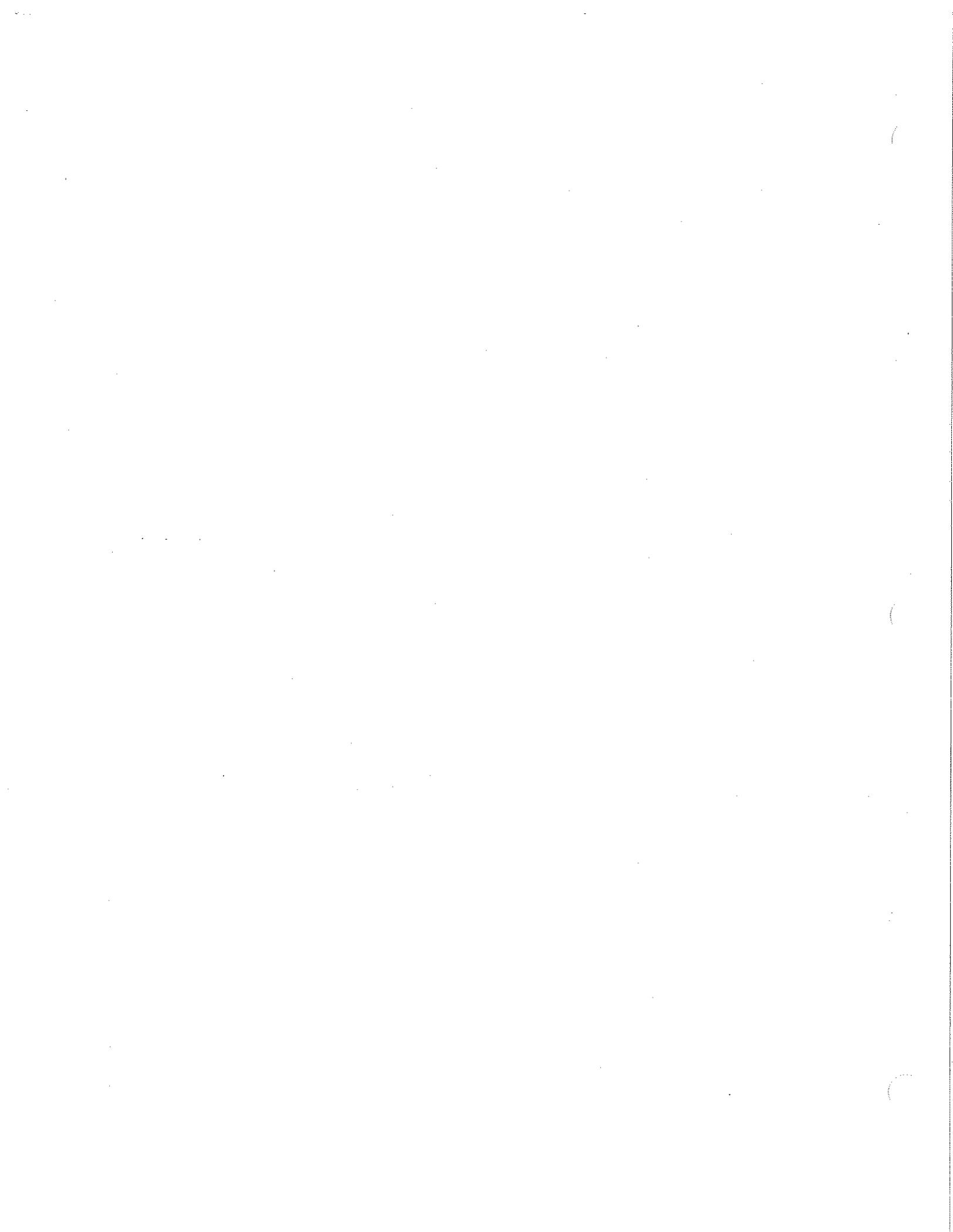
Name	Routing Symbol	Date





## **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 \*\*\*\*\*

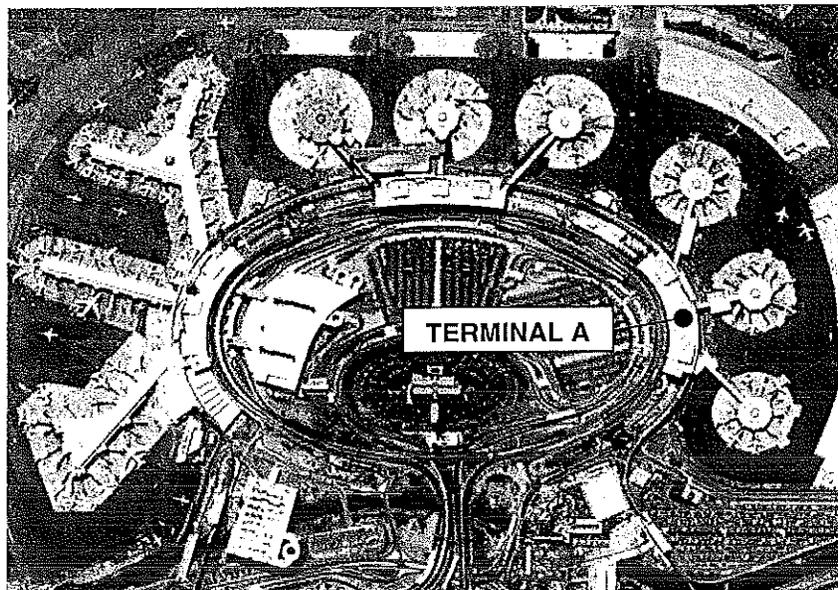
- a. Description adequate  not adequate  (indicate deficiencies below)
- b. If the project involves the construction of a new runway or modification of an existing runway, the requirements of Order 5200.8, with regard to runway safety areas have been met. YES  NO .
- c. For terminal projects, information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





\_\_\_ 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 [ ]

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:

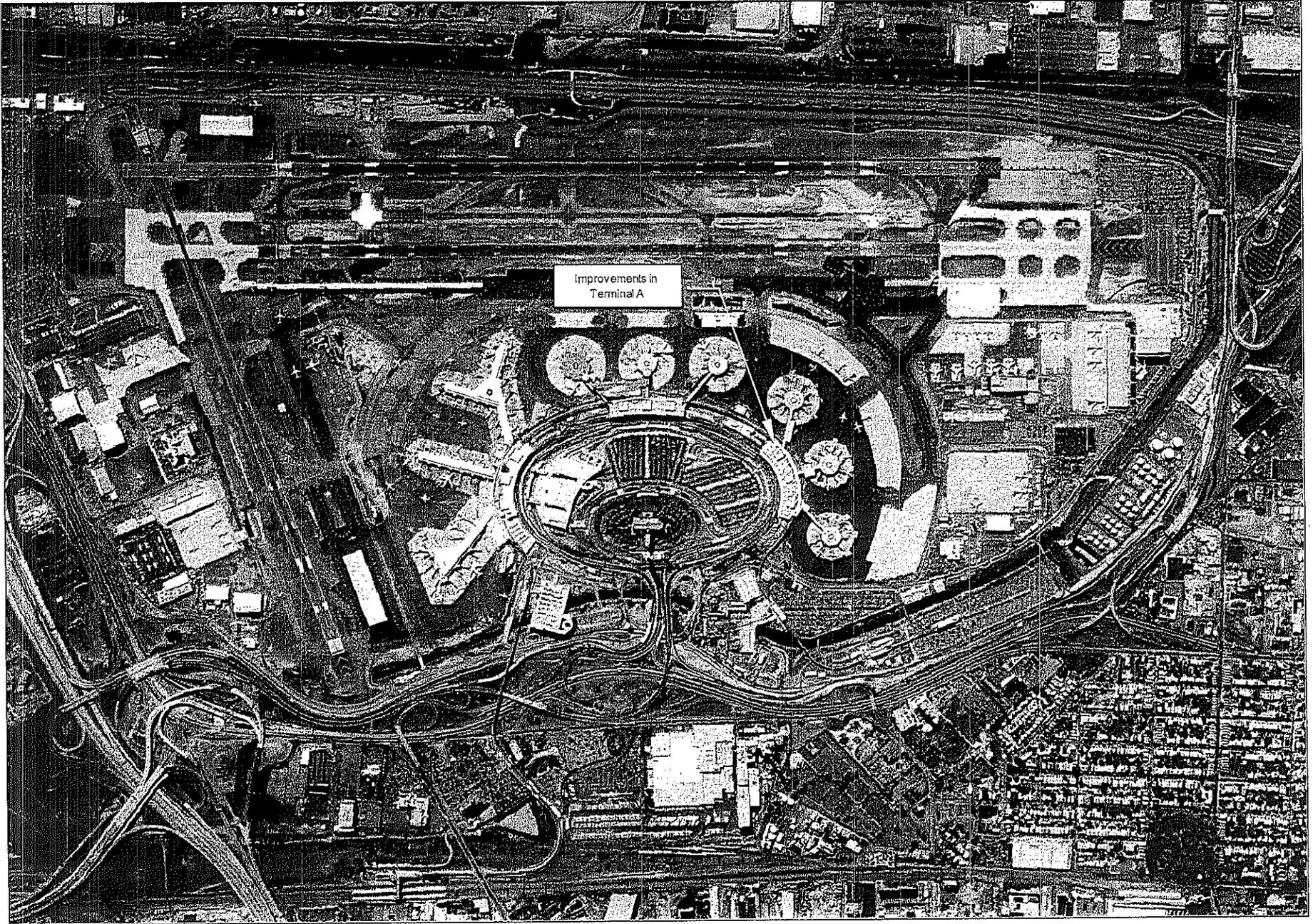
\*\*\*\*\*FOR FAA USE\*\*\*\*\*

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**

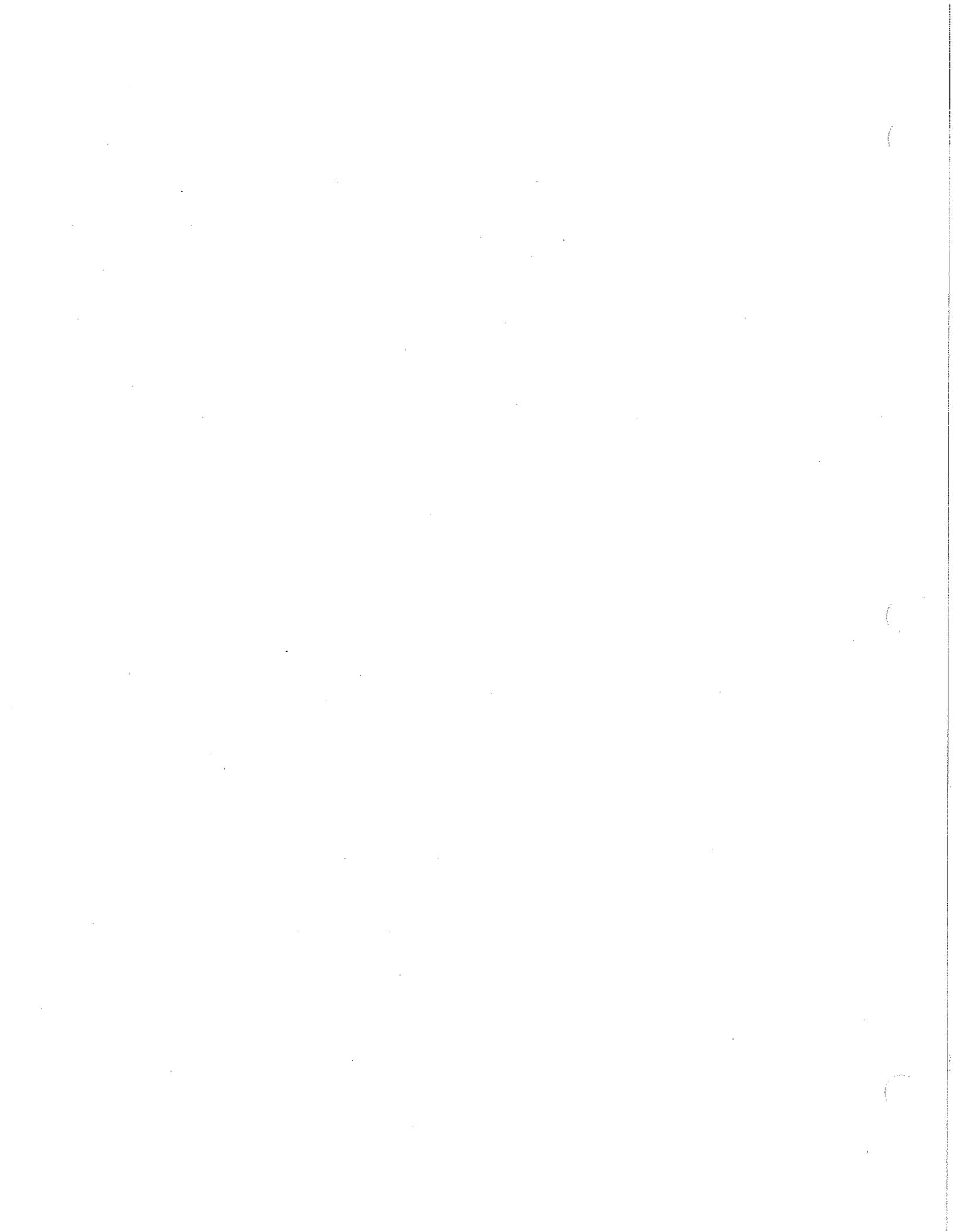
Newark Liberty International Airport  
VERTICAL CIRCULATION IMPROVEMENTS  
IN TERMINAL A





## **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



- 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  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



Newark Liberty International Airport  
NORTH AREA ROADWAY IMPROVEMENTS



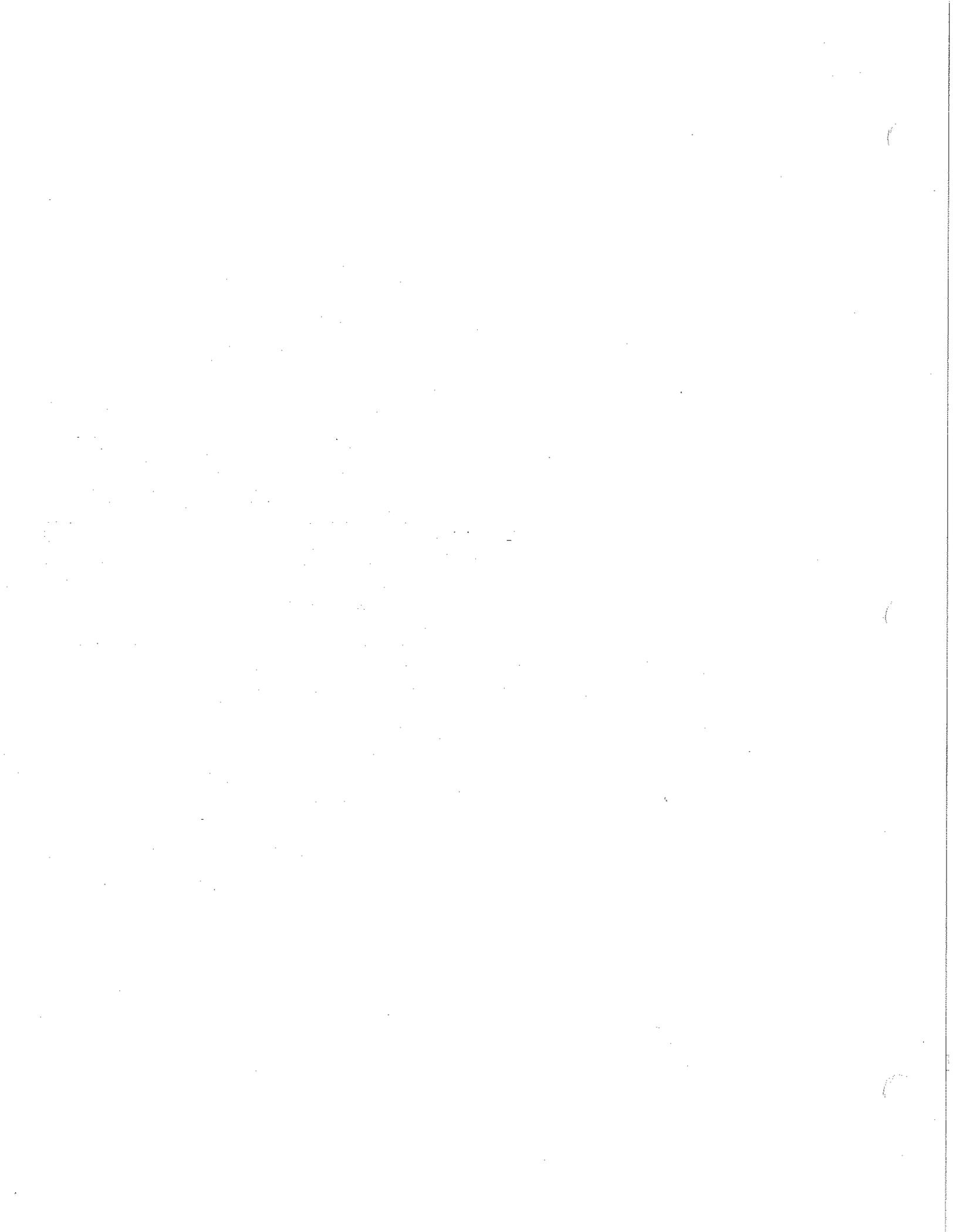
**THE PORT AUTHORITY** OF NY & NJ





**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**  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



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\*\*\*\*\*

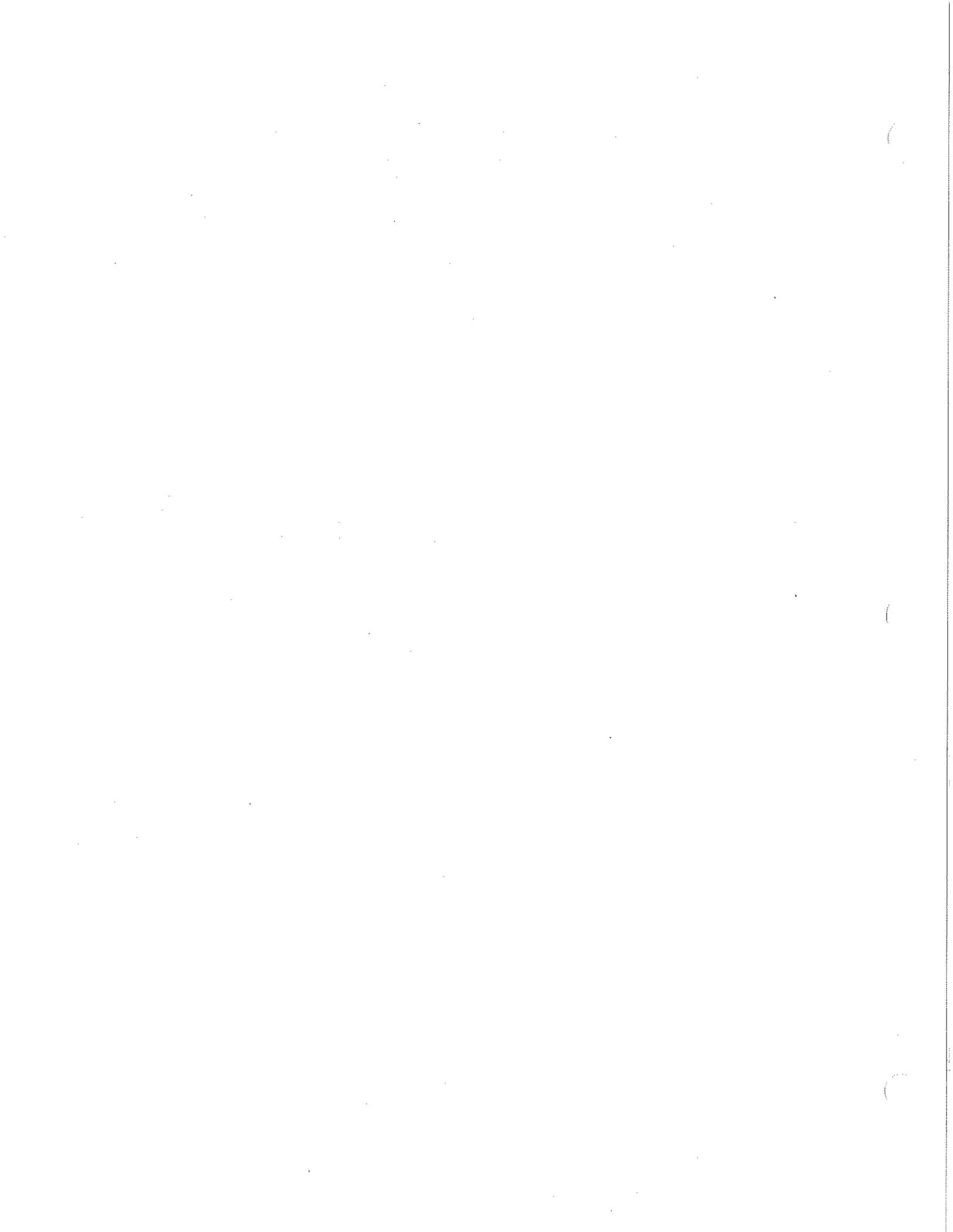
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

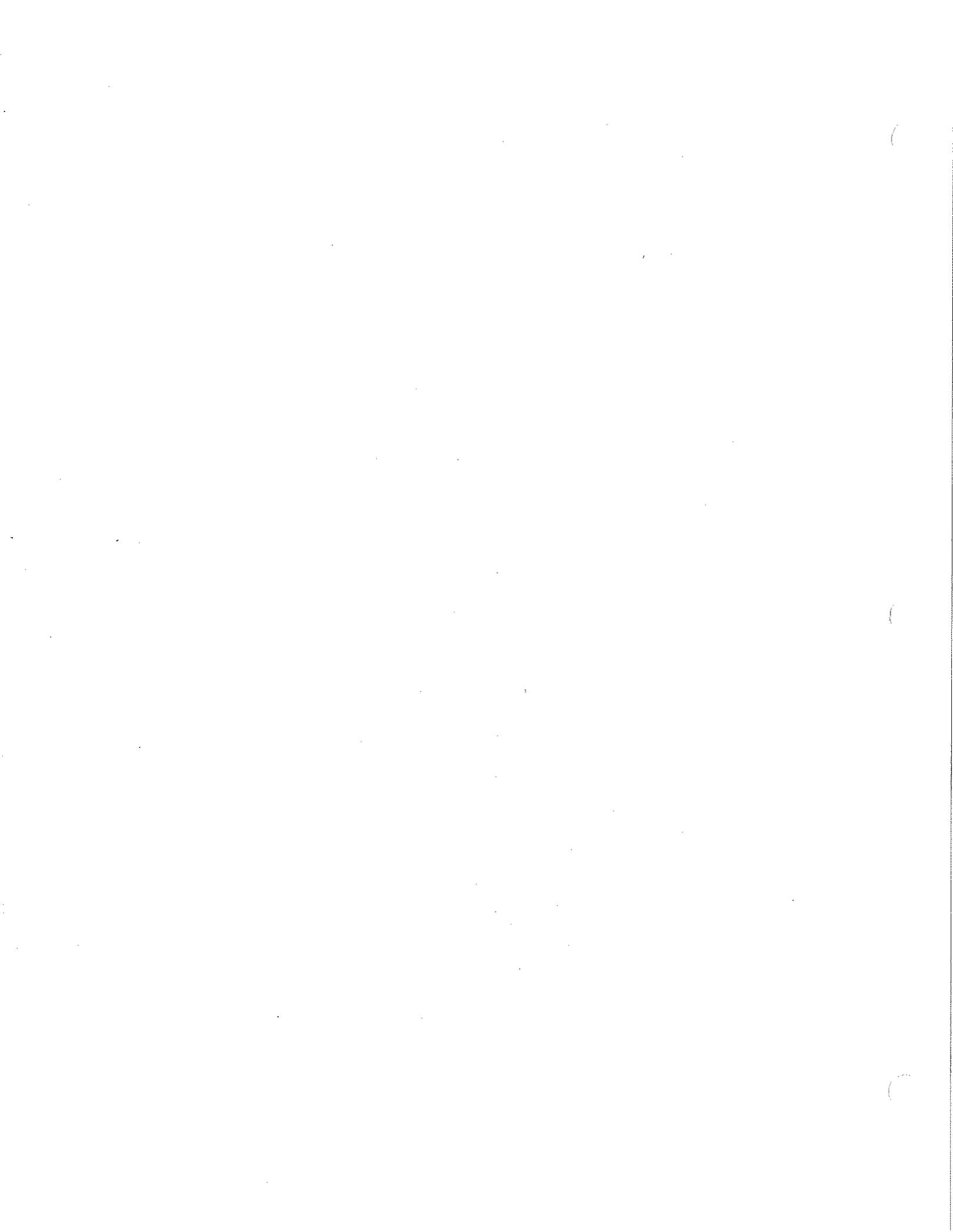
Application Reviewed by:

Name	Routing Symbol	Date





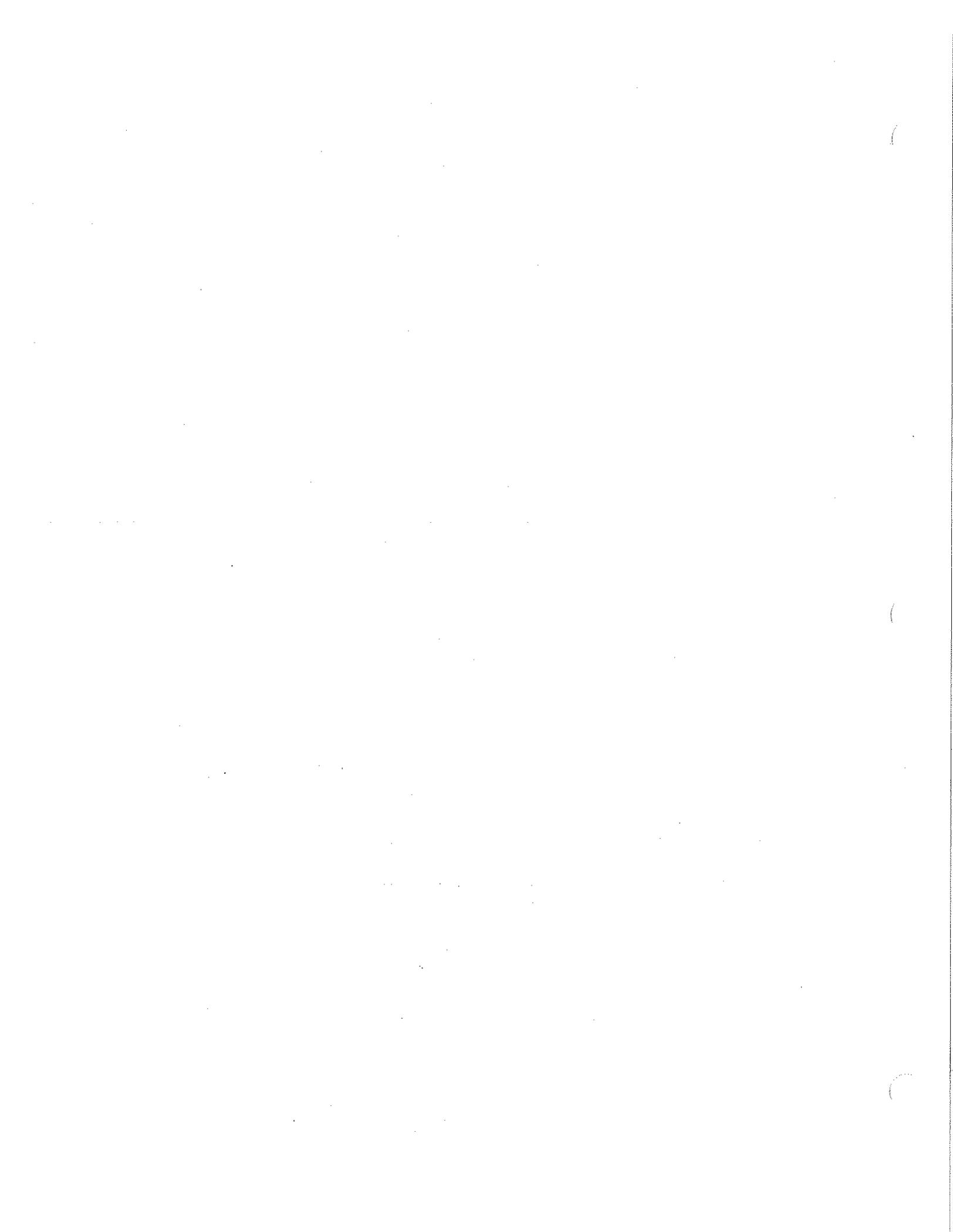
Newark Liberty International Airport  
UPGRADE NAVIGATIONAL AIDS  
ON RW 22R - 22L





## **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**  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  (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



\*\*\*\*\*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 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:

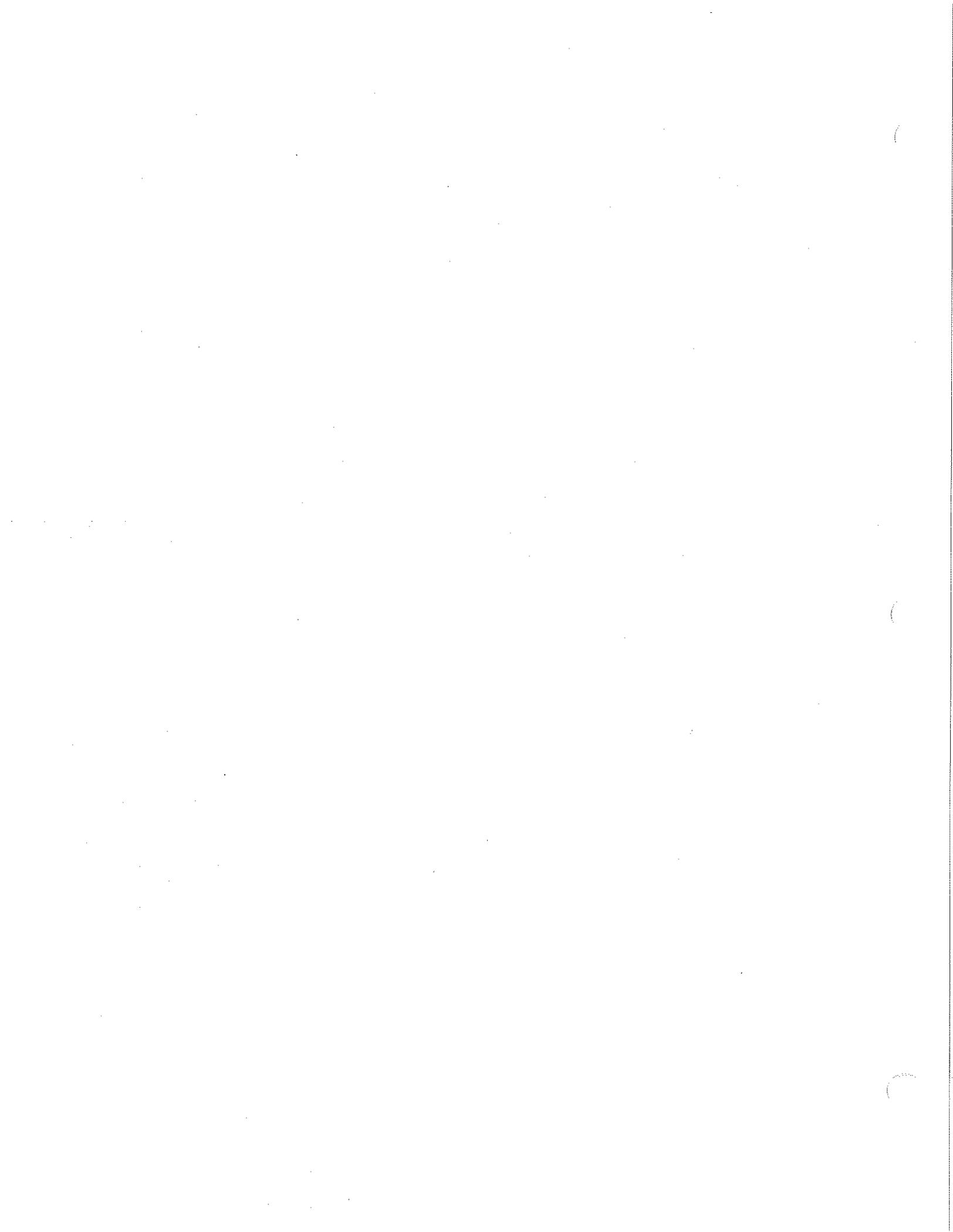
\*\*\*\*\*FOR FAA USE\*\*\*\*\*

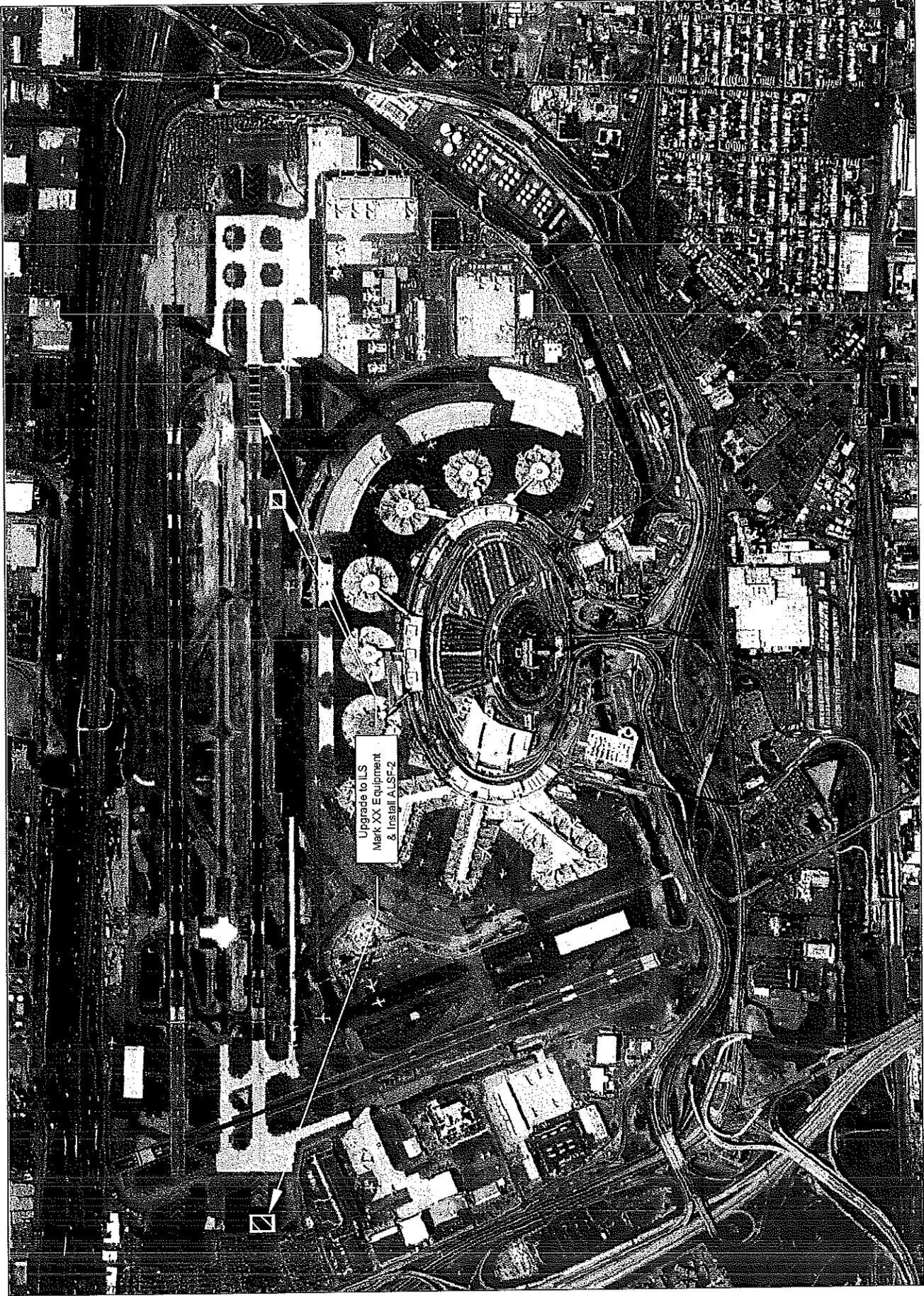
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

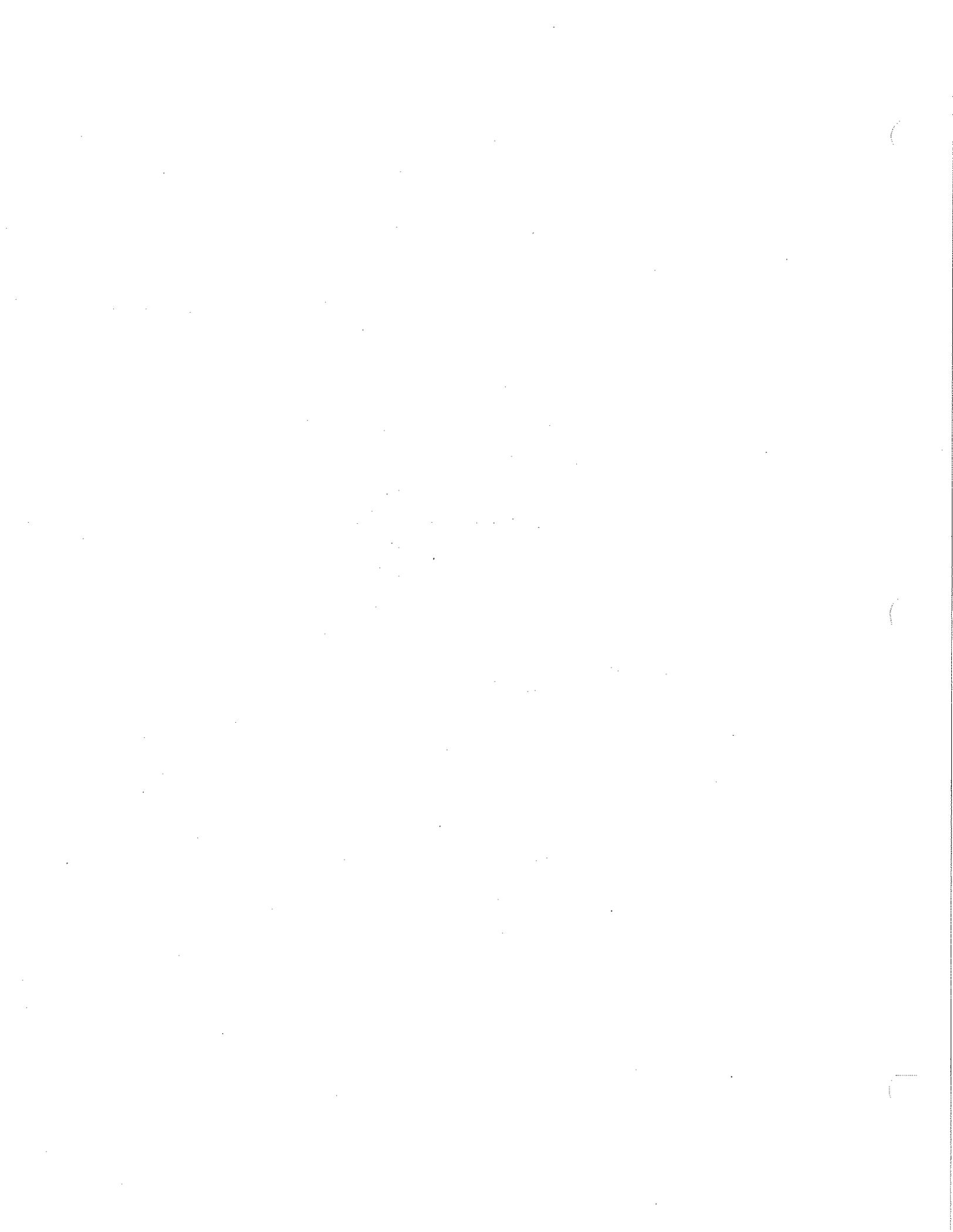
Application Reviewed by:

Name	Routing Symbol	Date





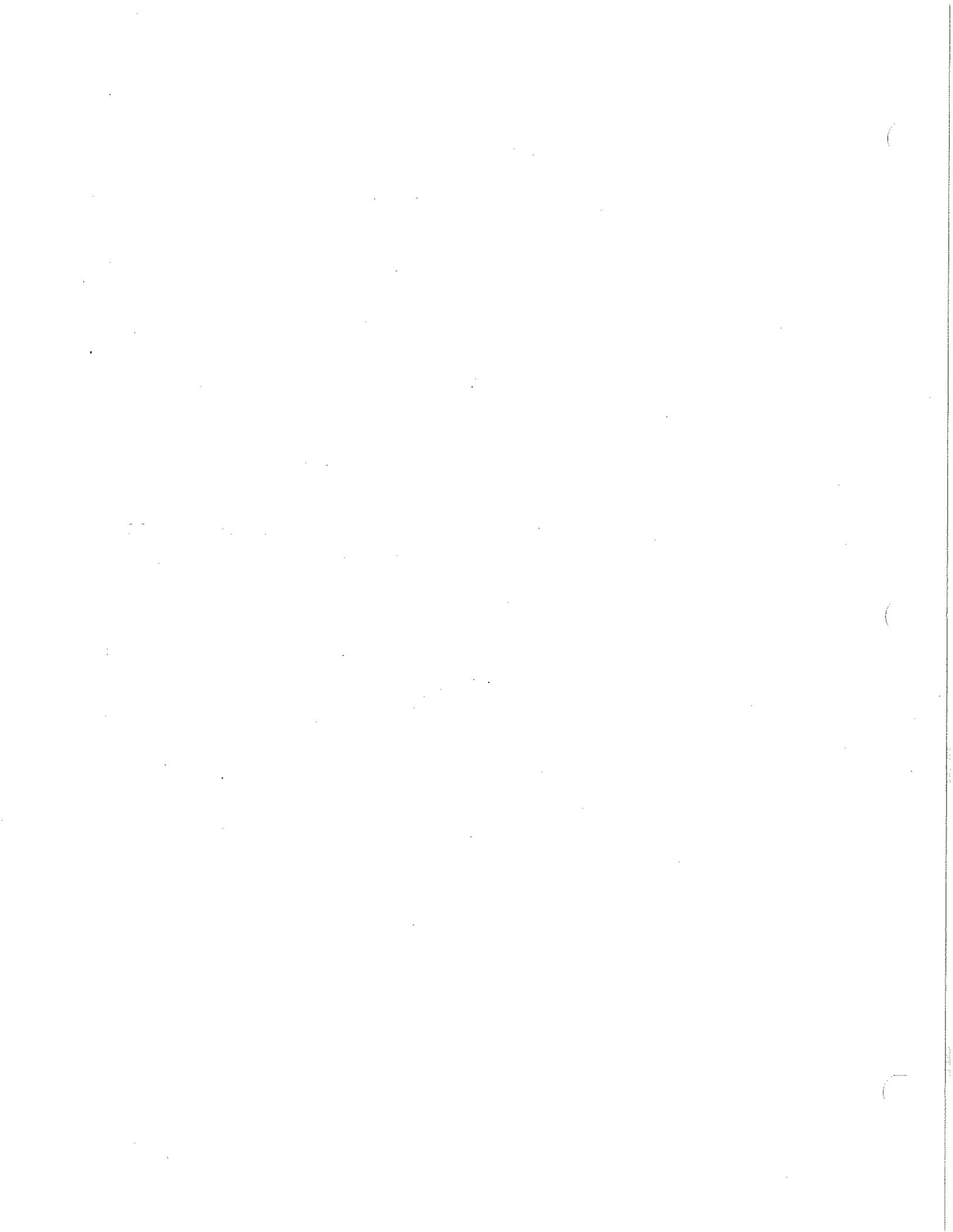
Newark Liberty International Airport  
UPGRADE NAVIGATIONAL AIDS  
ON RW 4L





## **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  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  (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 \*\*\*\*\*



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\*\*\*\*\*

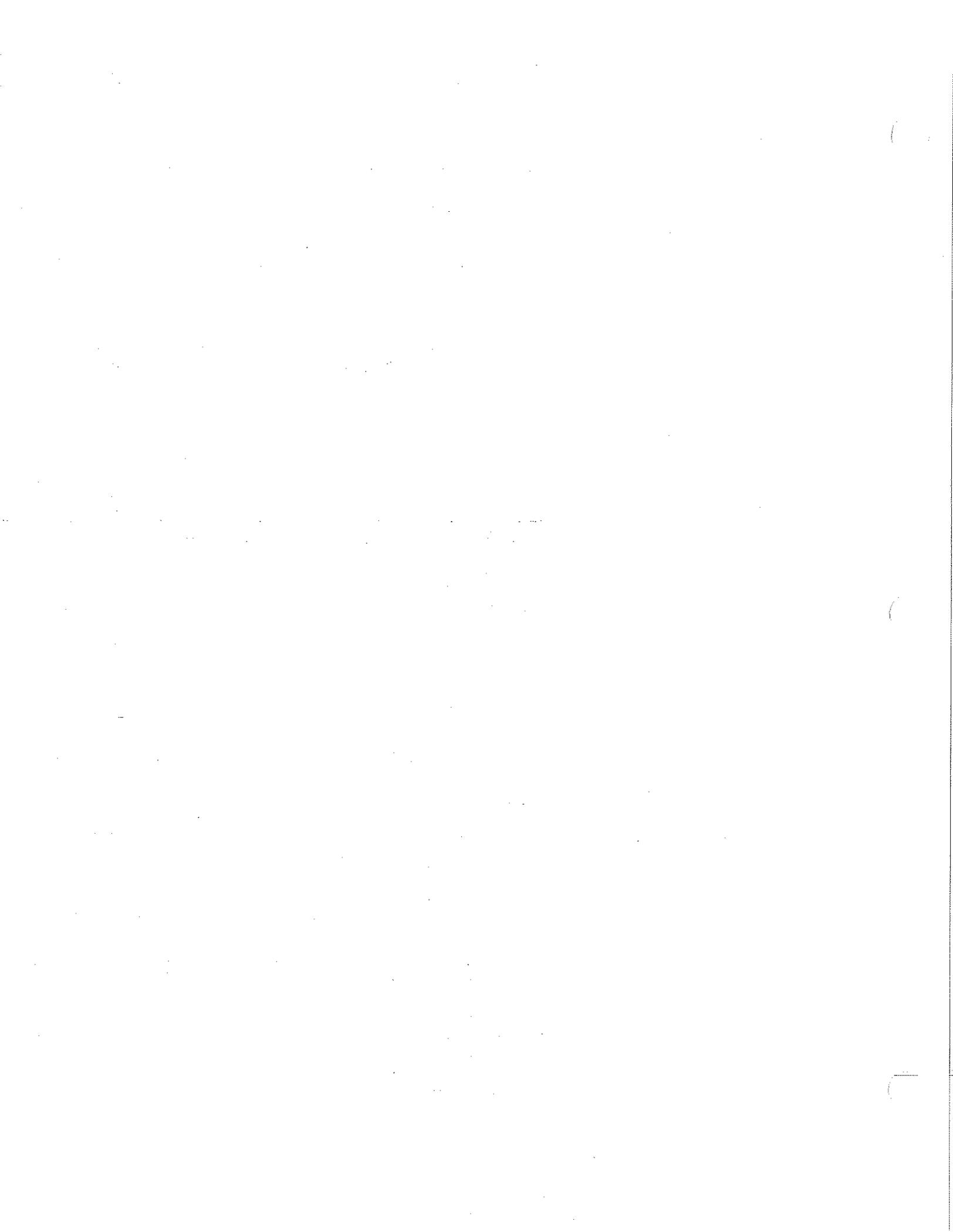
ADO/RO RECOMMENDATION: Approve [ ] Partially Approve [ ] Disapprove [ ]

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

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date





Improvements to  
Runway Safety Areas



**THE PORT AUTHORITY OF NY & NJ**

Newark Liberty International Airport  
IMPROVEMENTS TO RUNWAY SAFETY AREAS



**ATTACHMENT C**

**AIRCARRIER CONSULTATION INFORMATION**

**TABLE OF CONTENTS**

**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 17<sup>th</sup>, 18<sup>th</sup> and 20<sup>th</sup>, 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 17<sup>th</sup>, 18<sup>th</sup> and 20<sup>th</sup>.

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**

April 15, 2004

WILLIAM R. DECOTA  
DIRECTOR  
AVIATION DEPARTMENT  
225 PARK AVENUE SOUTH, 9TH FLOOR  
NEW YORK, NY 10003  
(212) 435-3703  
(212) 435-3833 FAX

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

**THE PORT AUTHORITY OF NY & NJ**

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, 9<sup>th</sup> 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	1,605
Air Comet S.A.	516
Bradley Air Services Ltd.	137
<b>Total Enplanements</b>	<b>94,758</b>
<b>Percent of Total Airport Enplanements</b>	<b>0.66%</b>

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
<b>Total Enplanements</b>	<b>117,770</b>
<b>Percent of Total Airport Enplanements</b>	<b>0.88%</b>

LaGuardia Airport Airline	Annual Enplanements
Champlain Enterprises, Inc.	2,165
<b>Total Enplanements</b>	<b>2,165</b>
<b>Percent of Total Airport Enplanements</b>	<b>0.02%</b>



**EXHIBIT B**

**Anticipated PFC Revenue**

## Exhibit "B"

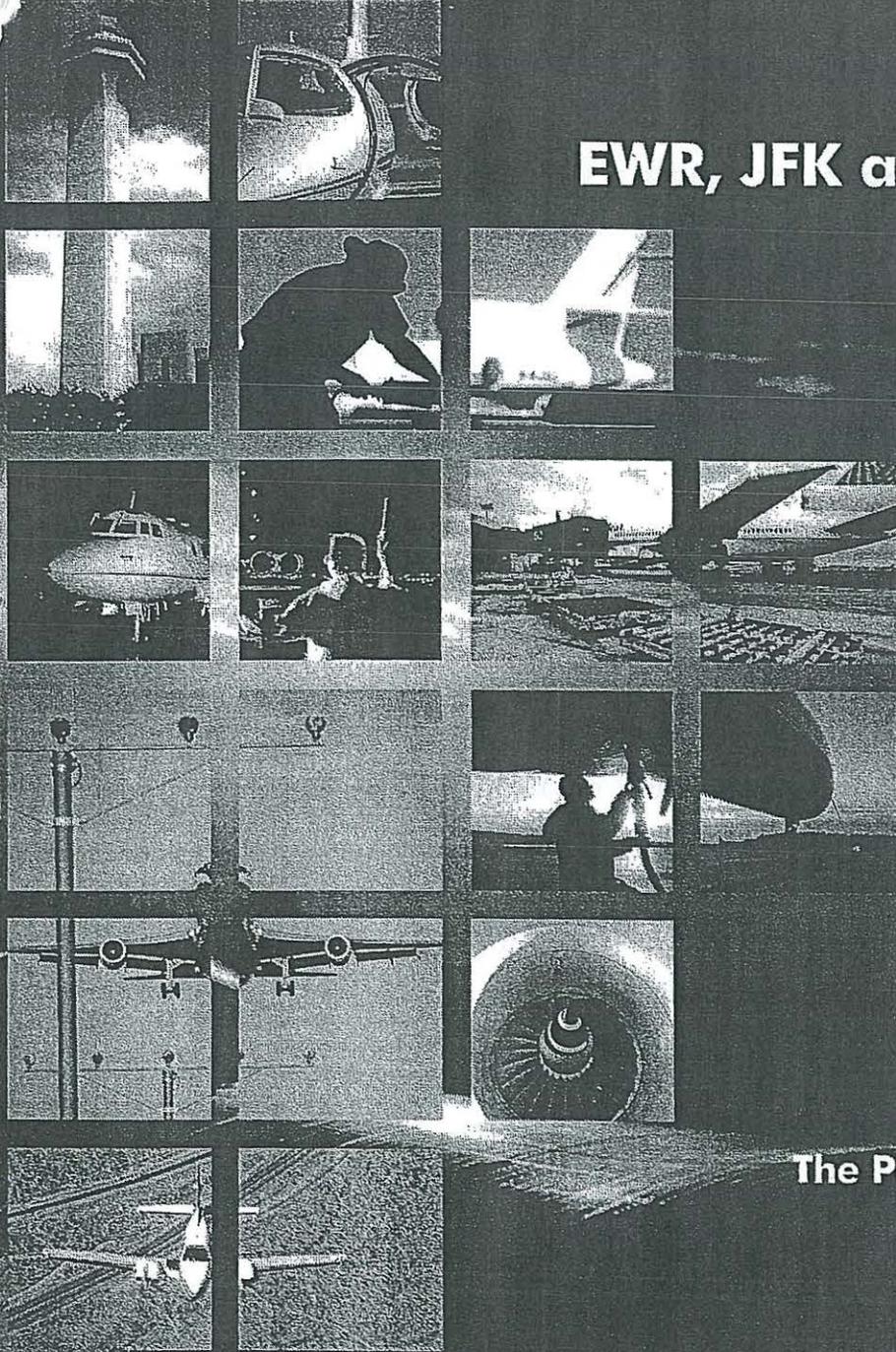
### Anticipated Passenger Facility Charge Revenue

The following table describes anticipated PFC revenue from charge effective date through charge expiration date.

<b>Port Authority of New York and New Jersey</b>								
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	\$ 65,760	\$ 67,149	\$ 69,233	\$ 1,247	
LaGuardia Airport (LGA)	\$ 25,623	\$ 15,574	\$ 16,035	\$ 48,036	\$ 49,146	\$ 50,532	\$ 907	
John F. Kennedy International Airport (JFK)	\$ 38,780	\$ 24,153	\$ 25,121	\$ 76,695	\$ 79,493	\$ 82,645	\$ 1,501	
<b>Total Annual</b>	<b>\$ 98,839</b>	<b>\$ 60,887</b>	<b>\$ 62,929</b>	<b>\$ 190,491</b>	<b>\$ 195,788</b>	<b>\$ 202,411</b>	<b>\$ 3,655</b>	
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	
<b>Total Cumulative</b>	<b>\$ 98,839</b>	<b>\$ 159,726</b>	<b>\$ 222,655</b>	<b>\$ 413,146</b>	<b>\$ 608,935</b>	<b>\$ 811,345</b>	<b>\$ 815,000</b>	

*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, 9<sup>th</sup> Floor  
New York, NY 10003

*Prepared by:*



20 Corporate Woods Blvd.  
Albany, New York 12211

April 15, 2004



## **NEWARK LIBERTY INTERNATIONAL AIRPORT**

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**SECTION 2 - Runway /Taxiway Pavement Rehabilitation Project**

**SECTION 3 - Airfield Expansion Project**

**SECTION 4 - Perimeter Security Project**

**SECTION 5 - Project to Plan for Expanded Terminal A**

**SECTION 6 - Modernization of Terminal B**

**SECTION 7 - Reimbursement for Mandated Security Costs from 9/11/01 - 9/30/02**

**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 3<sup>rd</sup> 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.

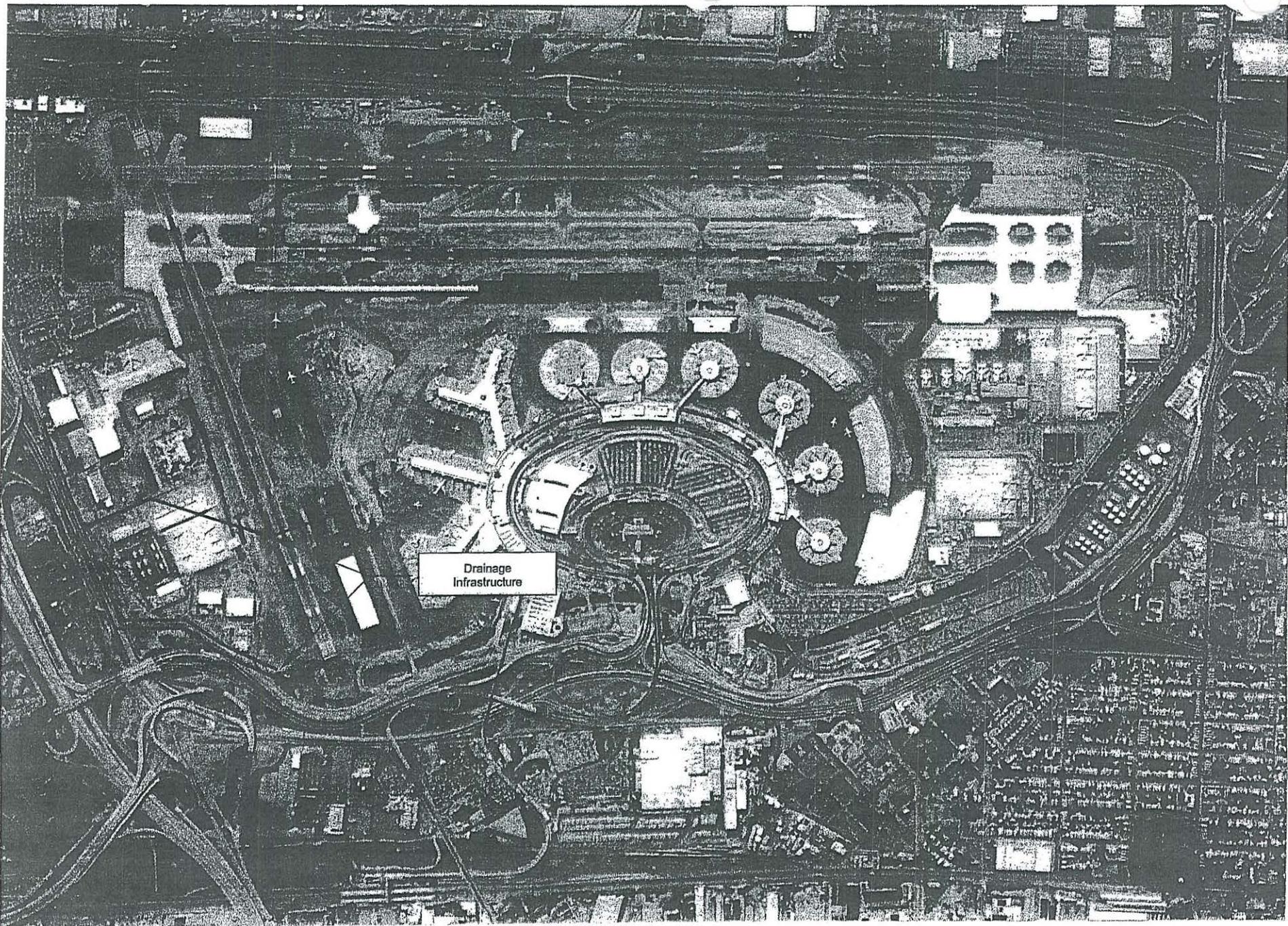
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15. BACK-UP FINANCING PLAN: N/A

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date



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.

\*\*\*\*\*

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.

\*\*\*\*\*

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.

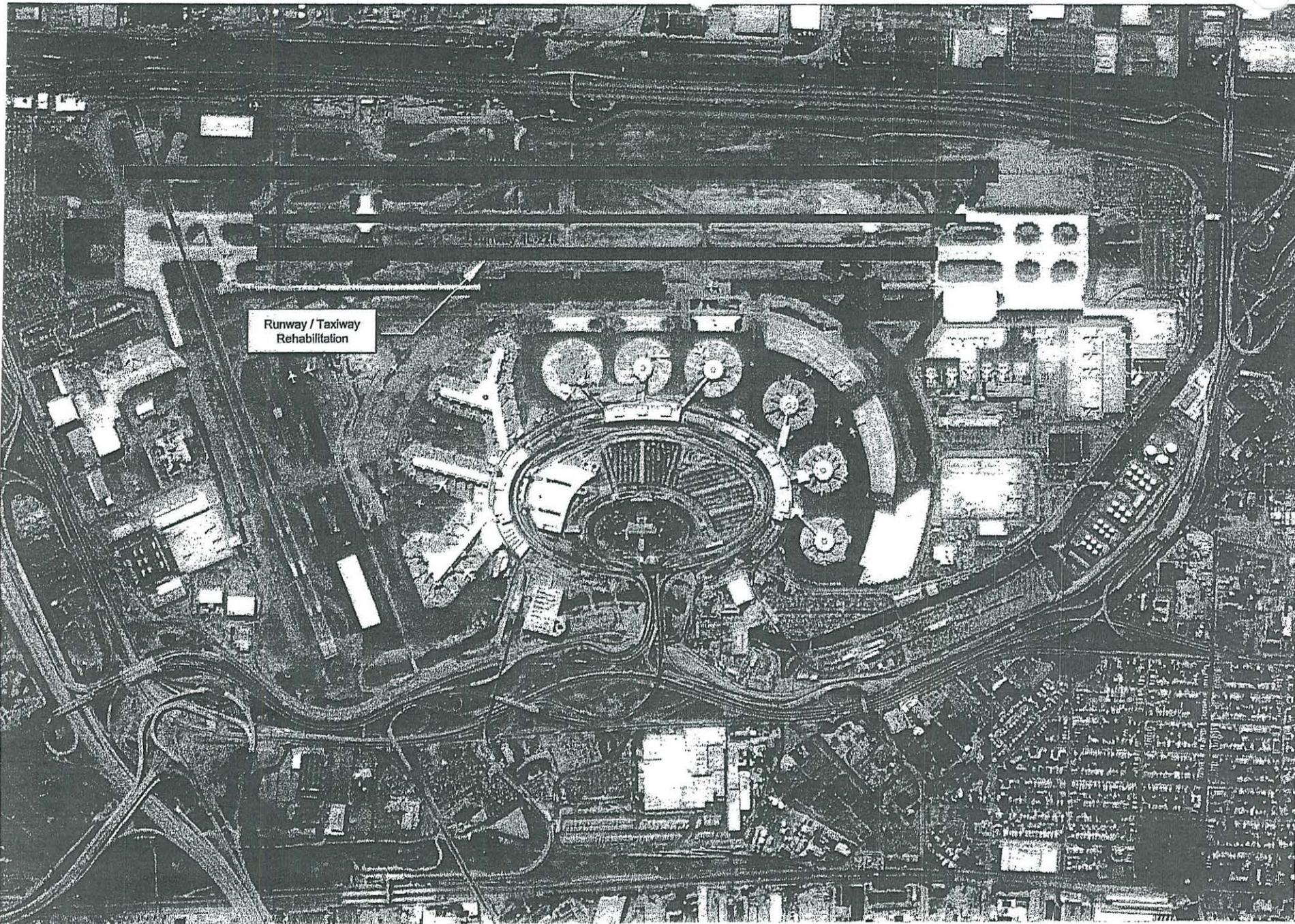
\*\*\*\*\*

15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name Routing Symbol Date



Runway / Taxiway  
Rehabilitation



**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 3<sup>rd</sup> 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.

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 \$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.

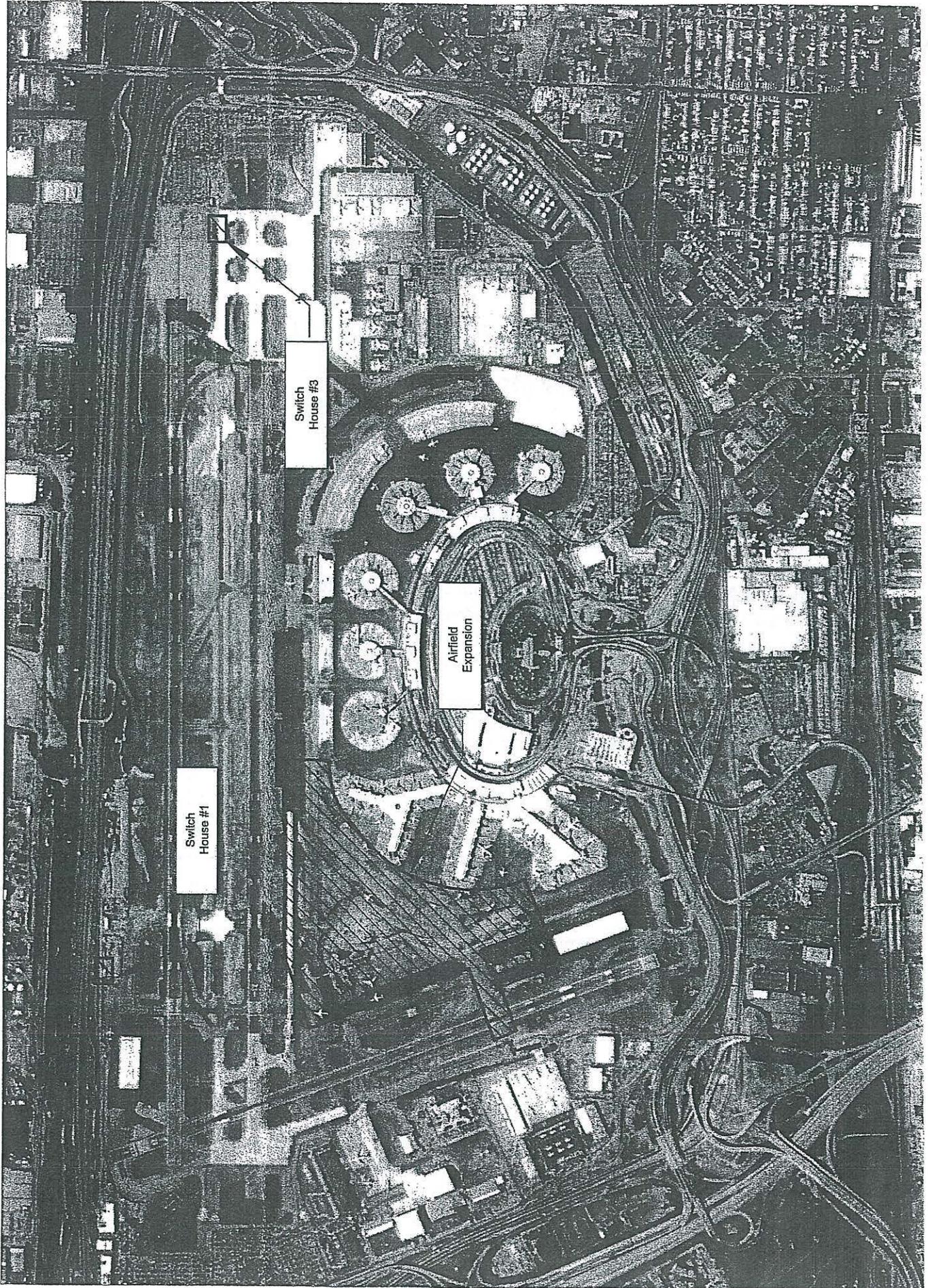
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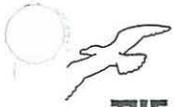
15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name	Routing Symbol	Date





**SECTION 4**

**Perimeter Security Project**

**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), 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)

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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 \$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.

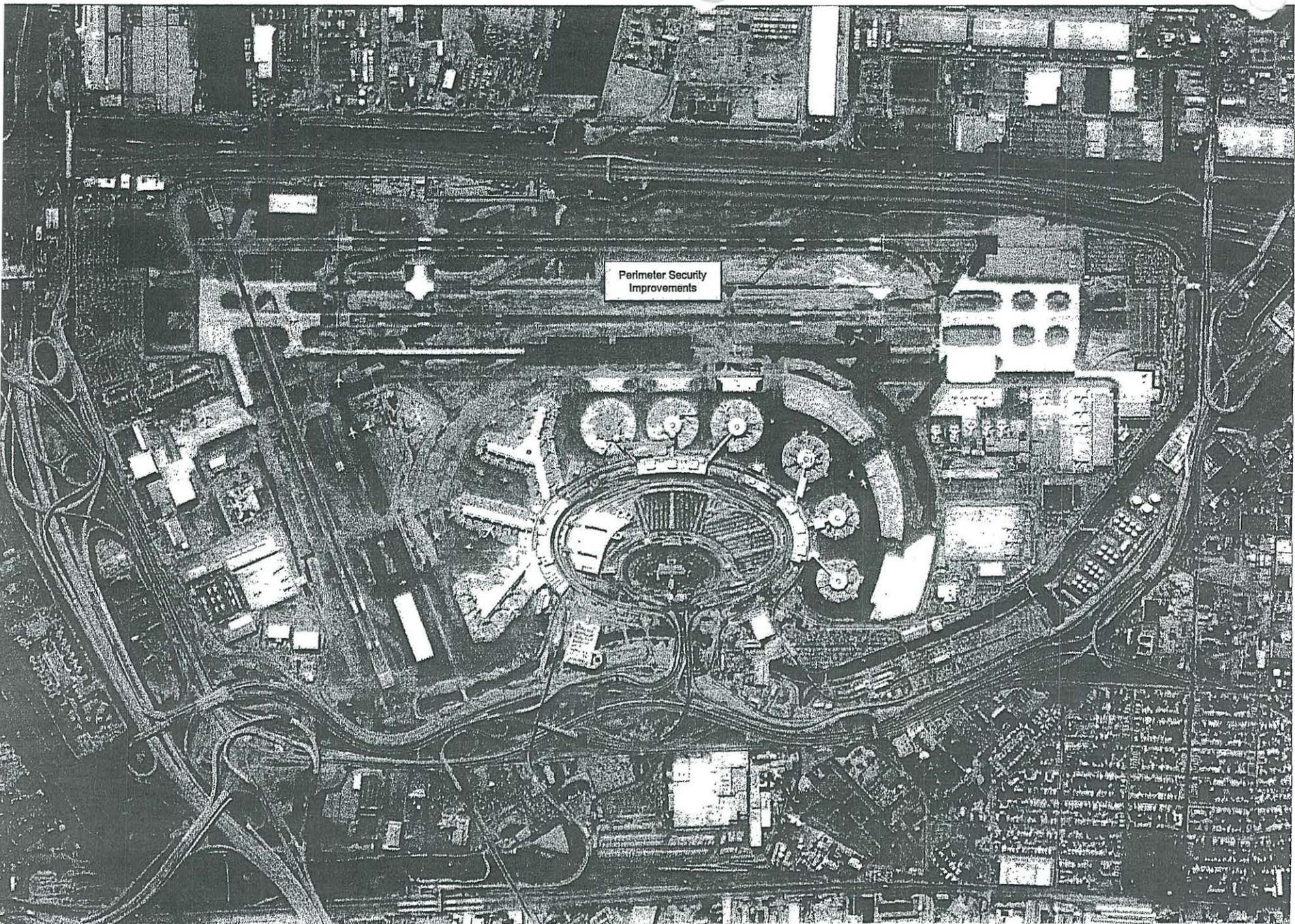
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15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name	Routing Symbol	Date



Perimeter Security  
Improvements



**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-living" 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.

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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 \$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

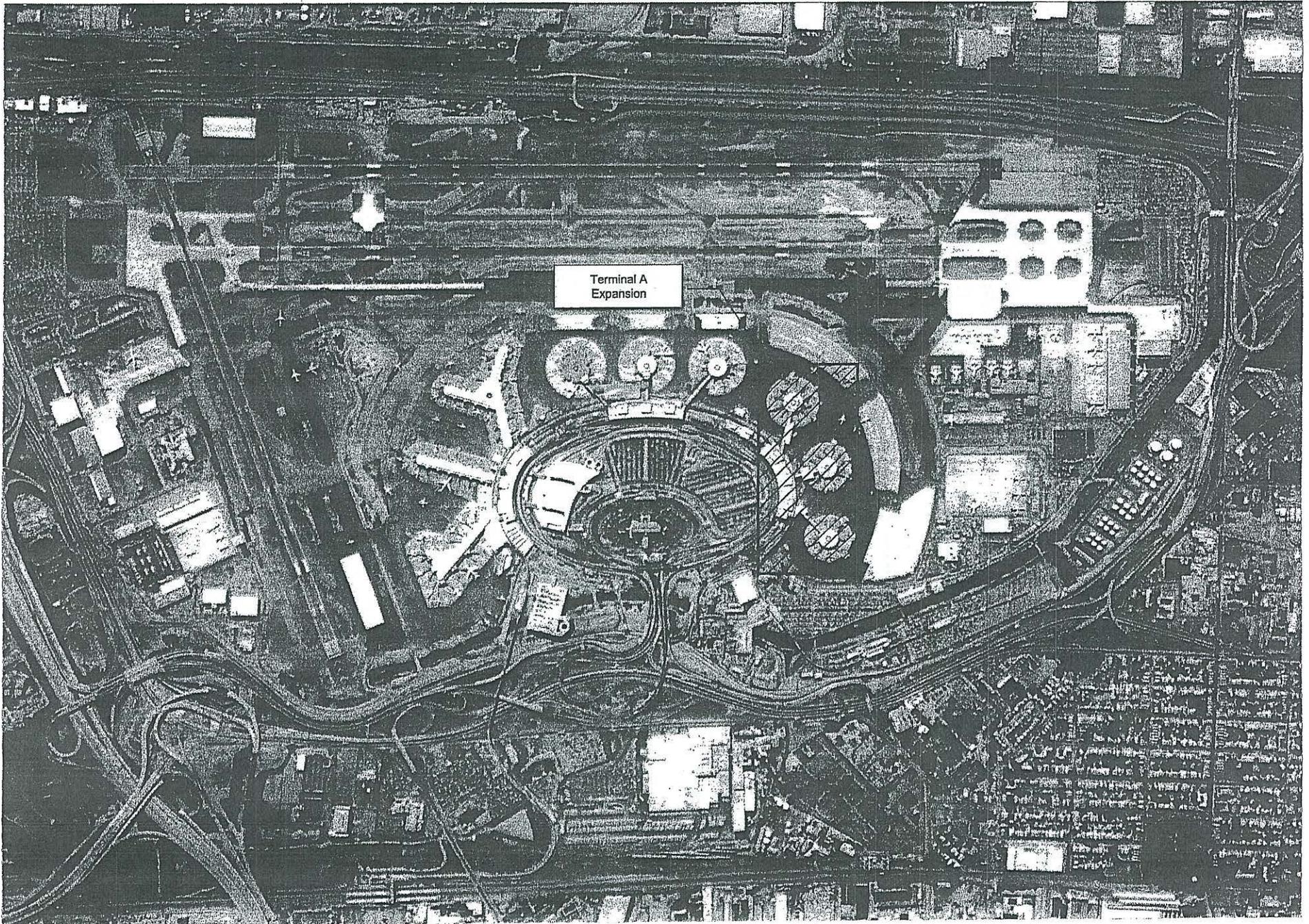
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Application Reviewed by:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Routing Symbol

\_\_\_\_\_  
Date



Terminal A  
Expansion





**SECTION 6**

**Modernization of Terminal B**

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**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.

\*\*\*\*\*

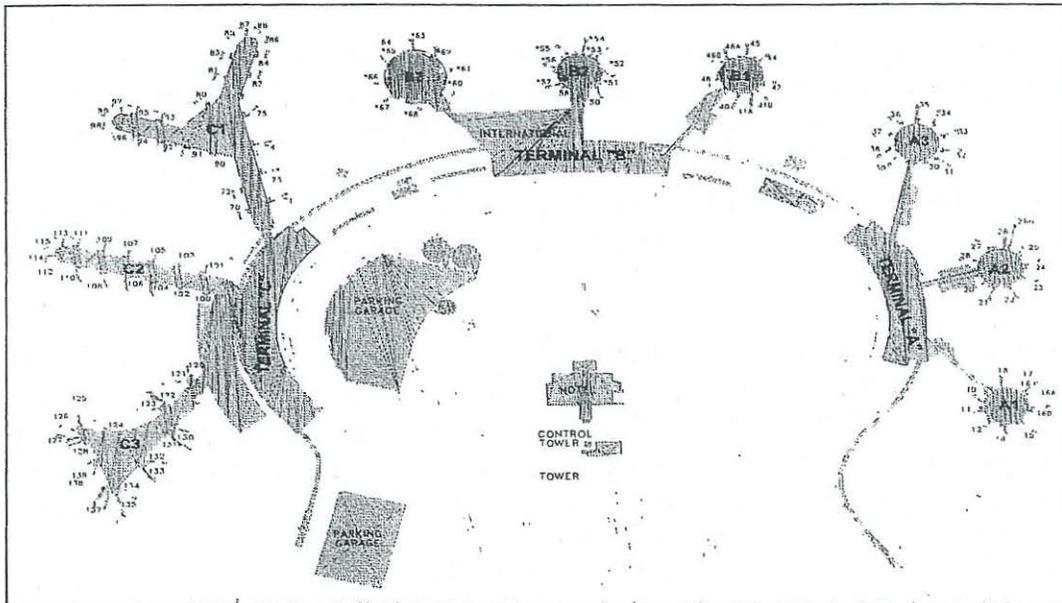
7. SIGNIFICANT CONTRIBUTION:

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.

\*\*\*\*\*

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)\*\*\*\*\*

\*\*\*\*\*

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:

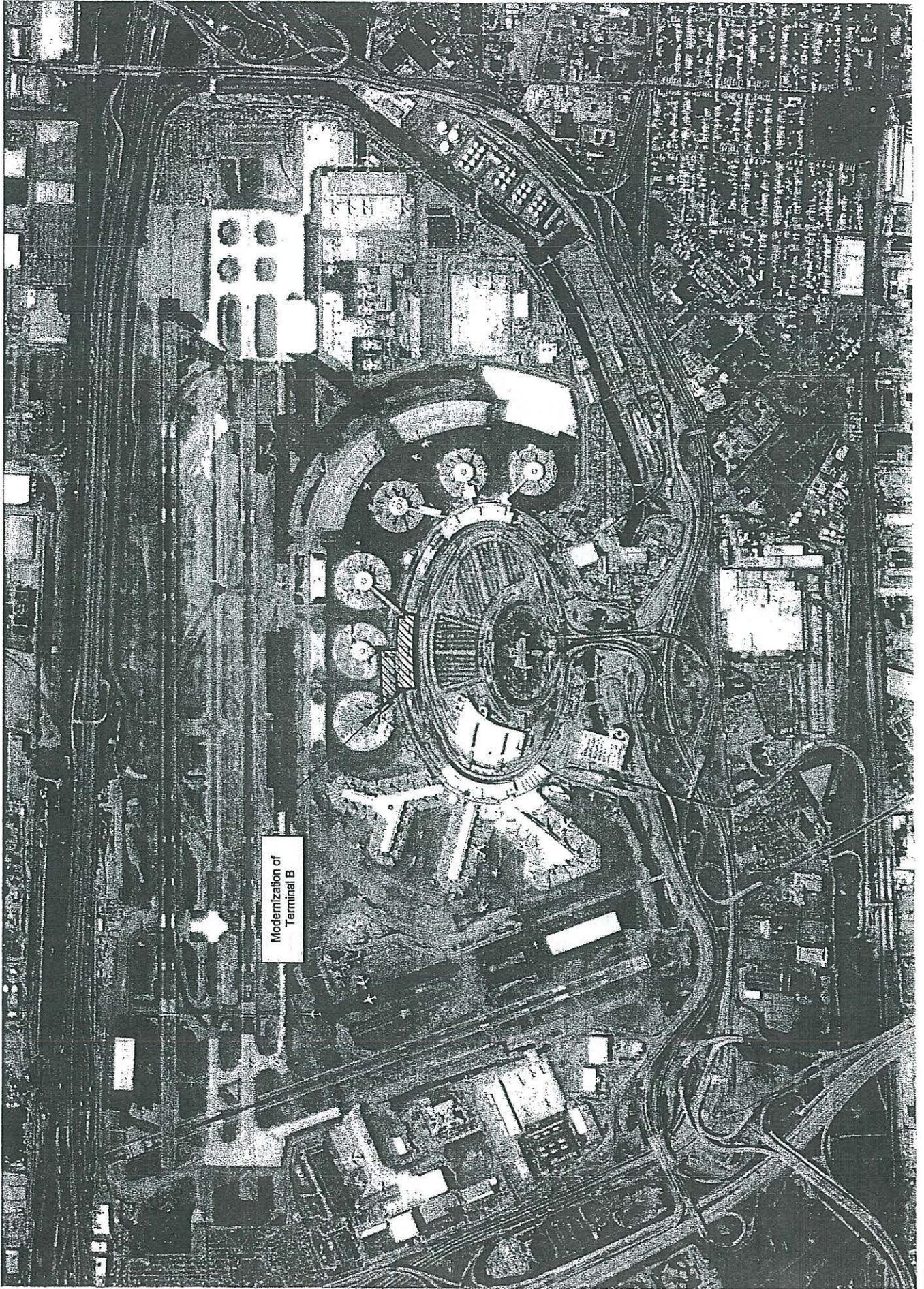
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Application Reviewed by:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Routing Symbol

\_\_\_\_\_  
Date



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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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 11<sup>th</sup> 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.

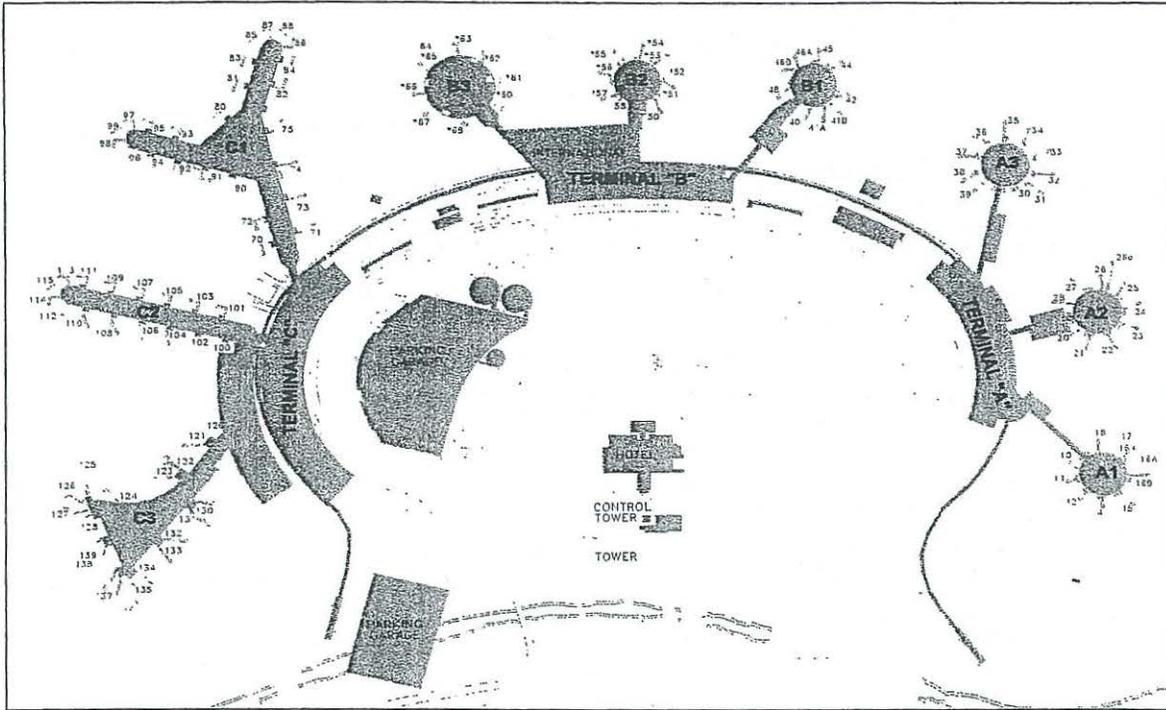
\*\*\*\*\*

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) \*\*\*\*\*

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

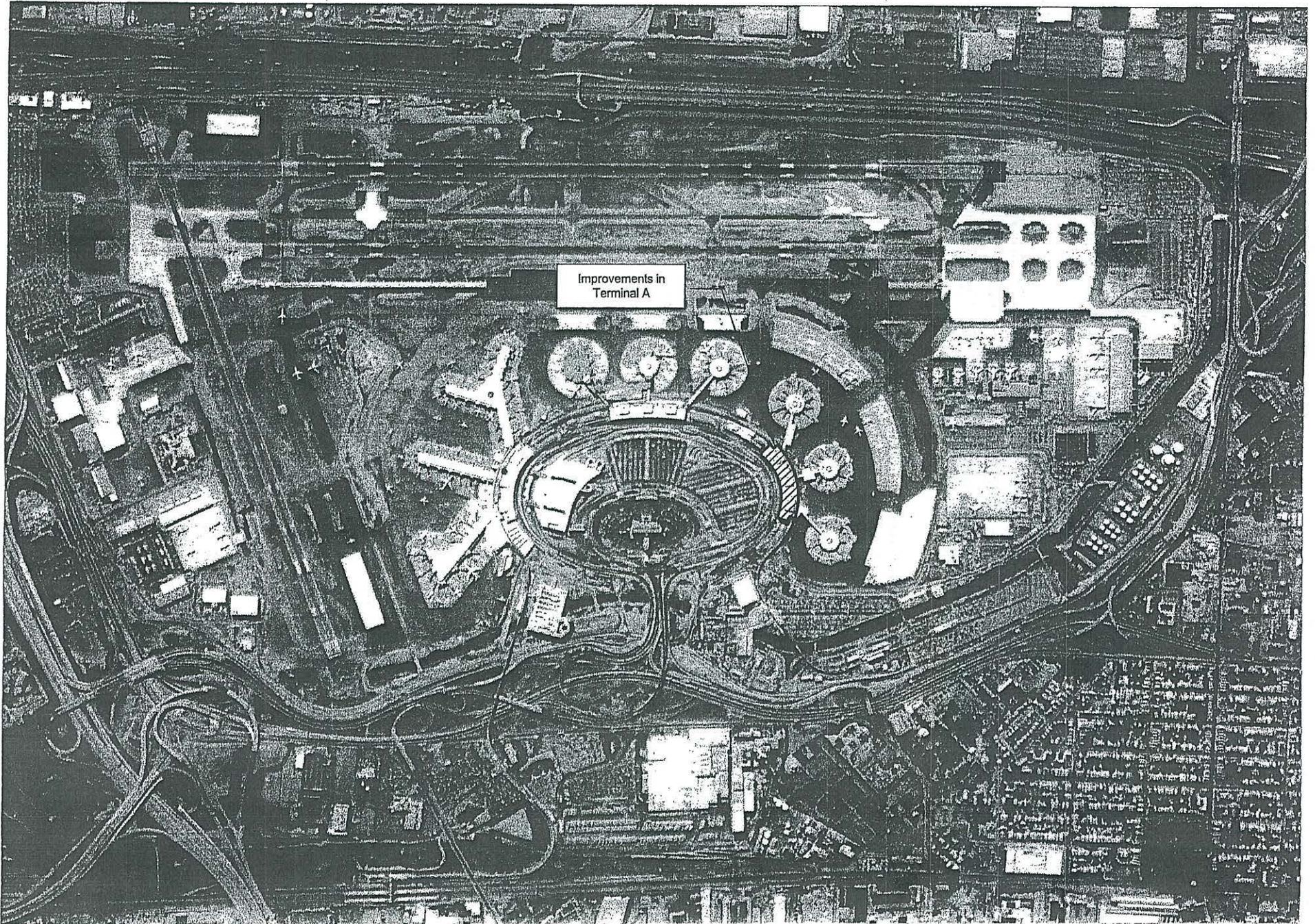
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Application Reviewed by:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Routing Symbol

\_\_\_\_\_  
Date





## **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 19<sup>th</sup> 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)

\*\*\*\*\*

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.

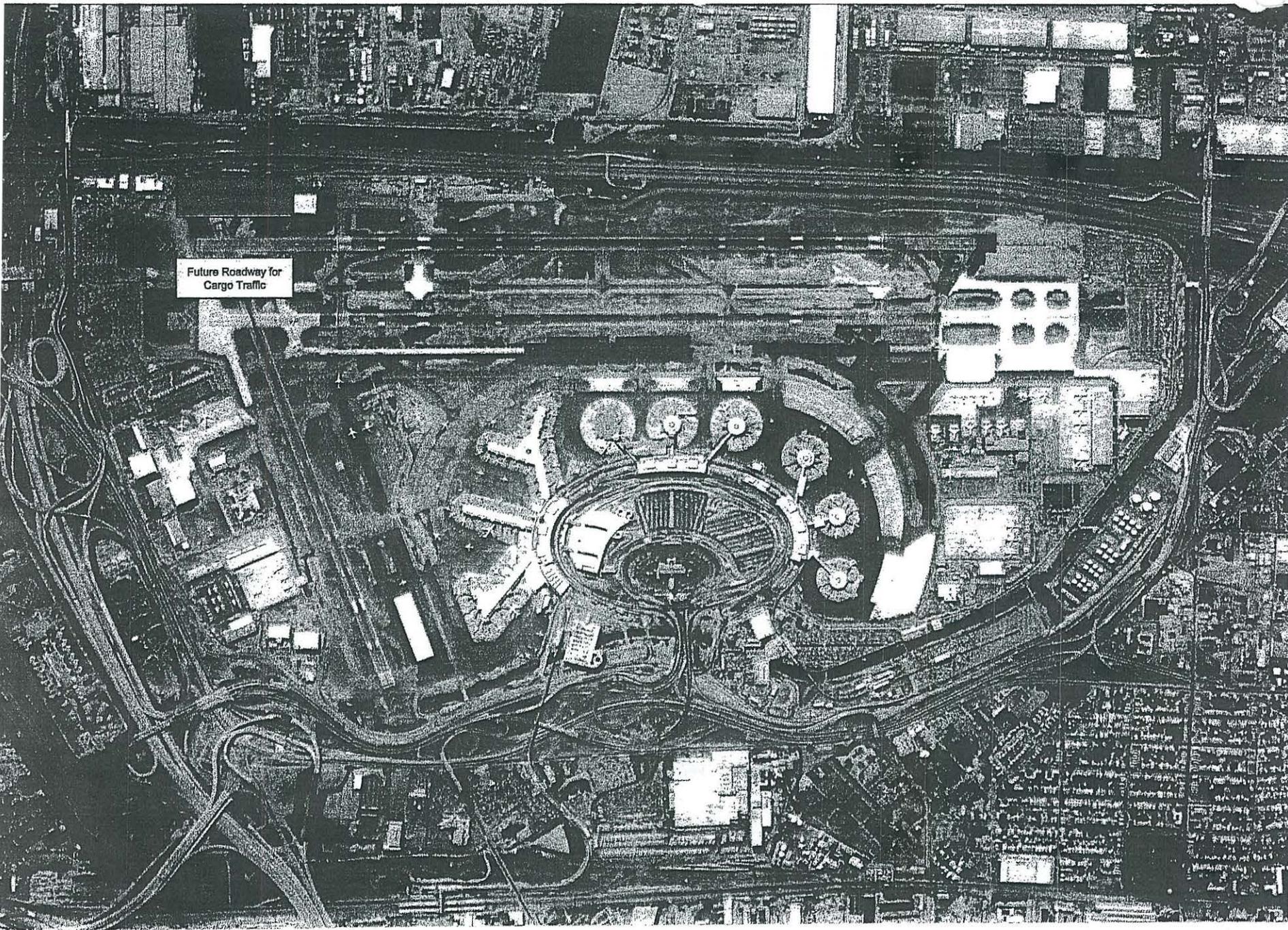
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15. BACK-UP FINANCING PLAN: N/A

\*\*\*\*\*

Application Reviewed by:

Name Routing Symbol Date



Future Roadway for  
Cargo Traffic

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**  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  (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.

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**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.

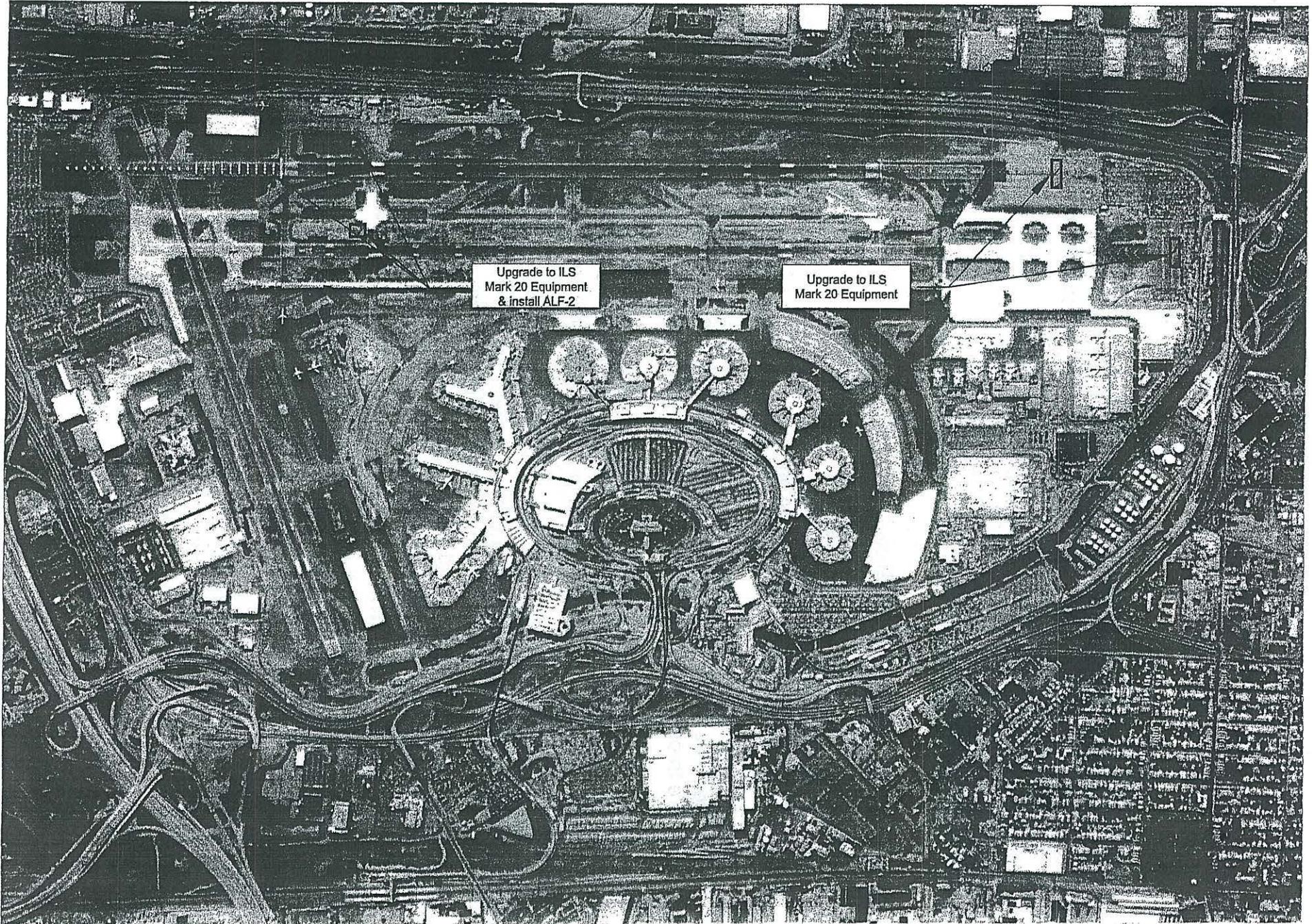
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15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name Routing Symbol Date





**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**  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  (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.

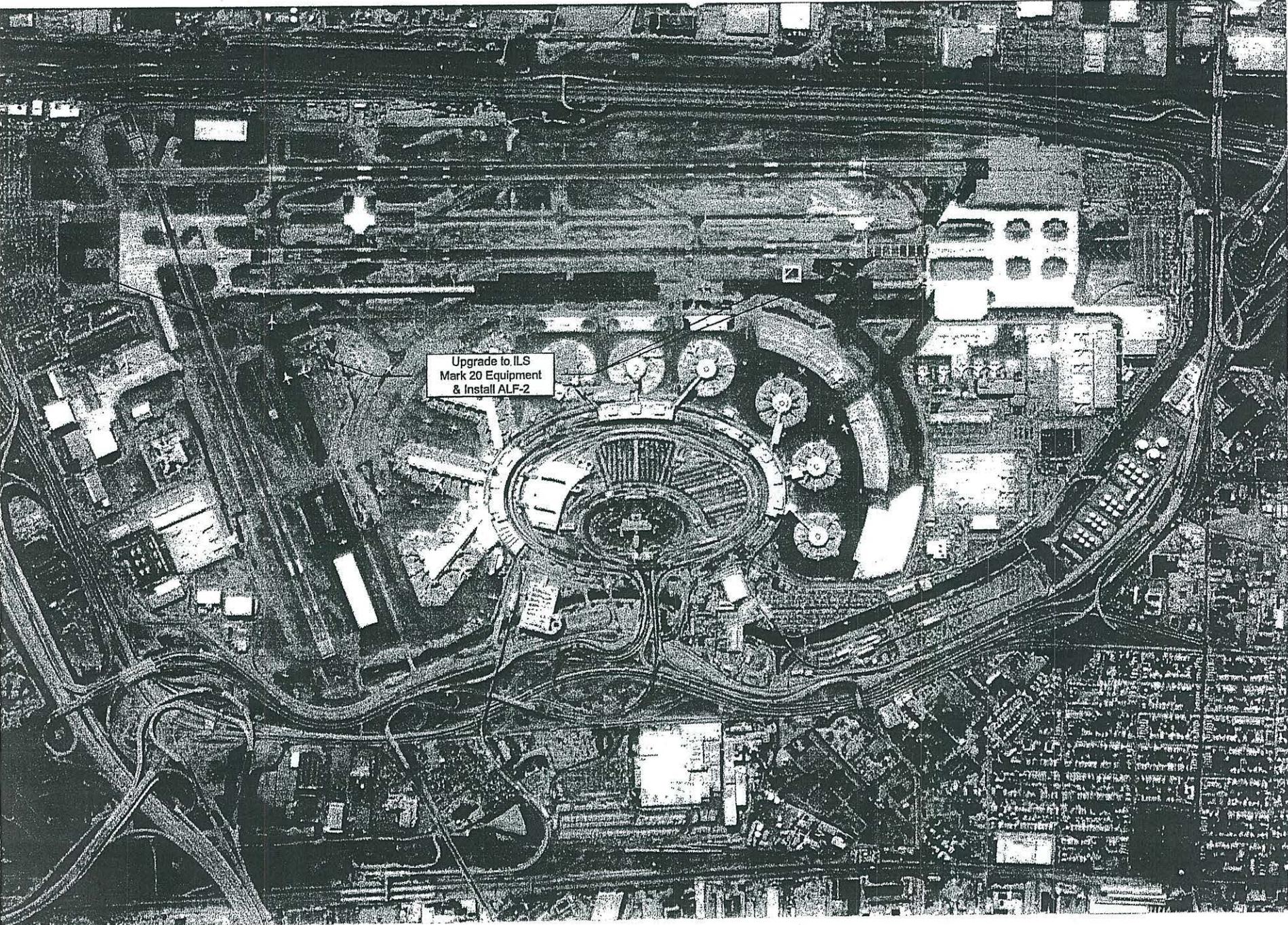
\*\*\*\*\*

15. BACK-UP FINANCING PLAN: N/A

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date



Upgrade to ILS  
Mark 20 Equipment  
& Install ALF-2



## **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**  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[  ] (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)\*\*\*\*\*

\*\*\*\*\*

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:

\*\*\*\*\*

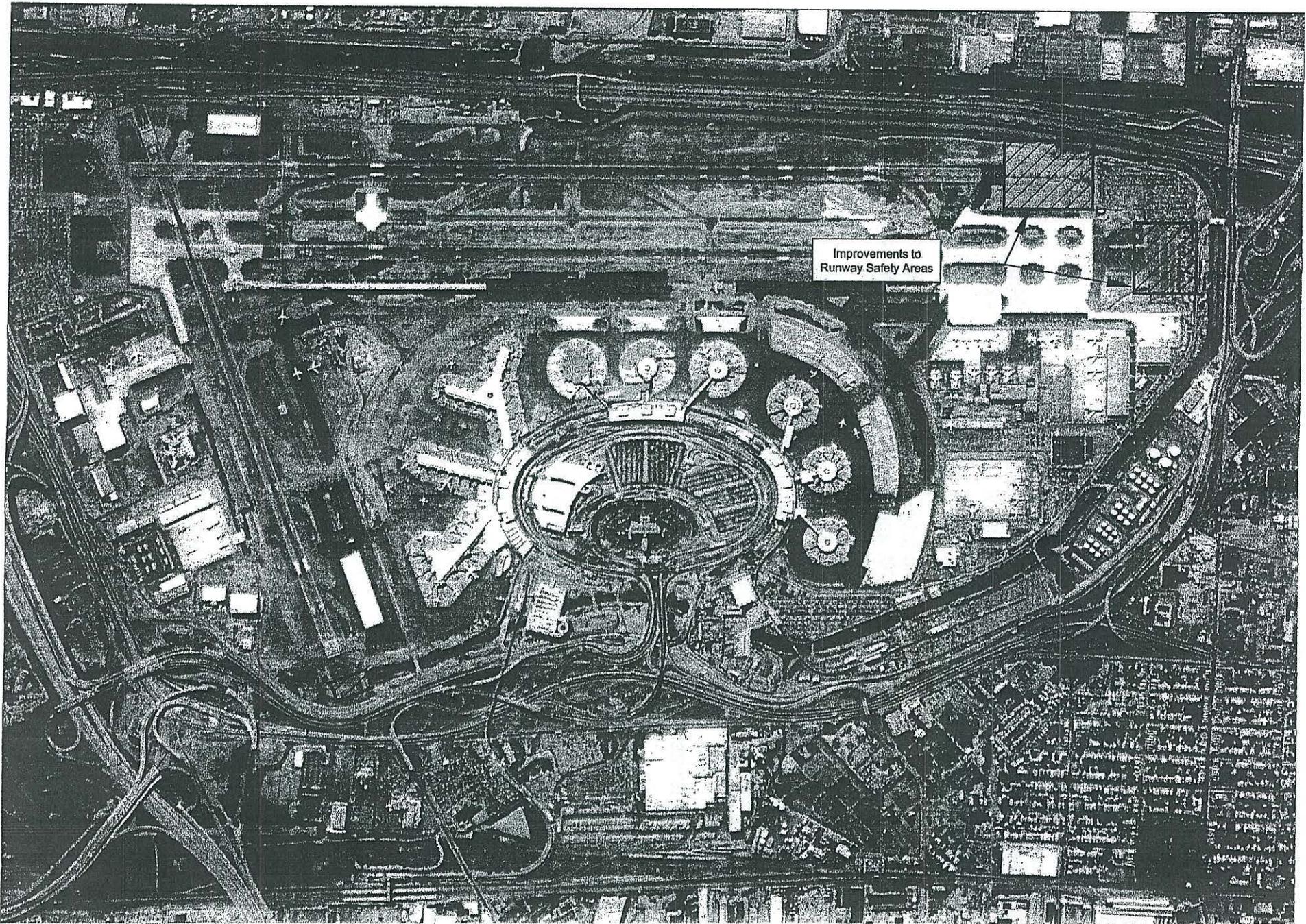
\*\*\*\*\*

Application Reviewed by:

\_\_\_\_\_ Name

\_\_\_\_\_ Routing Symbol

\_\_\_\_\_ Date



Improvements to Runway Safety Areas



**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:

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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):

**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 13<sup>th</sup> 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

\*\*\*\*\*

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:

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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



Rehabilitation  
of T/W B

Relocation and  
Rehabilitation of T/W A

Taxiway B

Taxiway A



## **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.

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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:

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 13<sup>th</sup> 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.

\*\*\*\*\*

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

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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 \$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.

\*\*\*\*\*

15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name Routing Symbol Date



Construction of T/W A  
and T/W 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.

\*\*\*\*\*

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 13<sup>th</sup> 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.

\*\*\*\*\*

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

\*\*\*\*\*

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.**

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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 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.

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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 13<sup>th</sup> 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).

\*\*\*\*\*

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:

\*\*\*\*\*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 [  ] 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 [  ] 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 [  ]

\*\*\*\*\*

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

\*\*\*\*\*

Application Reviewed by:

\_\_\_\_\_  
Name Routing Symbol Date



Rehabilitation of  
RW 13L-31R

Runway 13L-31R



**SECTION 5**

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

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**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 13<sup>th</sup> 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



Runway 13R-31L  
Pavement Rehabilitation  
and Widening to 200 feet

Runway 13R-31L



**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

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Application Reviewed by:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Routing Symbol

\_\_\_\_\_  
Date



Perimeter Security Project



## **SECTION 7**

### **Infrastructure Study and Preliminary Design to Accommodate a New Terminal**

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**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 13<sup>th</sup> 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



Terminal Area Study  
(Terminal 5/6 Site)



The Louis Berger Group, Inc.



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**

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**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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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 11<sup>th</sup>, 2001 to September 30<sup>th</sup>, 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 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**

\*\*\*\*\*

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.



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.

\*\*\*\*\*

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 **\$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 [  ] 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 [  ] 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 [  ]

\*\*\*\*\*

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

\*\*\*\*\*

Application Reviewed by:

\_\_\_\_\_  
Name Routing Symbol Date



Modernization of the  
Central Terminal Building

 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**

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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):

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.

\*\*\*\*\*

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

\*\*\*\*\*

10. ESTIMATED PROJECT IMPLEMENTATION DATE: 2008

ESTIMATED PROJECT COMPLETION DATE: 2010

\*\*\*\*\*

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 ]

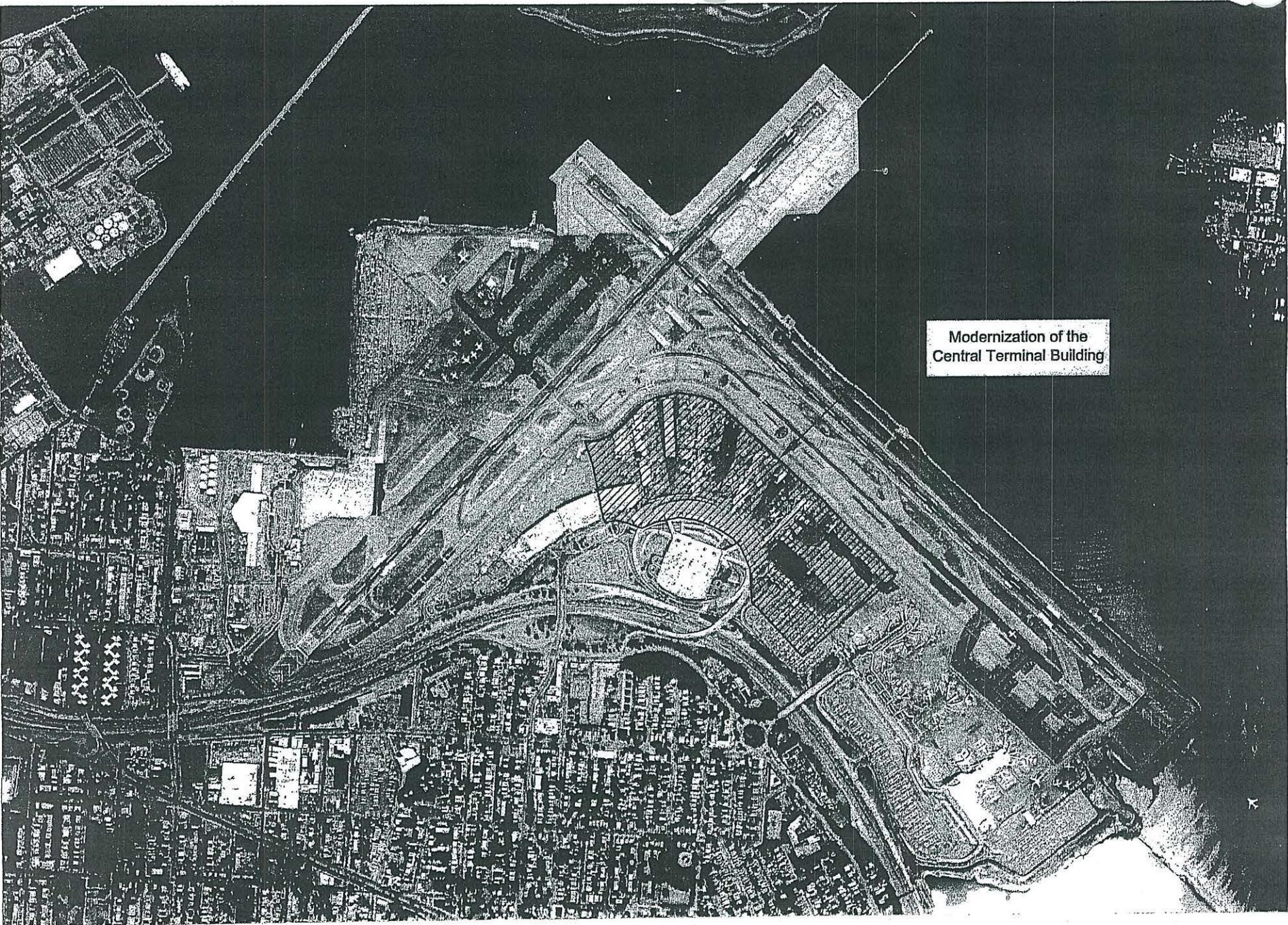
\*\*\*\*\*

15. BACK-UP FINANCING PLAN: N/A

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date



Modernization of the  
Central Terminal Building



**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 overlaid 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 7<sup>th</sup> 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.

\*\*\*\*\*

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:

\*\*\*\*\*

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

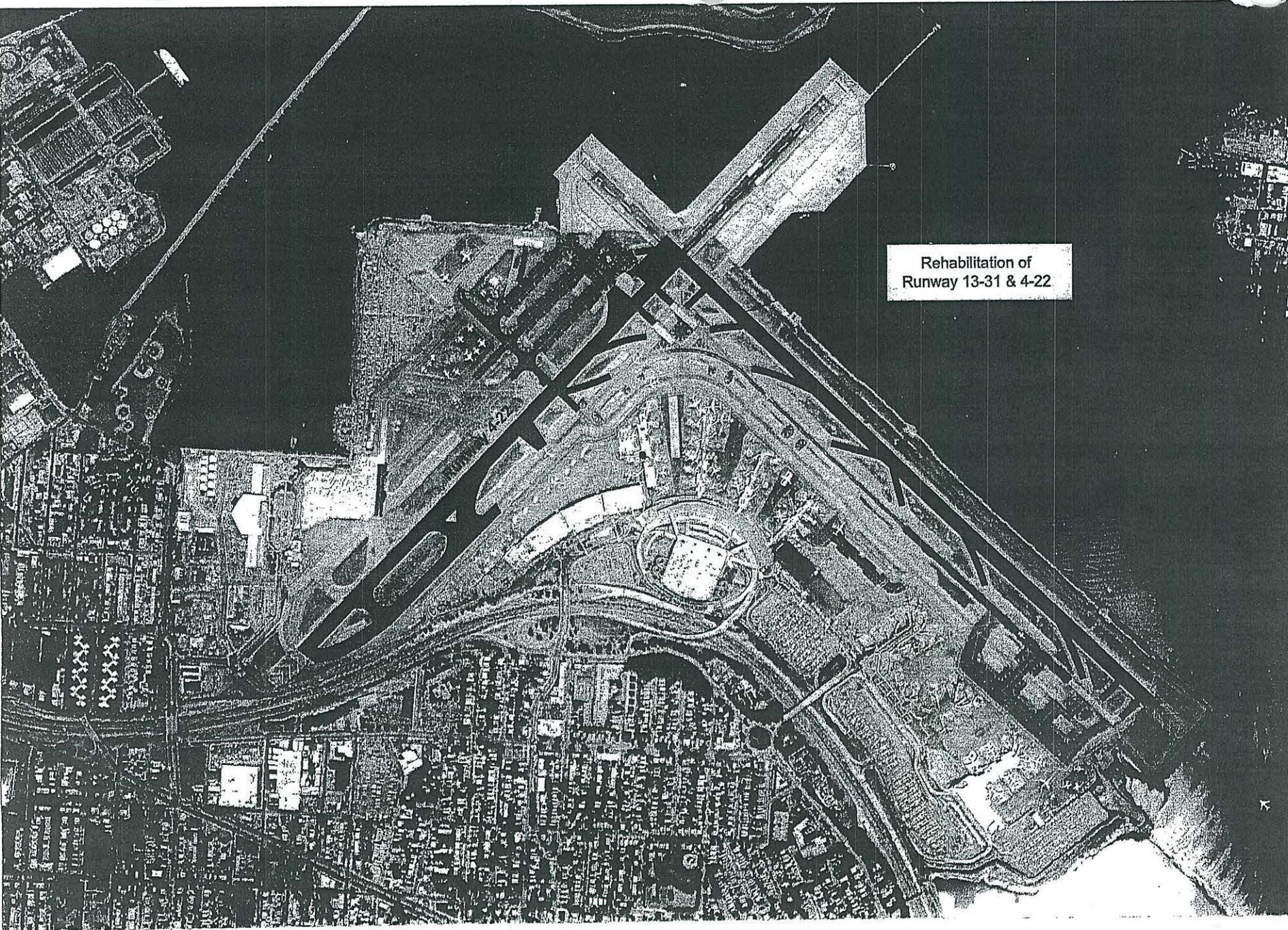
\*\*\* TOTAL PROJECT COST: \$35,000,000

\*\*\*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 [ ].





Rehabilitation of  
Runway 13-31 & 4-22



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.

\*\*\*\*\*

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.

\*\*\*\*\*

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:

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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.

\*\*\*\*\*

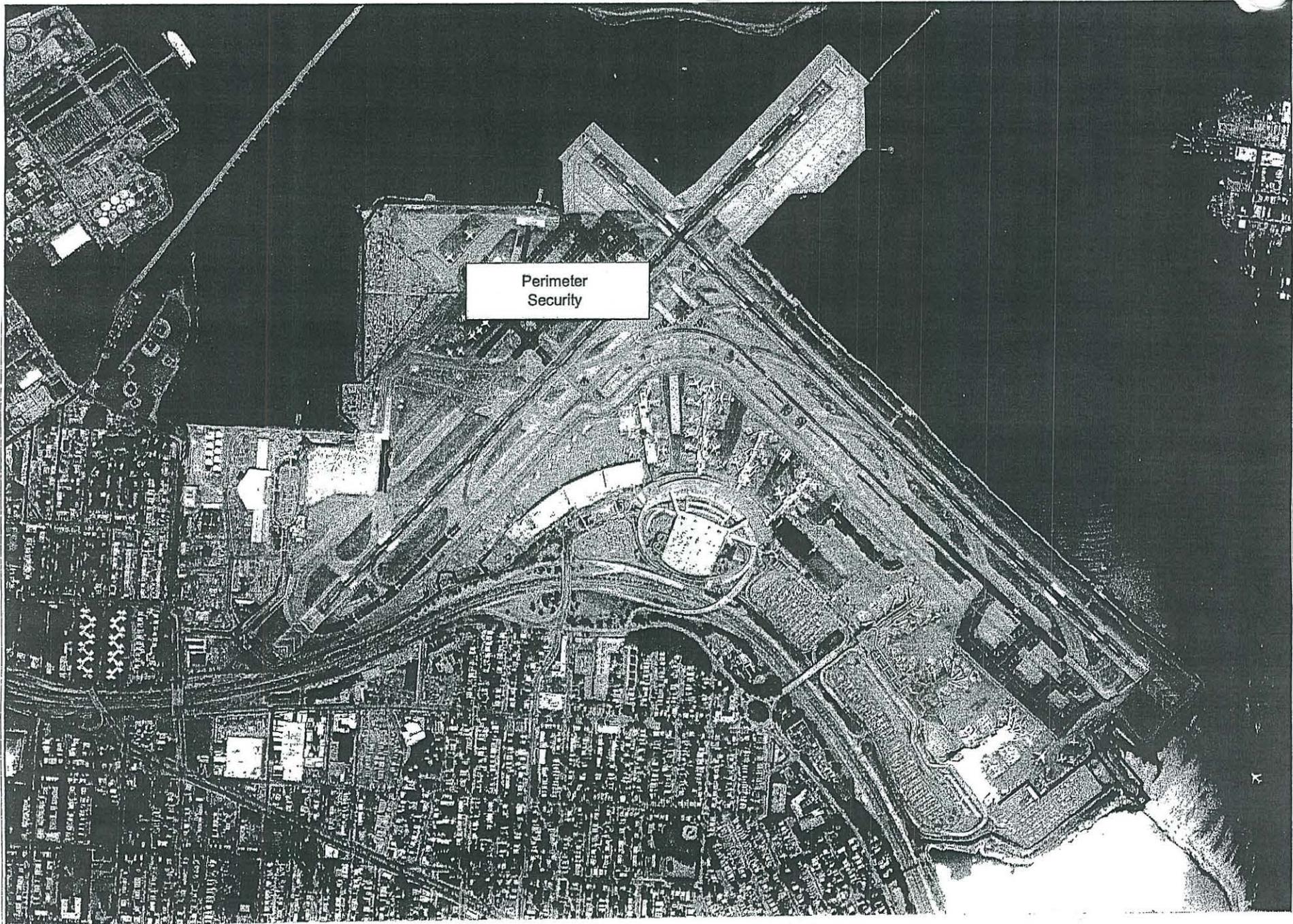
15. BACK-UP FINANCING PLAN: N/A

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Application Reviewed by:

Name	Routing Symbol	Date





Perimeter  
Security



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**

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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):  
**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 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.

\*\*\*\*\*

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:

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 11<sup>th</sup>, 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 11<sup>th</sup>, 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

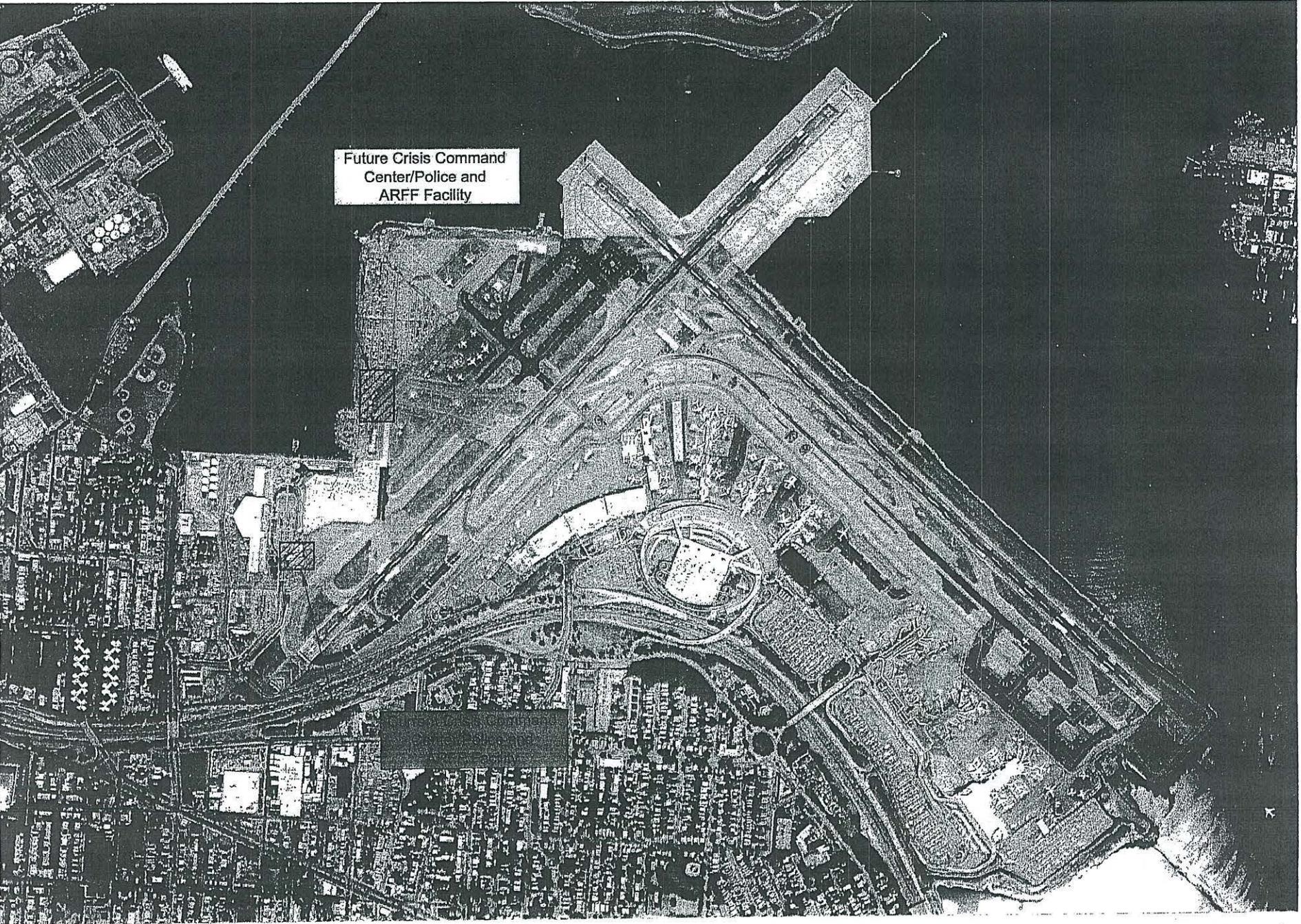
\*\*\* TOTAL PROJECT COST: \$57,600,000

\*\*\*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 [ ].





Future Crisis Command  
Center/Police and  
ARFF Facility





**SECTION 6**

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

**ATTACHMENT B: PROJECT INFORMATION**

\*\*\*\*\*

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 11<sup>th</sup>, 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 11<sup>th</sup>, 2001 and extending to September 30<sup>th</sup>, 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**



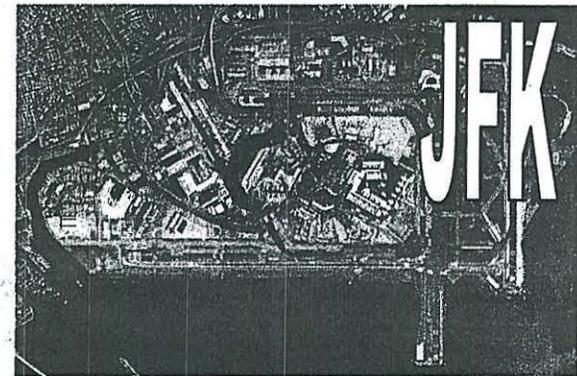
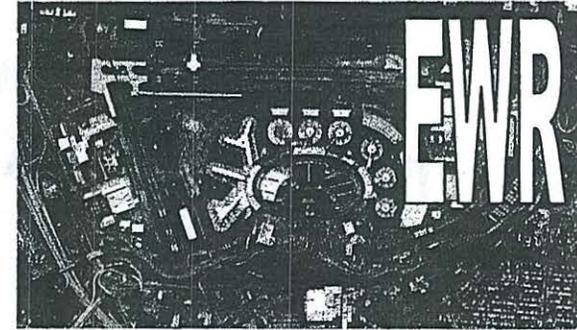


**THE PORT AUTHORITY OF NY & NJ**

**Passenger Facility Charge Consultation**

# **PFC CONSULTATION MEETING WITH AIR CARRIERS AND FOREIGN AIR CARRIERS**

**May 17<sup>th</sup>, 18<sup>th</sup> and 20<sup>th</sup>, 2004**



**EWR, JFK and LGA Airports**



## **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.**



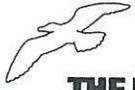
## **Reimbursement of Mandated Security Costs**

- 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:

<b>Newark Liberty International Airport -</b>	<b>\$9,000,000</b>
<b>John F. Kennedy International Airport -</b>	<b>\$21,894,475</b>
<b>LaGuardia Airport -</b>	<b>\$10,000,000</b>

- These amounts are operational costs and are not considered as part of the Port Authority's capital improvement plan.



**THE PORT AUTHORITY OF NY & NJ**

***Passenger Facility Charge Consultation***

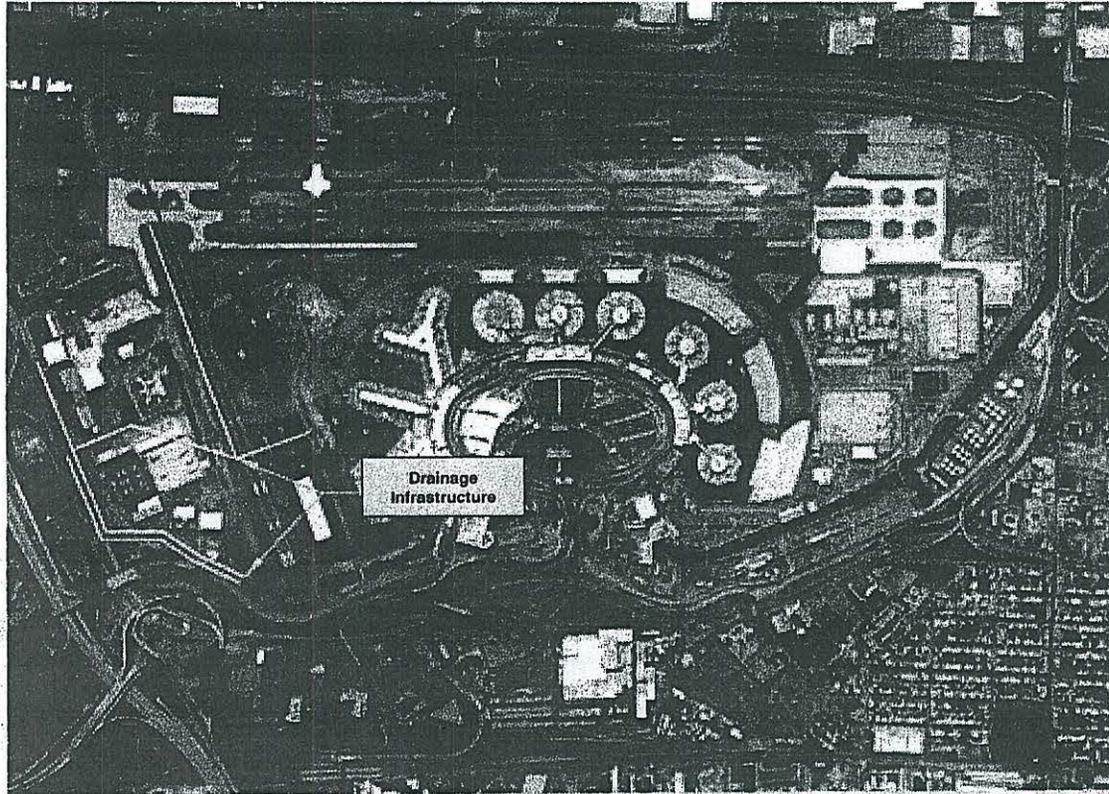
# Newark Liberty International Airport

**EWR, JFK and LGA Airports**

**EWR**



## 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:***

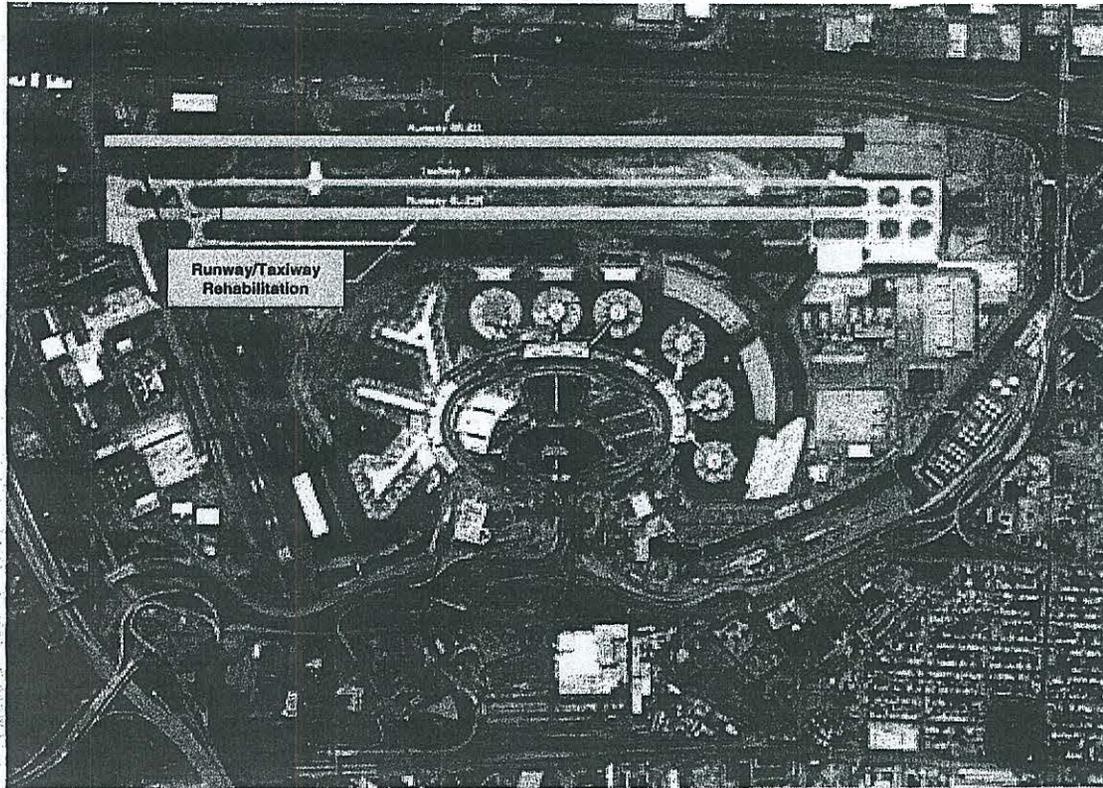
The project is required to modify the storm sewer system to provide adequate drainage for the R/W 4L-22R northern extension, associated new taxiway pavement and for existing development adjacent to R/W 11-29 and the adjacent taxiways.

### ***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:***

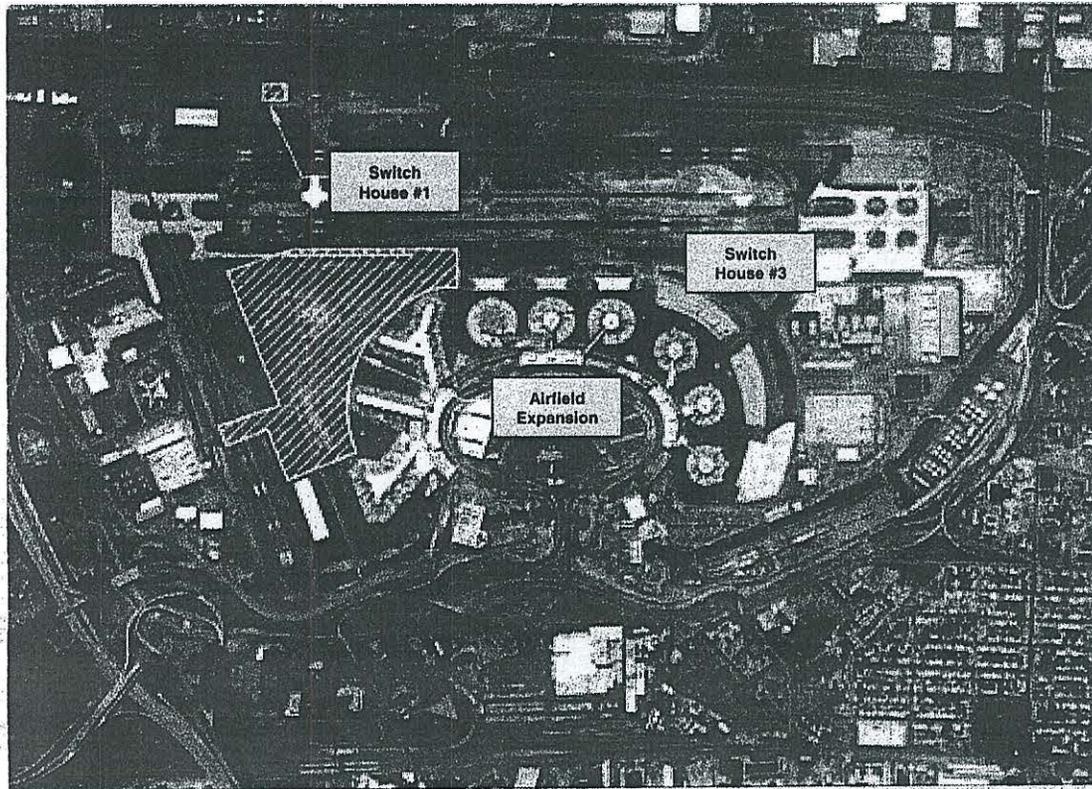
Pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural sections of the runway and taxiway pavement and permit safe and efficient aircraft operations.

### ***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:***

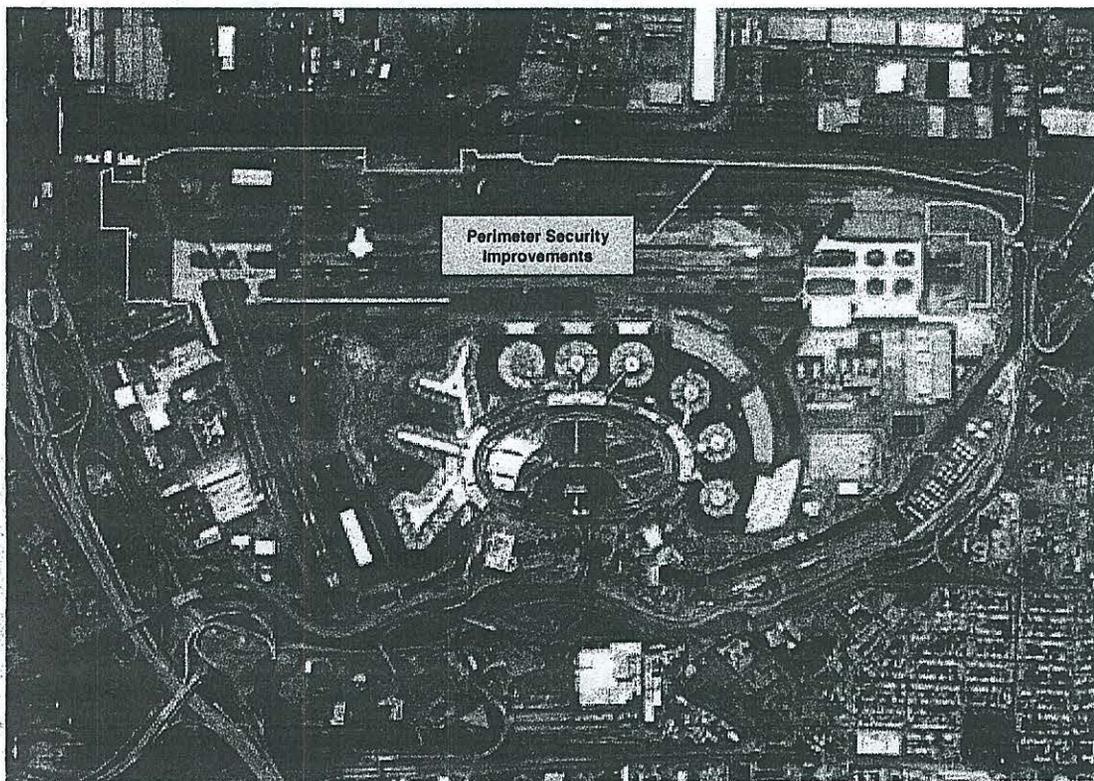
This project is vitally important to ensure the safe and efficient operation of Group V aircraft currently in the fleet mix at EWR. Taxiways A and B are not adequately separated to accommodate operation of Group V aircraft in the vicinity of the Terminal C Concourses.

#### ***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:***

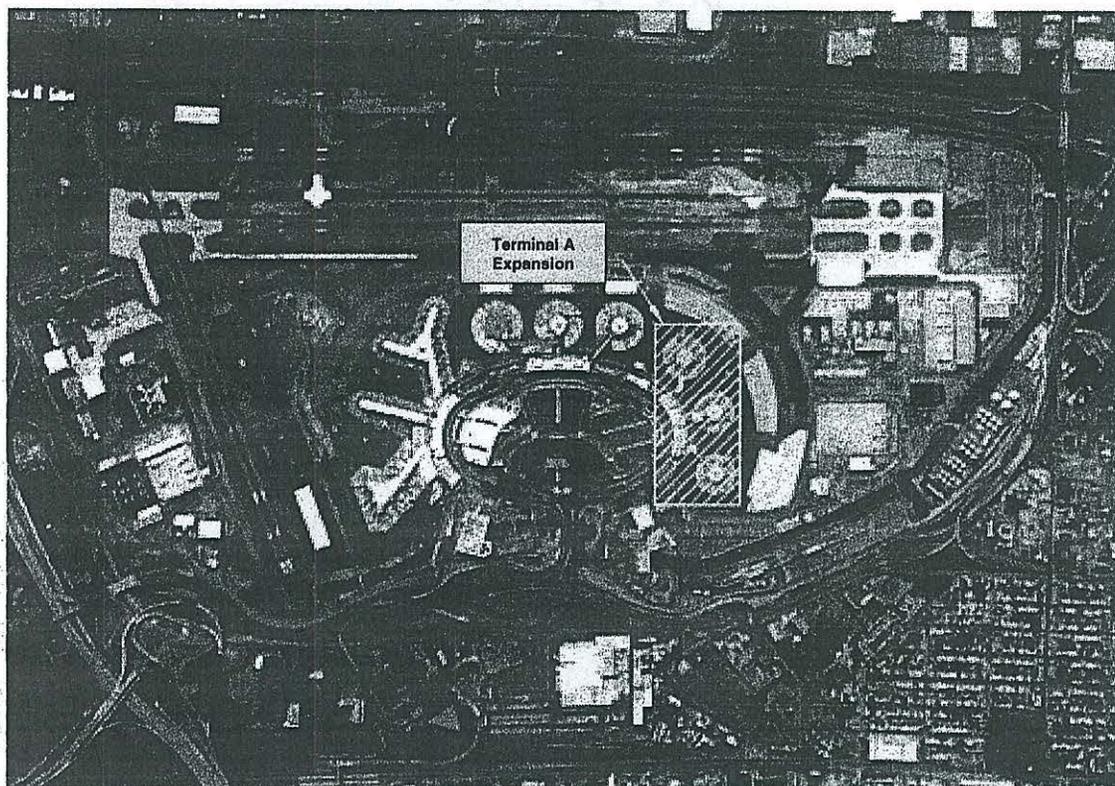
This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and airline operational areas.

### ***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:***

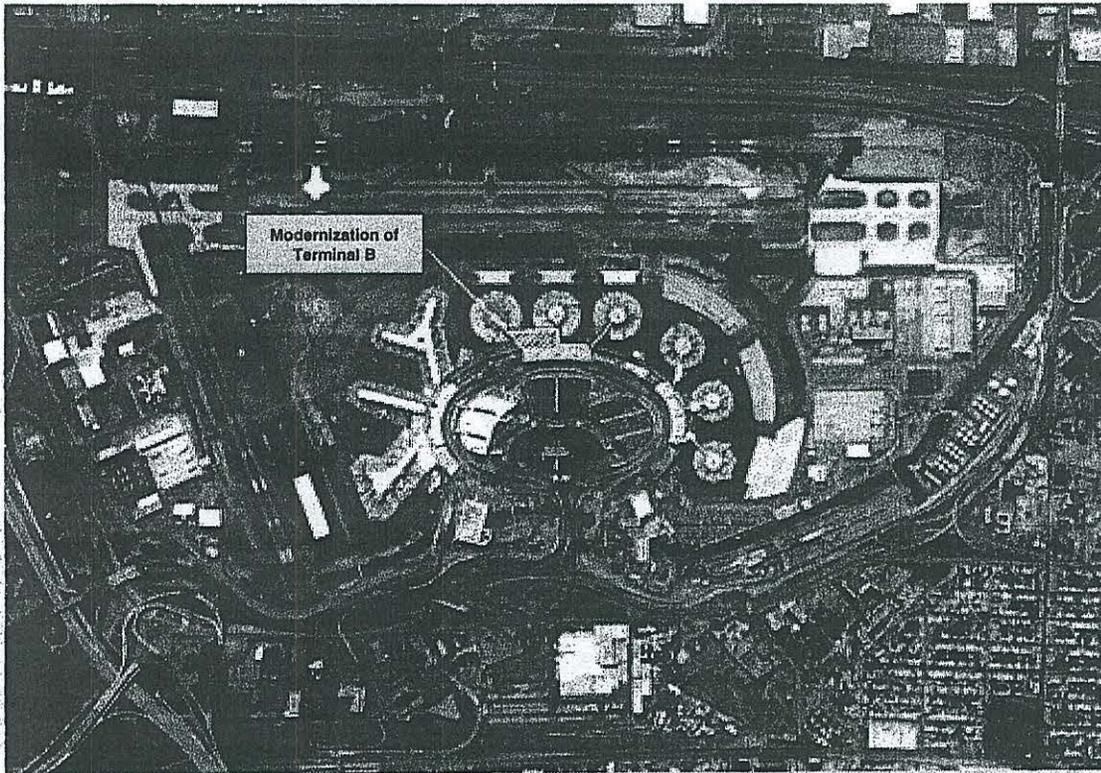
A major element driving the expansion of the Terminal is the Airport's Competition Plan.

### ***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:***

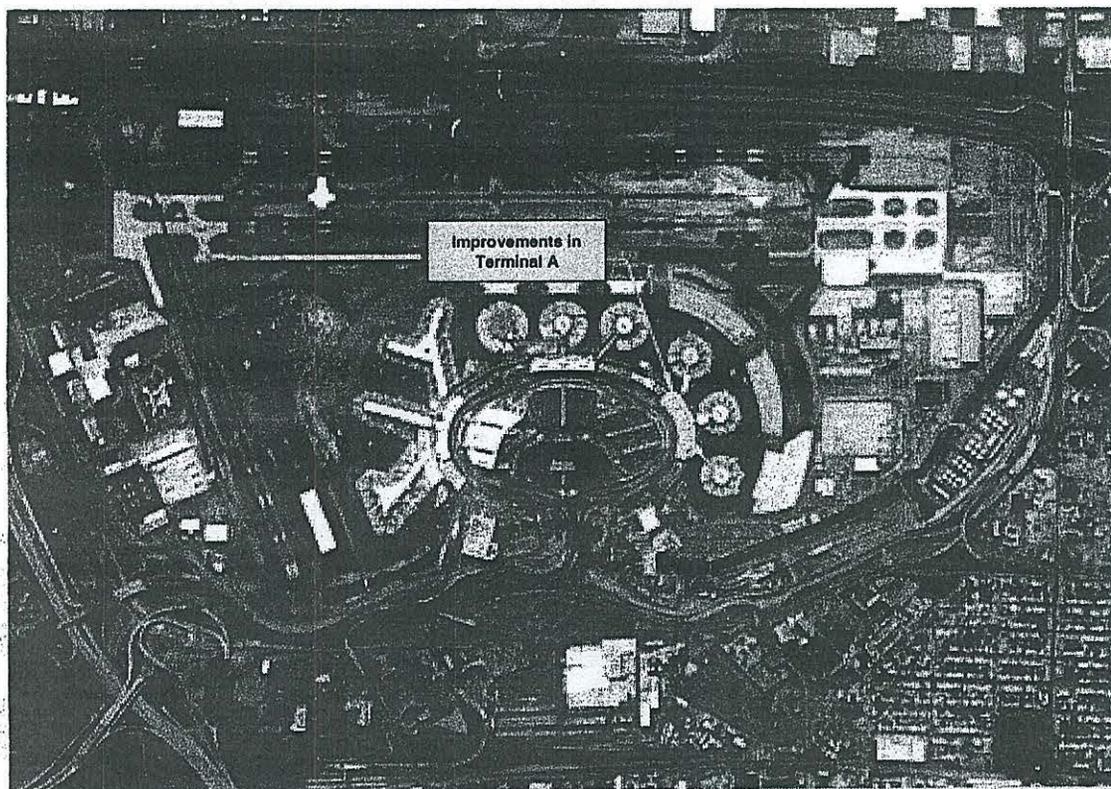
There is significant passenger congestion throughout the terminal complex that can only be remedied through extensive reconfiguration of the existing floor plan.

### ***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:***

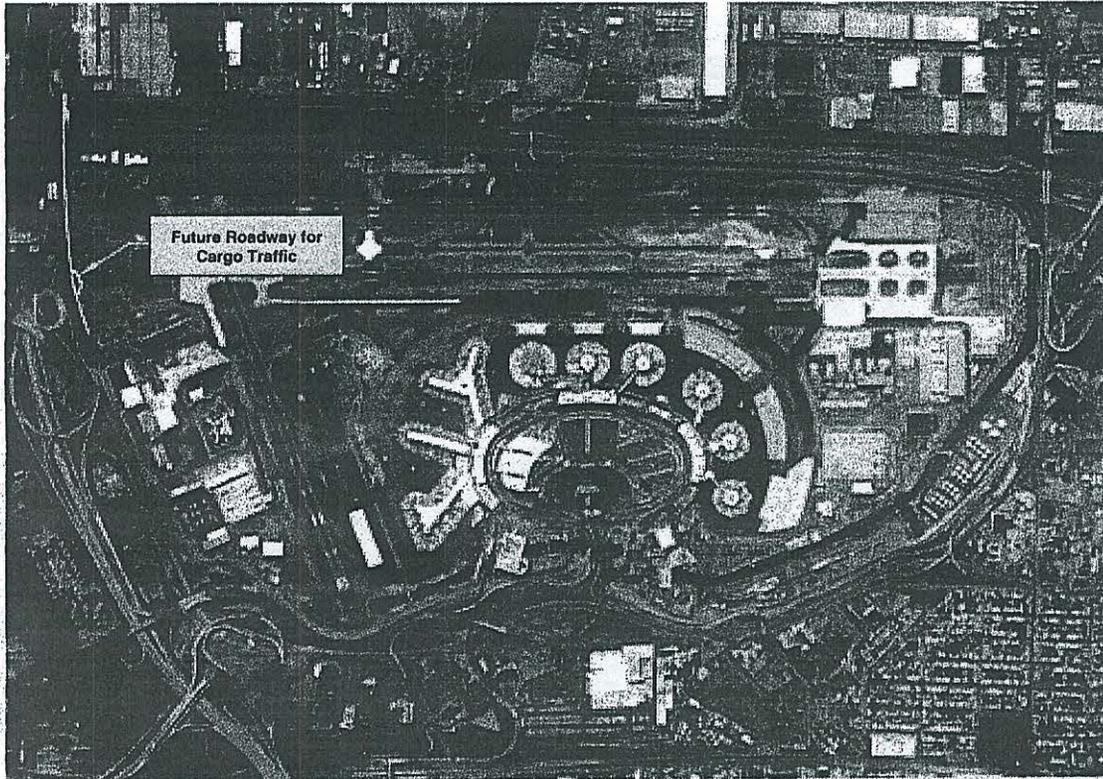
This project will contribute to alleviating congestion by improving passenger throughput in Terminal A. The existing elevators are inadequate in number, size, and location.

### ***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:***

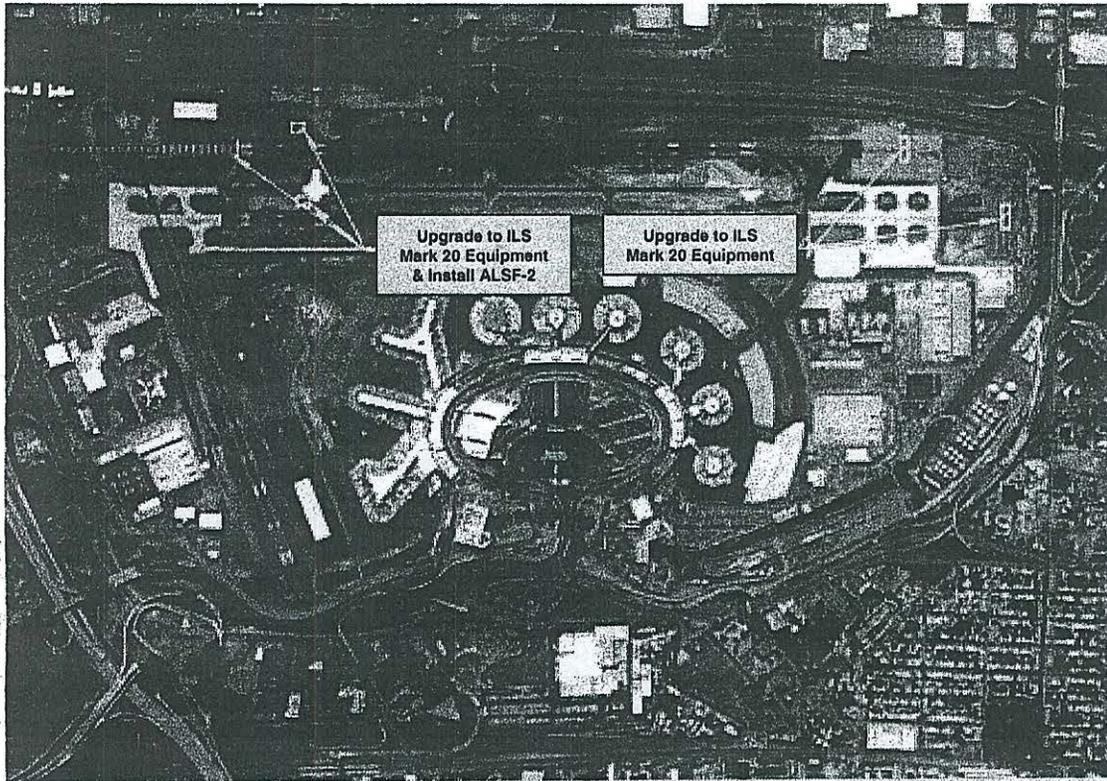
The new route will be more direct and the roadway will be wider to better accommodate the large trucks and cargo handling vehicles used by the tenants in the North Area.

### ***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:***

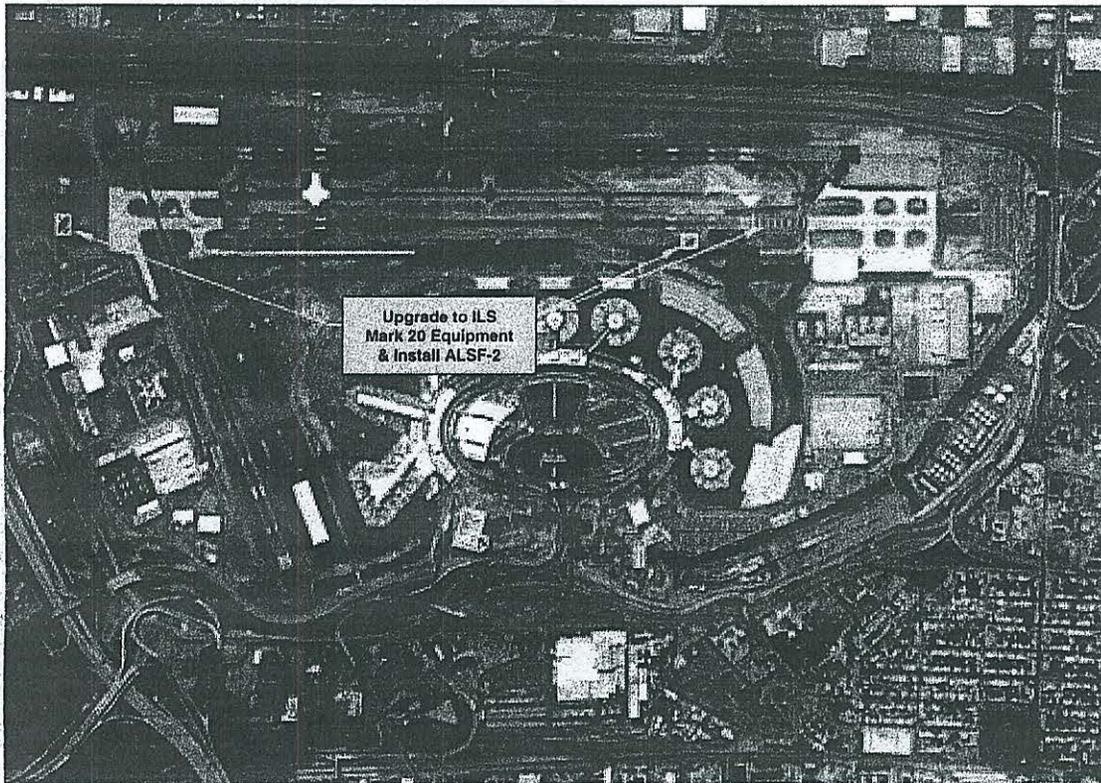
Since the existing equipment was originally installed, major advances have been made in ILS technology that have increased the accuracy and reliability of the equipment.

### ***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:***

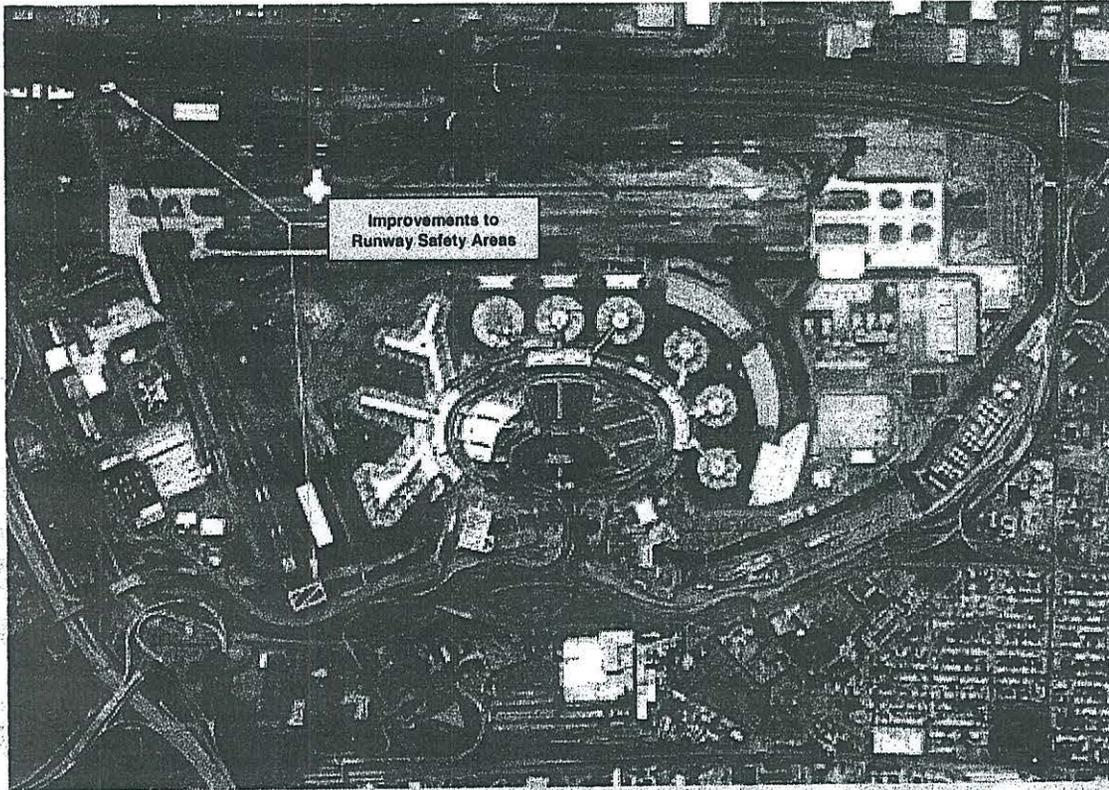
CAT III capability on Runway 4L will increase the poor weather capacity of the Airport, while providing airlines with additional landing alternatives during CAT III conditions.

### ***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



### ***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.

**TOTAL PROJECT COST = \$20 Mil.**



**THE PORT AUTHORITY OF NY & NJ**

***Passenger Facility Charge Consultation***

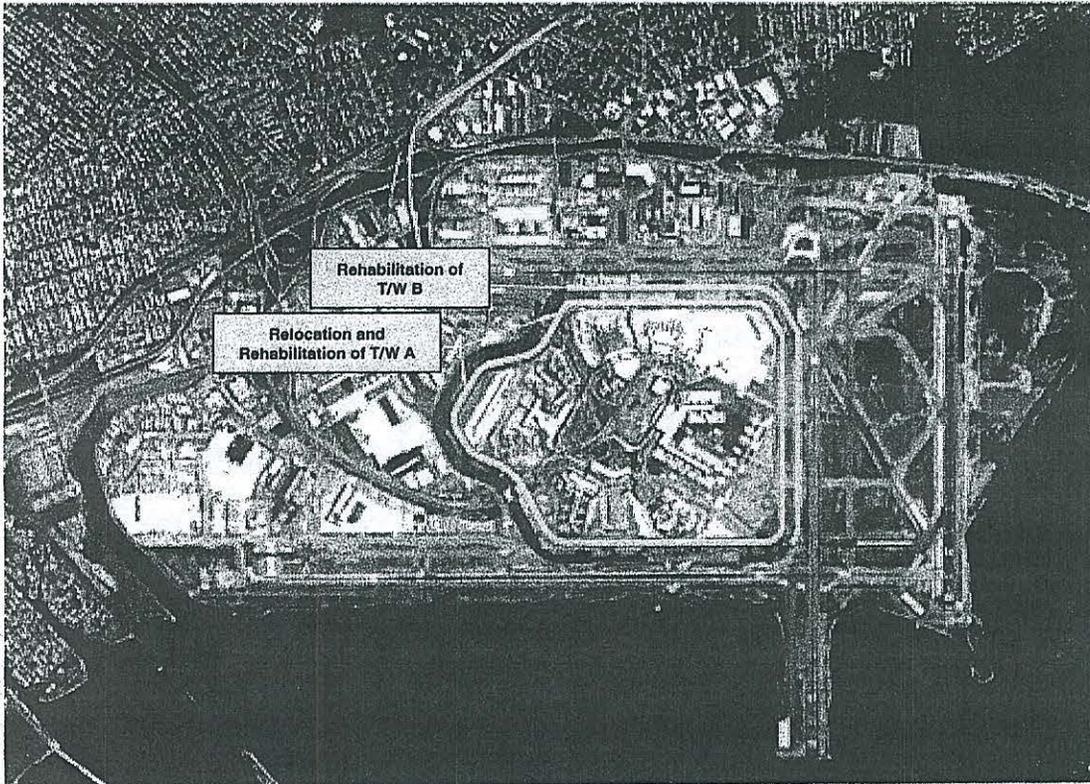
# **John F. Kennedy International Airport**

**EWR, JFK and LGA Airports**

**JFK**



## 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:***

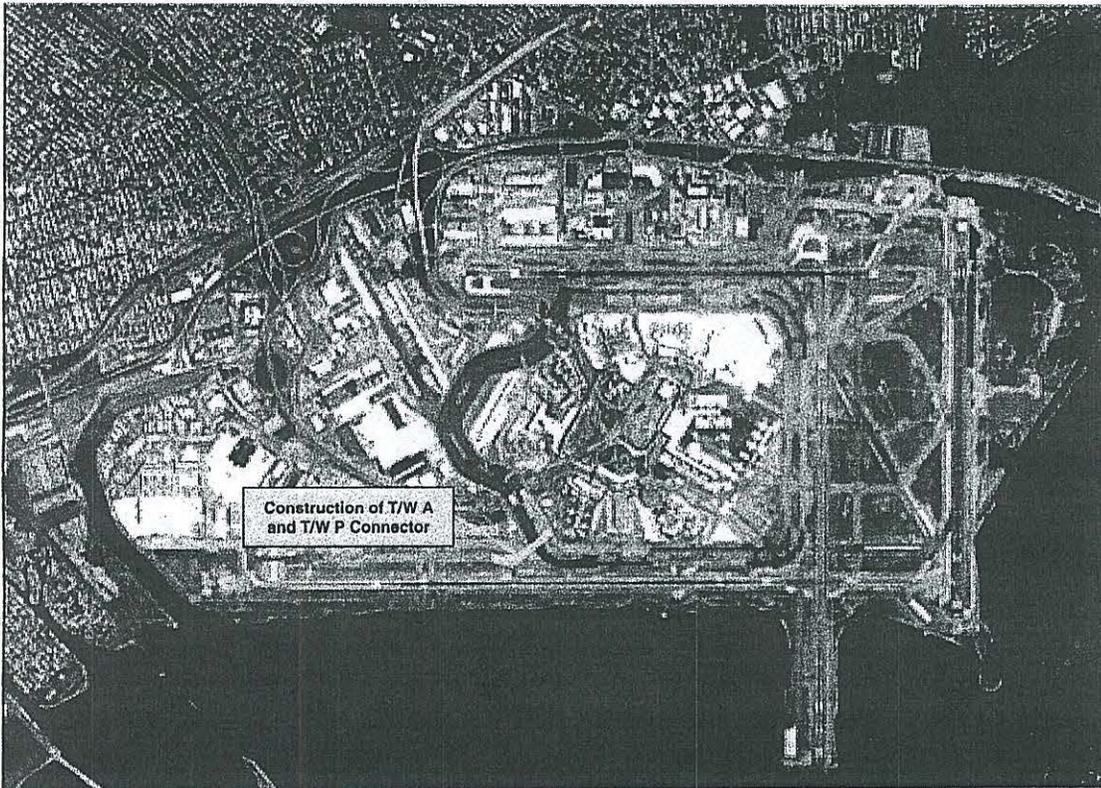
Although routine pavement maintenance and repair is performed on a regular basis, T/W A and B pavements are nearing the end of their useful lives.

### ***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



#### ***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.

**TOTAL PROJECT COST = \$40 Mil.**



## 4. Runway 13L-31R Rehabilitation Project



### ***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.

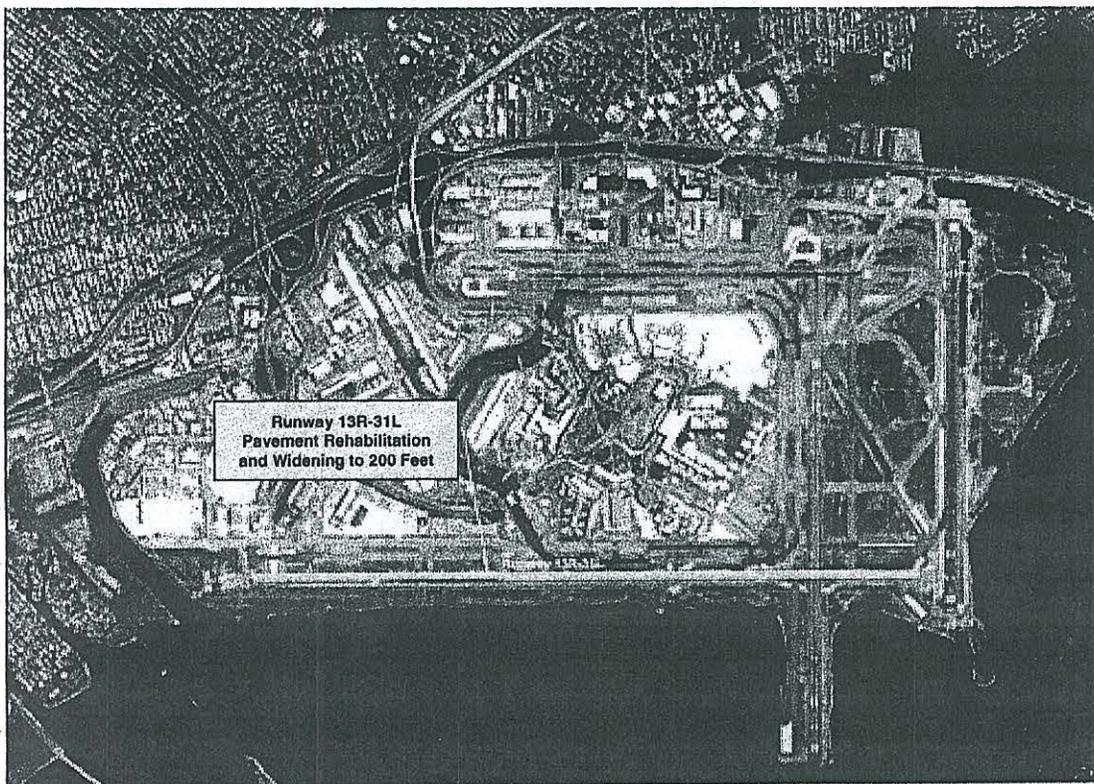
### ***Project Objective:***

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.

**TOTAL PROJECT COST = \$36 Mil.**



## 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:***

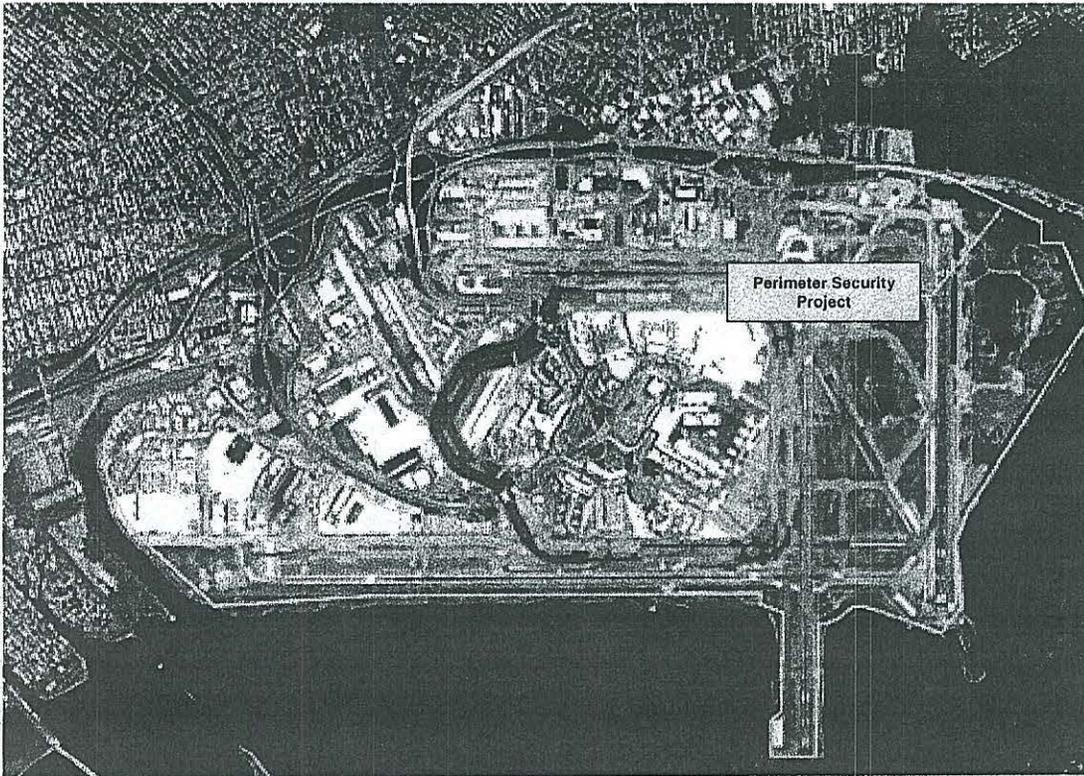
The Planning Project for the Rehabilitation and Widening of R/W 13R will define a detailed scope of work, costs, schedule and operational impacts during and after construction, ensuring the safe and efficient operation of air passenger and air cargo aircraft.

### ***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:***

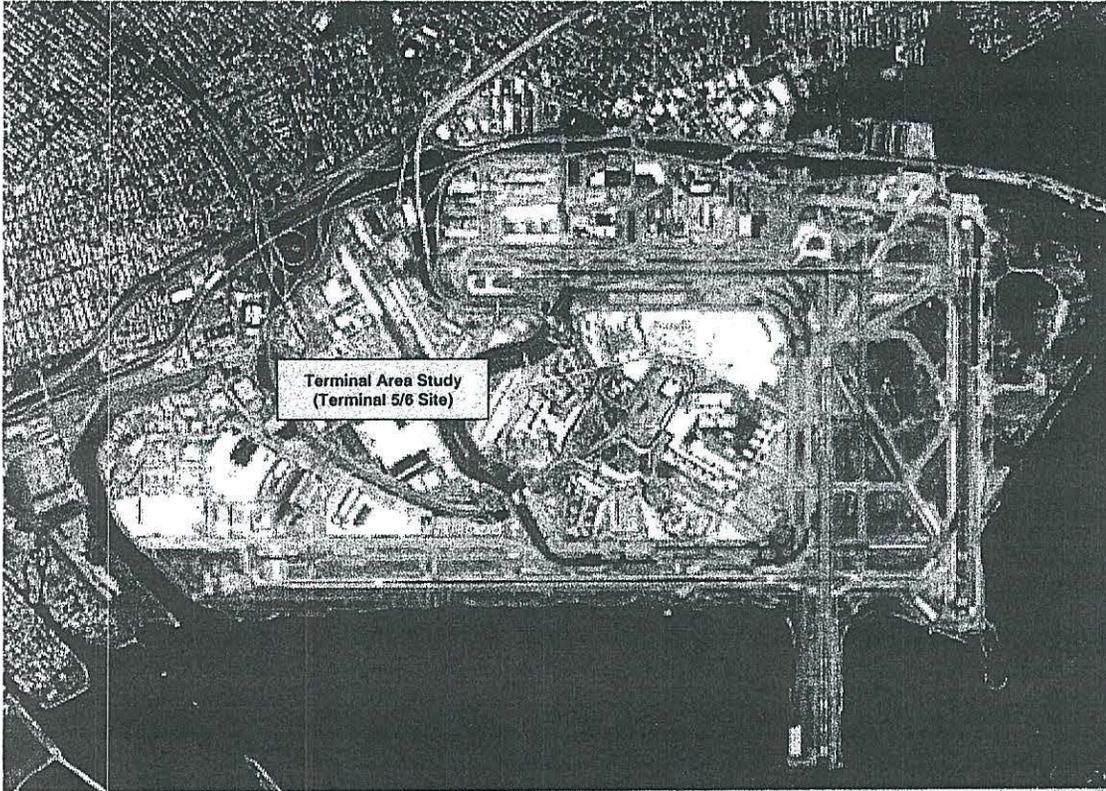
These security improvements will aid airport security personnel in thwarting unauthorized access to the AOA, the airport, and operational areas.

### ***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.



**THE PORT AUTHORITY OF NY & NJ**

***Passenger Facility Charge Consultation***

# **LaGuardia Airport**

**EWR, JFK and LGA Airports**

**LGA**



## 1. Central Terminal Building (CTB) Modernization Feasibility Study



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



### ***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.

**TOTAL PROJECT COST = \$25 Mil.**



### 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



### ***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.

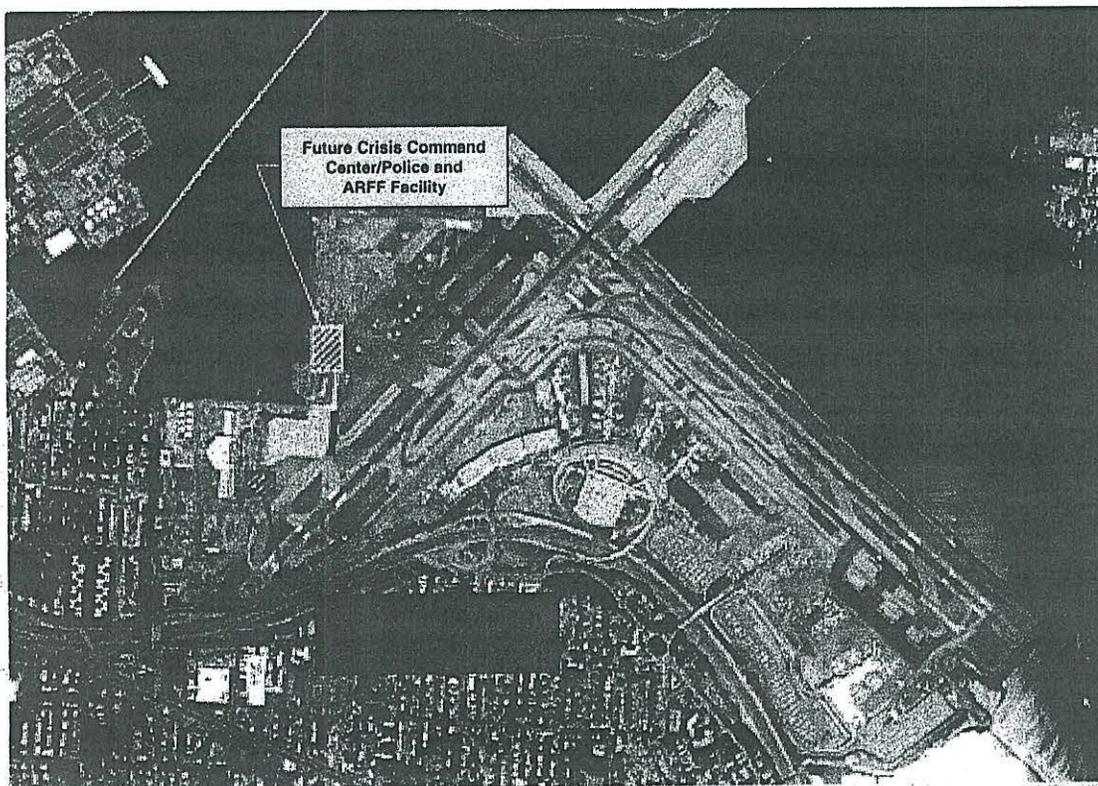
### ***Project Objective:***

To enhance the security of the Airport while minimizing the exposure of airline and airport operations to criminal and terrorist threats.

**TOTAL PROJECT COST = \$10 Mil.**



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



### ***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.

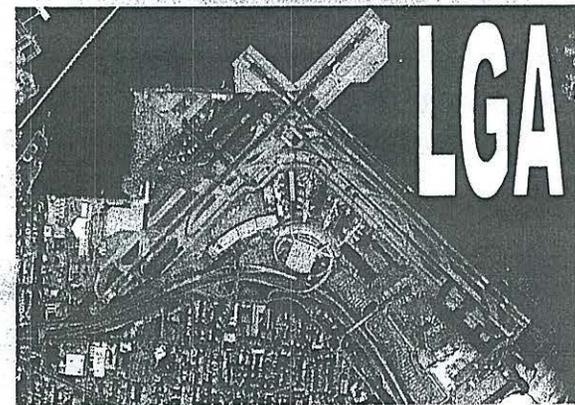
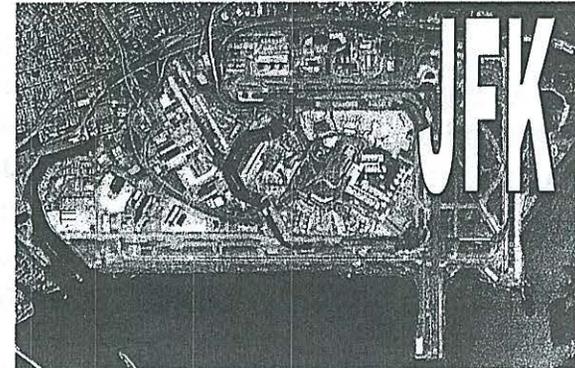
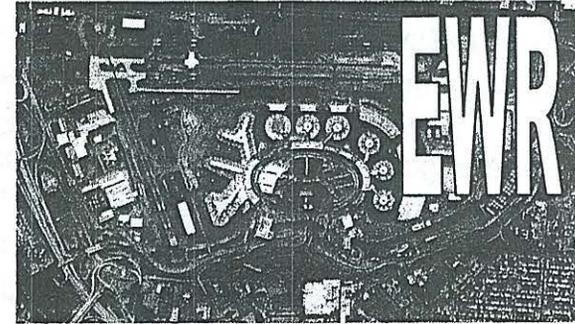
### ***Project Objective:***

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.

**TOTAL PROJECT COST = \$57.6 Mil.**



# 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.

<b>Port Authority of New York and New Jersey</b>							
<b>Anticipated Passenger Facility Charge Revenue</b>							
<b>Annual and Cumulative Collections at \$4.50</b>							
<b>Annual Collections (In thousands)</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Newark Liberty International Airport (EWR)	\$ 20,499	\$ 21,160	\$ 21,774	\$ 65,760	\$ 67,149	\$ 69,233	\$ 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
<b>Total Annual</b>	<b>\$ 58,839</b>	<b>\$ 60,887</b>	<b>\$ 62,929</b>	<b>\$ 190,491</b>	<b>\$ 195,788</b>	<b>\$ 202,411</b>	<b>\$ 43,655</b>
<b>Cumulative Collections (In thousands)</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
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
<b>Total Cumulative</b>	<b>\$ 58,838</b>	<b>\$ 119,725</b>	<b>\$ 182,655</b>	<b>\$ 373,146</b>	<b>\$ 568,936</b>	<b>\$ 771,345</b>	<b>\$ 815,000</b>

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 17<sup>th</sup>, 18<sup>th</sup>, and 20<sup>th</sup>, 2004**

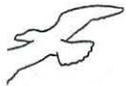


Newark Liberty International Airport  
PFC Airline Consultation Meeting  
May 17, 2004

Last Name	First Name	Company	Email Address	Phone & Fax
CLARK	PATTY	PA	PCLARK@PANYNJ.GOV	212-435-3731 -3833
Byrne	Peter	Louis Berger	PByrne@Louisberger.Com	518-432-9545 518-432-9571
BEKE	THOMAS	PA - LGT-ATD	TBEKE@PANYNJ.GOV	718-533-3509 x3767
Hestis	Richard	PANYNJ	rhestis@panynj.gov	973-961-6205 -6334
BLANCHARD	DONNA	BA	donna.blanchard@bausa.com	973-961-4584
RIESER	BRUCE	BA	bruce.rieser@bausa.com	281-449-6830 281-449-3807 (FAX)
BENMAN	JAMES	SAS	jbrlman@sera.r.com	201-896-3610 201-896-3729
BRUDS	M. UTHER	CO	MBRUDS@C.A.R. COM	713-324-2185 x47112
Sanchez	Chip	CO	CSANDE@COAR.COM	713-324-6977
Signore	Diane	CO	dsigne@coar.com	973-681-0332
KOTHARI	JYOTIKA	AI	jskothari@airindiausa.com	973 242 6917/14
Flanagan	Fred	PA	Flanagan@PANYNJ.GOV	973-961-6194/F-6125
ELIWA	Nancy	PA	nrelige@ <del>PANYNJ.GOV</del>	973-961-6253

**Newark Liberty International Airport  
PFC Airline Consultation Meeting  
May 17, 2004**

Last Name	First Name	Company	Email Address	Phone & Fax
Torres	Adam	PANYNJ	atorres@panynj.gov	(973) 792-5968
Cunha	Odete	PANYNJ	ocunha@panynj.gov	973-961-6116
Korlowski	Kristi	PA	korlowski@panynj.gov	973-961-6196
Miller	Peter	PANYNJ	pmiller@panynj.gov	212 435 3791
LIDDLE	TREVOR	PA	tliddle@panynj.gov	973-624-7693
Dickens	Pam	PA	pdickens@panynj.gov	973-961-6263
Lawrence	Huntley	PA	hlawrence@panynj.gov	973-961-6061
BARRON	DENNIS	PA	DBARRON@PANYNJ.GOV	973-624-6882
CLANTON	MARY LEE	+	marylee.clanton@ " " "	" 961-6133
HARRISON	Ed	P.A.	eharrison@ " " "	973-961-6190



**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
Byrne	Peter	Louis Berger	PByrne@louisberger.com	518 432-9545 518 432-9571
CLARK	PATTY	PA	PCLARK@PA.NY.NJ.GOV	212-435-3731 - 3833
Miller	Peter	PA	pmiller@panynj.gov	212.435-3791
LOUIS	Rich	PA	RLouis@PANYNJ.GOV	
ALDRICH	LARRY	DL	larry.aldrich@delta.com	404-215-2176 404-714-6437 (FAX)
Doug Hope	DOUG	AA	Doug.Hope@AA.com	817 931-4735 817-969-3611
Tan & Lain	JAN	NYAD	myale@earthlink.net	718-426-5633 - 5597
MILLER	BRIAN	DELTA	brian.s.miller@deltac.com	404-773-3306 404-773-6369-FAX
TRAGALE	RALPH	PA	rtragale@panynj.gov	202-435-3730
Sweeney	Erin	SWISS	erin.sweeney@swiss.com	516- <del>247</del> -4070 516-247-4044
MAHER	ISAM	PA	IMAHER@PA.NY.NJ.GOV	212 244-3651
KAGAN	DAVID	PA	dkagan@PANYNJ.GOV	(212) 435-3719
PAMPANATO	Jenny	PA	JSPAMP@PA.NY.NJ.GOV	718 244-3913

**John F. Kennedy International Airport  
PFC Airline Consultation Meeting  
May 18, 2004**

Last Name	First Name	Company	Email Address	Phone & Fax
Kruspeal	Paulette	PIA	JFKKKR@piac.com	Fax 656-4704 718 656-4030
STEVES	JAMES	PANYNJ	JSTEVES@PANYNJ.GOV	718 244-3734
JUARBE	LOJ	PANYNJ	LJUARBE@PANYNJ.GOV	718 244-3535
DELBOINI	JDAO	AGRO LINIAS ARGENTINAS	JFKKKAR@ADL.COM	718-7514321/4326
IVYER	VAISHALI	AIR INDIA	NYCACA1 Viyer@airindiausa.com	212-407-1407 -tel 212-407-1451 -fax
TIRKEY	ARUN K	AIR-INDIA	aktirkey@airindiausa.com	718-632-0117 718-656-8414 Tel Fax
CRAFT	IAN	VIRGIN ATLANTIC	ICRAFT@FLY.VIRGIN.COM	203 750 2065 203 750 2006
Hayden	JIM	P.A.	JHAYDEN@PANYNJ.GOV	212-3522 212-3792
LIDDLE	TREVOR	PA	T.LIDDLE@PANYNJ.GOV	973.624-7693
LEE	Jay	Asiana	jaylee@flyasiana.com	718-244-7077 718-656-1212 (FAX)
Wazman	WIL	PA	WJWEMAN@panynj.gov	718-533-3512
GOVIL	AMIT	PA	amitgovil@pcpa.com	732-651-1700
Graser	PHIL	PA	agraser@PanyNJ.gov	718 244 3501



**THE PORT AUTHORITY OF NY & NJ**

**LaGuardia Airport  
PFC Airline Consultation Meeting  
May 20, 2004**

Last Name	First Name	Company	Email Address	Phone & Fax
Byrne	Peter	Lou's Berger	PByrne@louisberger.com	518-432-9545 518-432-9571
CLARK	PATTY	PA	PCLARK@PANYNJ.GOV	212-435-3731 " " - 3833
Miller	Peter	PA	pmiller@panynj.gov	212 435 3791
MORAN	MIKE	PA	mmoran@PANYNJ.GOV	718-244-3531
CHAMBERS	MICHAEL	DMJM+HARRIS	michael.chambers@dmjmharris.com	203 827 0240
BEKE	THOMAS	PA - LGA/AFD	TBEKE@PANYNJ.GOV	718-533-3809 X3767
Wuzeman	Wilfredo	PA-LGA/AFD	wuzeman@panynj.gov	718-533-3512
Ferrigno	Michael	PA	mferrigno@PANYNJ.GOV	718 533-3457
DiMola	Francis	PA	FDiMola@PANYNJ.GOV	212-435-3713





## **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.

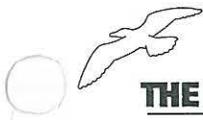
**4. Airline Representative Comment  
Continental Airlines**

- 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.

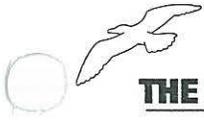
**9. Airline Representative Comment**

**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.

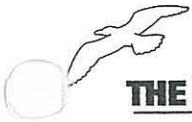
**Port Authority Response**

- 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 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 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%

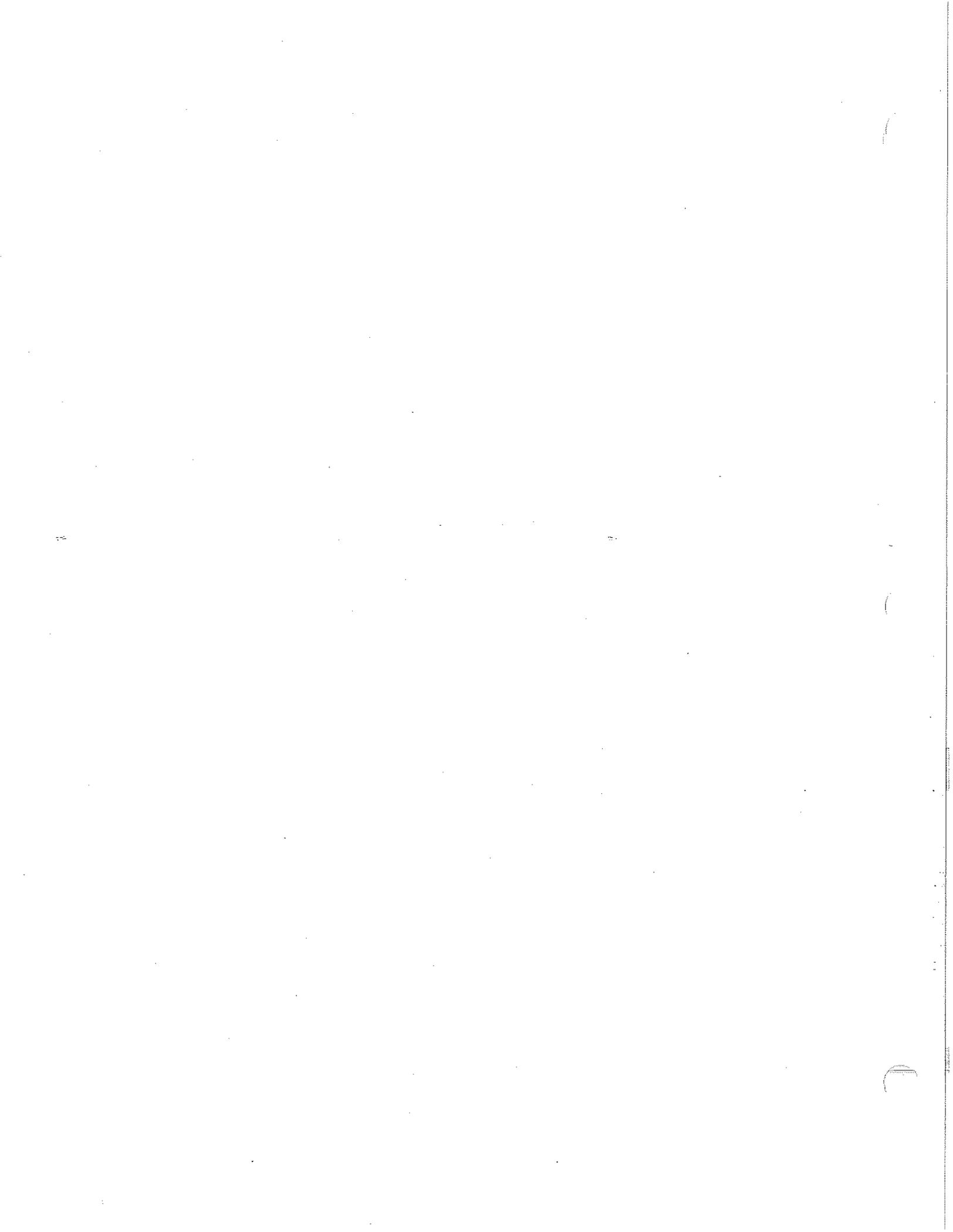
LaGuardia Airport Airline	Annual Enplanements
Champlain Enterprises, Inc.	2,165
Total Enplanements	2,165
Percent of Total Airport Enplanements	0.02%

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.

<b>Alternative Projects Summary</b>		
<b>Airport</b>	<b>Project</b>	<b>Estimated Cost</b>
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 Rehabilitation Phase III	\$50,000,000
LaGuardia Airport	Taxiway Rehabilitation	\$25,000,000
LaGuardia Airport	School Soundproofing	\$67,000,000
<b>Total Alternative Projects</b>		<b>\$614,000,000</b>

### 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.

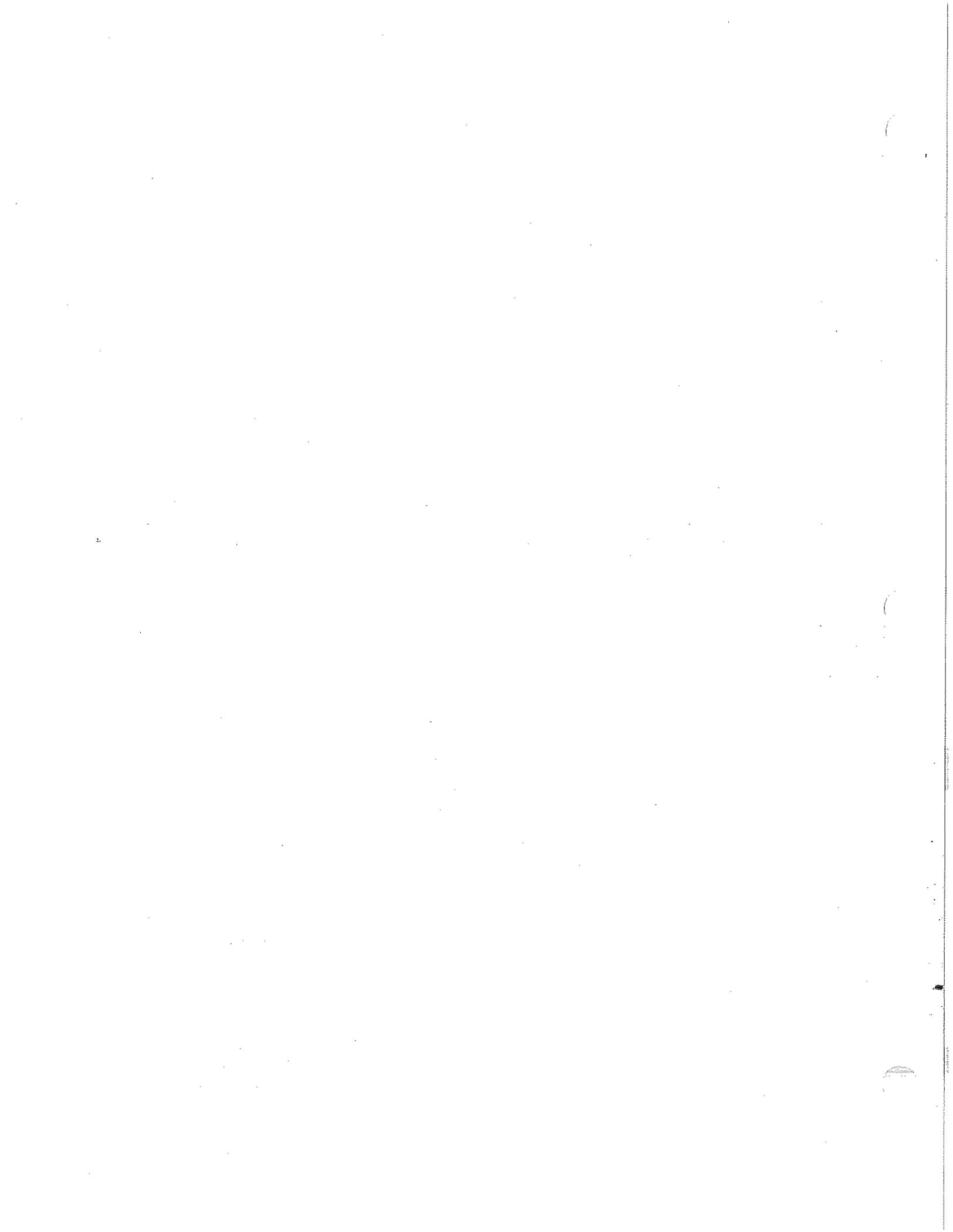
**Runway Deck Rehabilitation Phase III:** Construction at the runway deck includes rehabilitation of pile caps, concrete girders, deck slabs, expansion joints and steel sheet piling; replacement of pile wraps, cathodic protection system and rip-rap. By maintaining, repairing, upgrading and replacing 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 21<sup>st</sup> 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, Airport's Financial Analysis and Passenger Facility Charge Branch, at (202) 267-3831.

Sincerely,

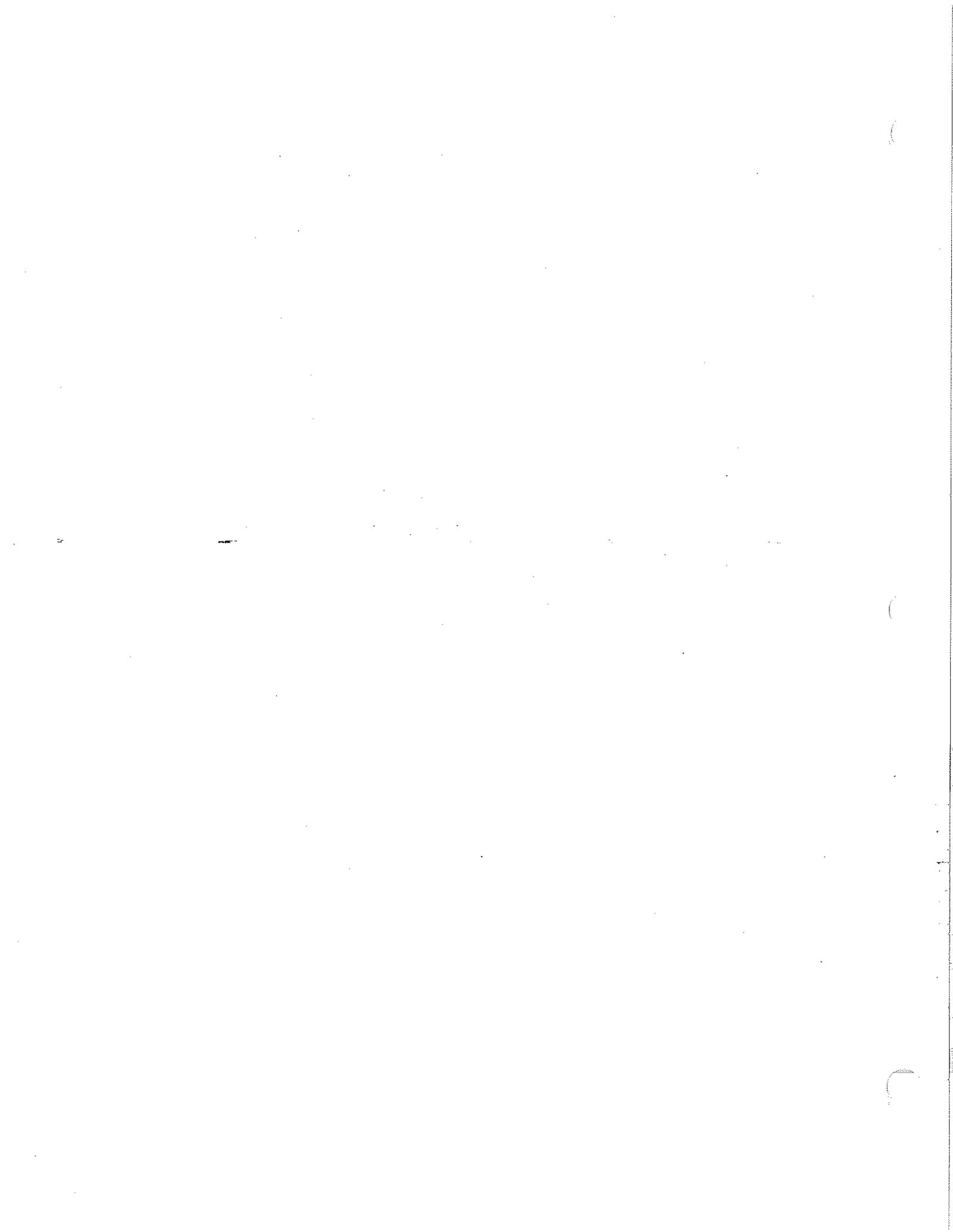
*Original signed by*

Dennis E. Roberts  
Director, Office of Airport Planning  
and Programming

Enclosure  
APP-510: Jhorne 79922 th 5/8/04  
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 nonconcurrency 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 nonconcurrency 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;

- 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 nonconcurrency 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:

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 nonconcurrency 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 nonconcurrency 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;

<b>Perimeter Security Project</b>	11/29/04;
<b>Reimbursement for Mandated Security Costs</b>	N/A;
<b>Infrastructure Study and Preliminary Design to Accommodate a New Terminal</b>	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 nonconurrence 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 nonconcurrency 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 nonconcurrency below.

\*\*\*\*\*

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

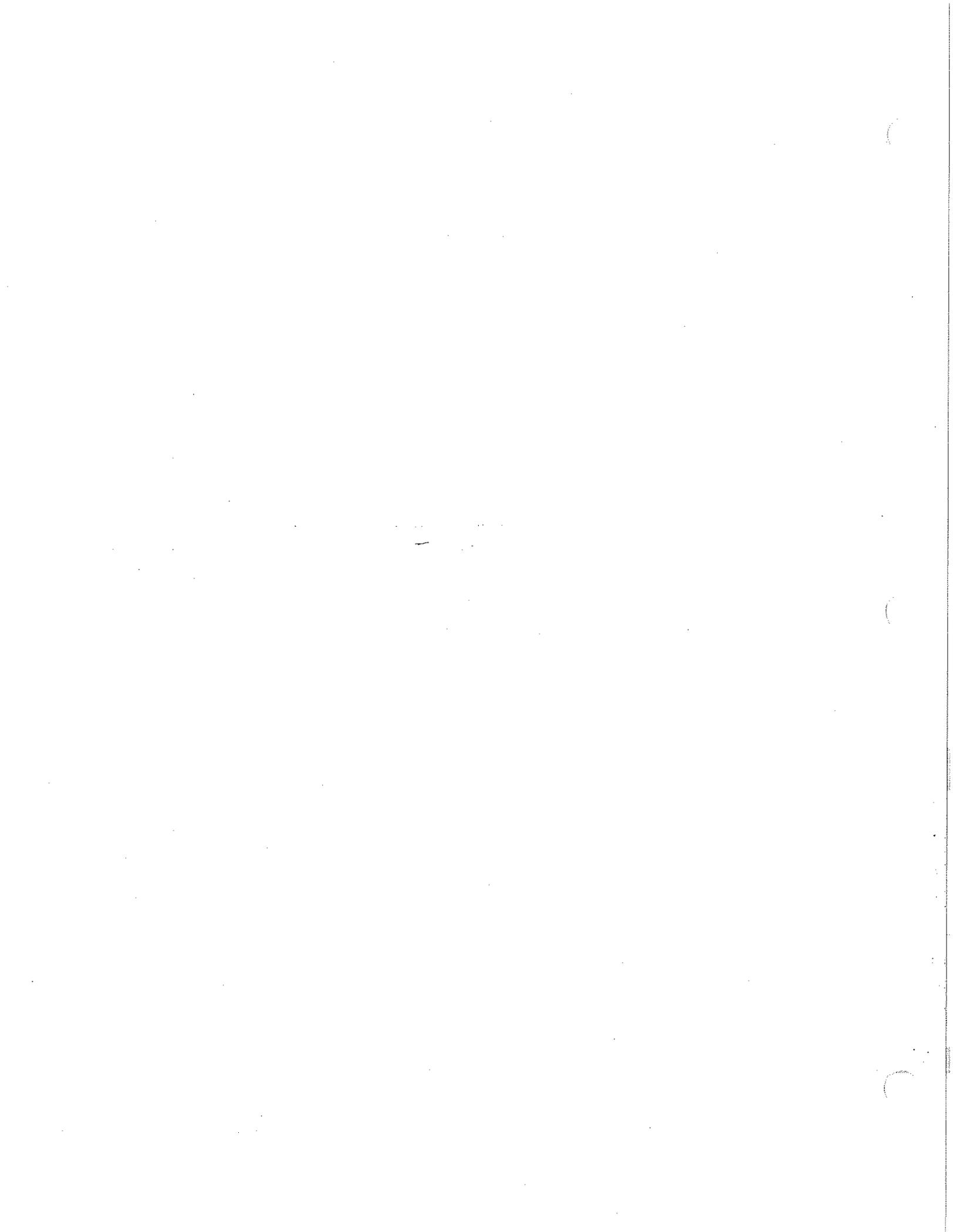
Perimeter Security Project

- 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;



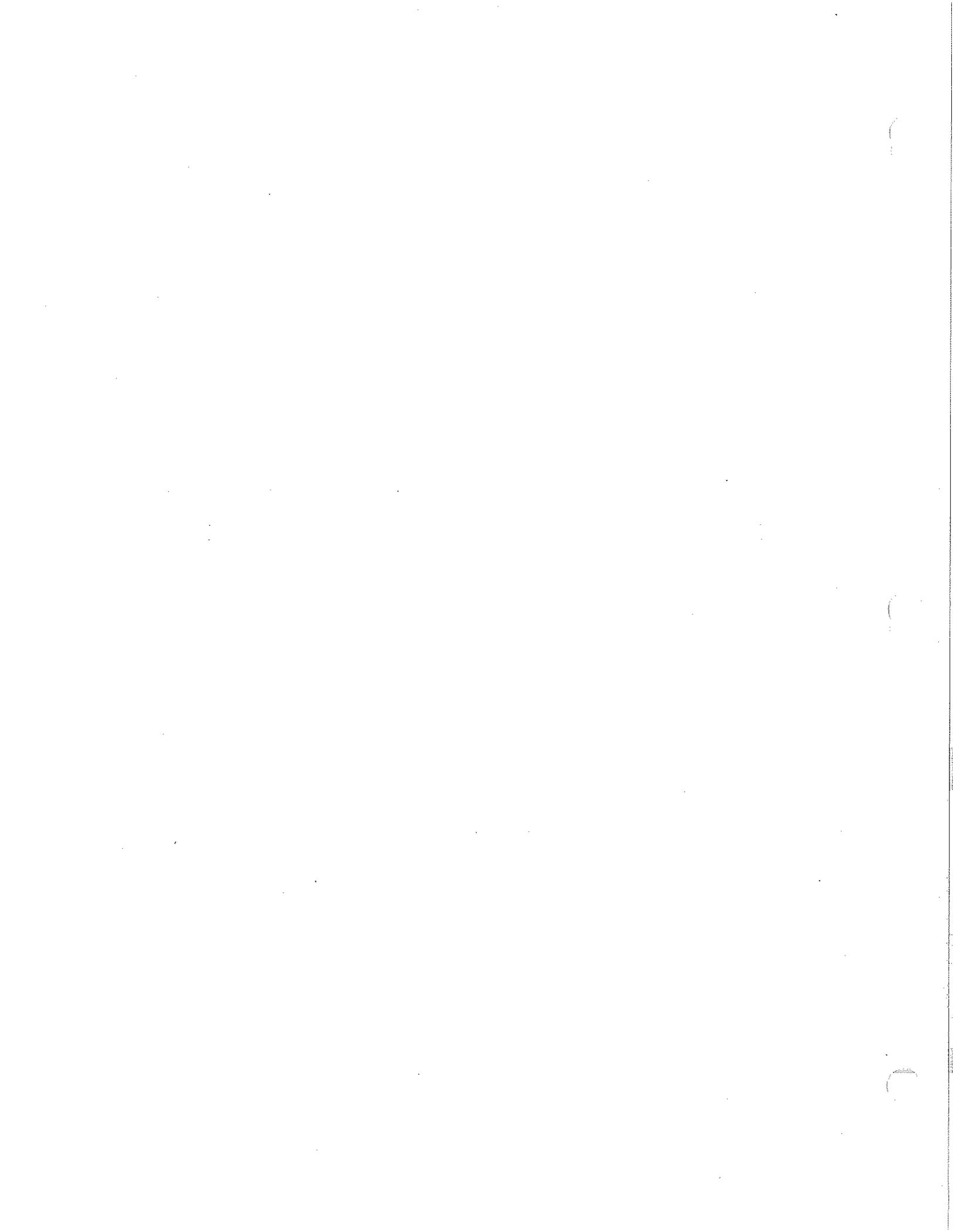


**ATTACHMENT H**  
**RESPONSES TO AIRCARRIER COMMENTS**  
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**SECTION 1 – Responses to Air Carrier Comments**

- Projects for Newark Liberty International Airport – Page 1
- Projects for John F. Kennedy International Airport – Page 14
- Projects for LaGuardia Airport – Page 24

**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    | ▪ Northwest Airlines              |
| ▪ Comair               | ▪ Pakistan International Airlines |
| ▪ Continental Airlines | ▪ United Airlines                 |
| ▪ Delta Airlines       | ▪ USAirways                       |
| ▪ Midwest Airlines     |                                   |



**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 environment 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 than 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 | ▪ Midwest Airlines   |
| ▪ American Airlines     | ▪ Northwest Airlines |
| ▪ Comair                | ▪ United Airlines    |
| ▪ Continental Airlines  | ▪ USAirways          |
| ▪ Delta Airlines        |                      |



**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

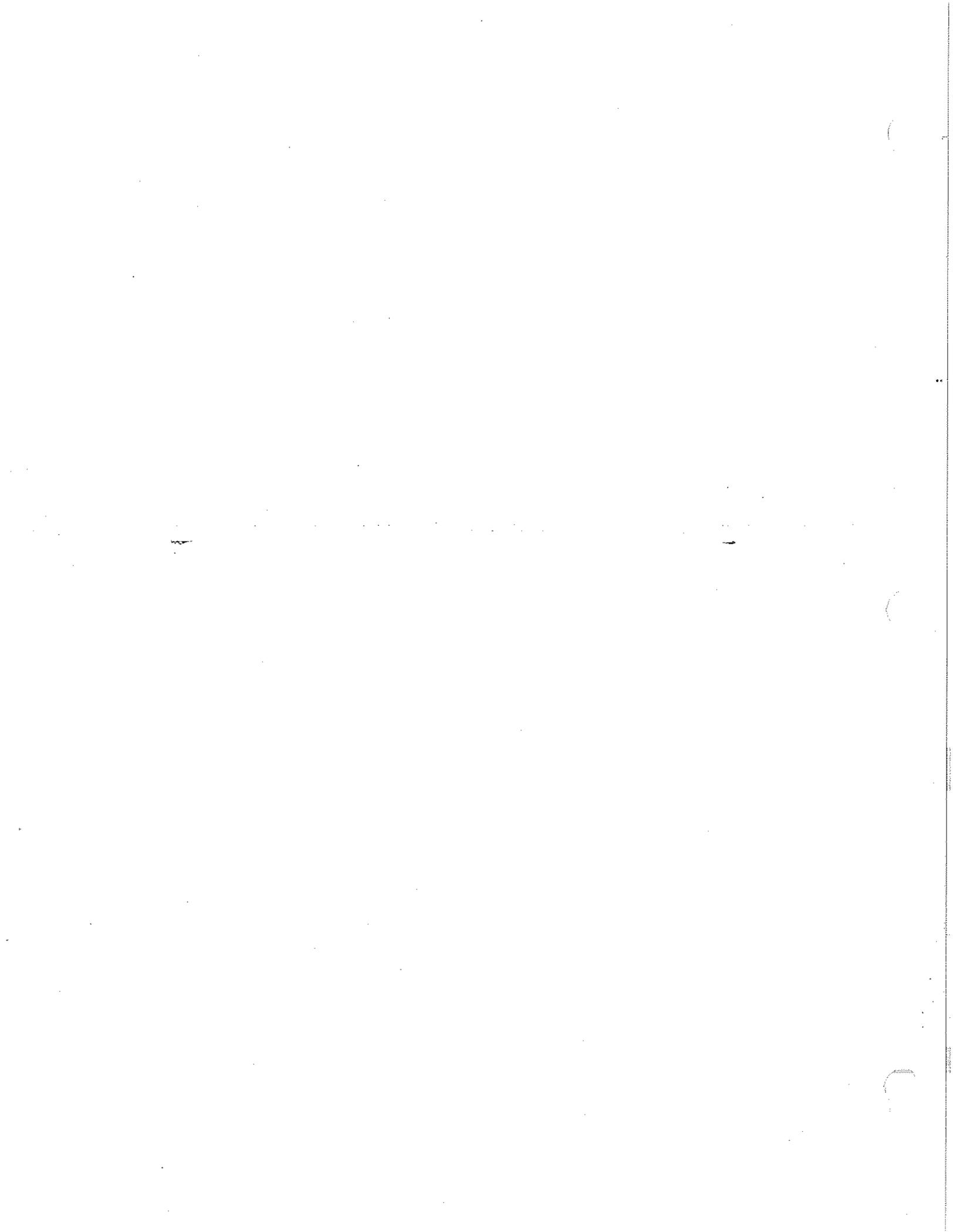
**RESPONSE:** The Port Authority is actively pursuing alternative methods for funding security related projects. It is incumbent upon the Port Authority to ensure the security and safety of air travel at the Airports and this can only be accomplished through the application of a thorough security program 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**

# American Airlines®

CORPORATE REAL ESTATE

June 18, 2004

Ms. Patty Clark  
Senior Advisor  
Aviation Department  
The Port Authority of NY & NJ  
225 Park Avenue South, 9<sup>th</sup> 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 17<sup>th</sup>, May 18<sup>th</sup>, and May 20<sup>th</sup> 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

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 from 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,

PFC Response – PANY&NJ  
American Airlines, Inc.  
June 18, 2004  
Page 11

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, 9<sup>th</sup> 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 17<sup>th</sup>, May 18<sup>th</sup>, and May 20<sup>th</sup> 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.

PFC Response – PANY&NJ

Comair, Inc.

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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.

PFC Response – PANY&NJ  
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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



VIA FAX 212-435-3833 AND FEDEX

Continental Airlines, Inc. Tel 713 324 6877  
PO Box 4607 HQSPF  
Houston TX 77210-4607

June 18, 2004

Ms. Patty Clark  
Senior Advisor, Aviation Department  
The Port Authority of New York and New Jersey  
225 Park Avenue South, 9<sup>th</sup> 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<sup>1</sup> 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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<sup>1</sup> 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:

**Newark Liberty International Airport**

**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.

**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.

**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.

**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.

**John F. Kennedy International Airport**

**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.

**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.

**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.

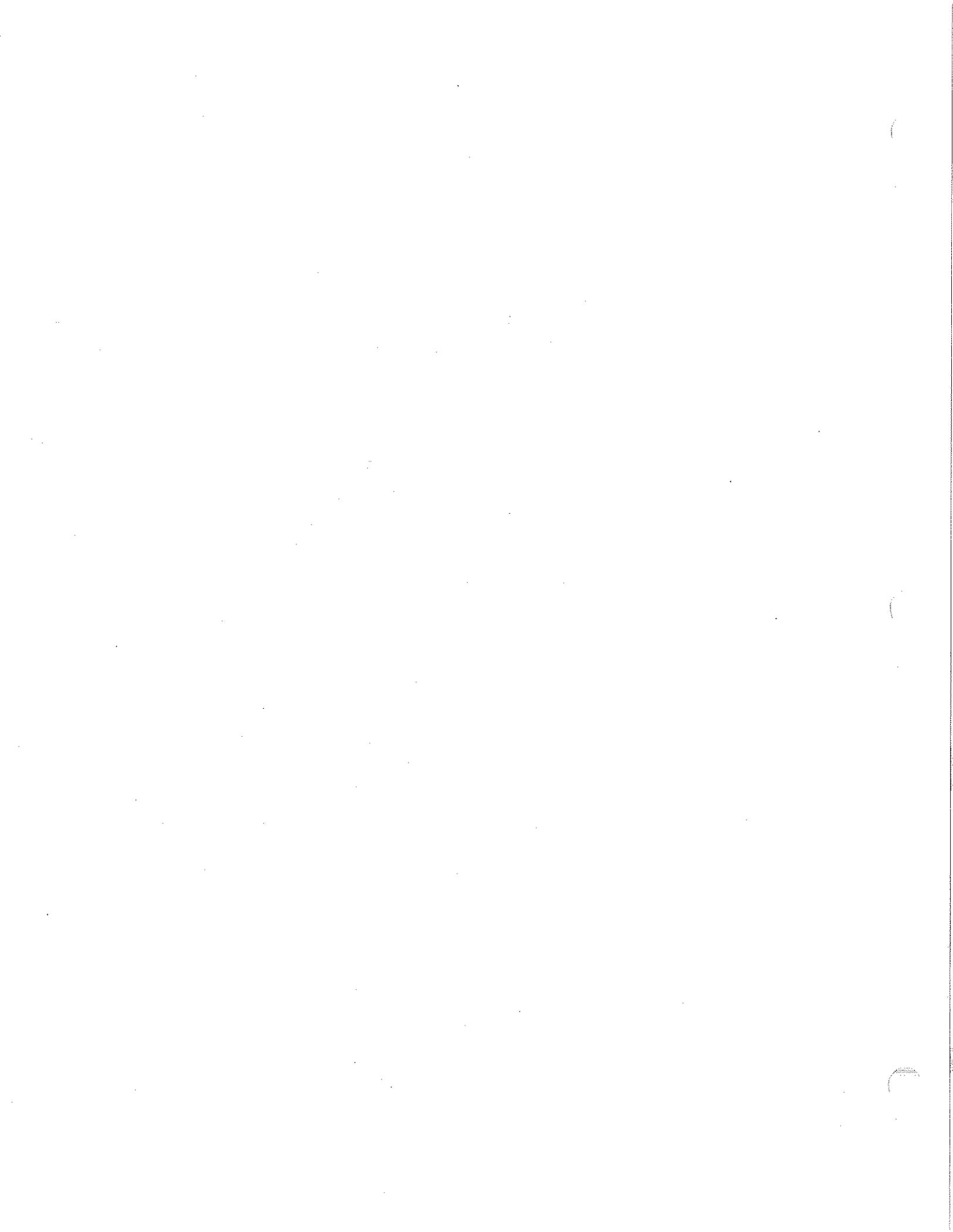
**LaGuardia Airport**

**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.



**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

**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.

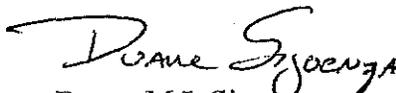
**2. CTB Modernization Planning and Engineering**

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.

Ms. Patty Clark  
June 18, 2004  
Page 10 of 10

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 M.I. Siguenza *by CWS*  
Director, Corporate Real Estate

Copy to:     FAA Eastern Regional Office  
              EWR AAAC  
              NYALO



Delta Air Lines, Inc.  
Post Office Box 20706  
Atlanta, Georgia 30320-6001

June 18, 2004

Ms. Patty Clark  
Senior Advisor  
Aviation Department  
The Port Authority of NY & NJ  
225 Park Avenue South, 9<sup>th</sup> 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 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 17<sup>th</sup>, May 18<sup>th</sup>, and May 20<sup>th</sup> 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



**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.

PFC Response – PANY&NJ  
Delta Air Lines, Inc.  
June 18, 2004  
Page 10

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



June 17, 2004

Ms. Patty Clark  
Senior Advisor  
Aviation Department  
The Port Authority of NY & NJ  
225 Park Avenue South, 9<sup>th</sup> 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 17<sup>th</sup>, May 18<sup>th</sup>, and May 20<sup>th</sup> 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,

A handwritten signature in cursive script that reads "Jeffrey J. Scheidt".

Jeffrey J. Scheidt  
Airport Affairs

cc: FAA Eastern Regional Office  
Tom Browne, Air Transportation Association  
Barry Molar, FAA

**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, 9<sup>th</sup> 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. Hinds  
Regional Director Airport Affairs

cc: FAA Eastern Region  
Tom Browne – ATA  
Barry Molar – FAA  
FAA Regional Office  
EWR AAAC  
A. Deininger NW EWR



**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.

ATTACHMENT A  
Proposed PFC EWR  
6/11/2004

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**

ATTACHMENT A  
Proposed PFC EWR  
6/11/2004

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, 9<sup>th</sup> 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  
Regional Director Airport Affairs

cc: FAA Eastern Region  
Tom Browne – ATA  
Barry Molar – FAA  
FAA Regional Office  
JFK AAAC  
R. Harvey NW JFK



**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 Coast's 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 3<sup>rd</sup> 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, 9<sup>th</sup> 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. Hinds  
Regional Director Airport Affairs

cc: FAA Eastern Region  
Tom Browne – ATA  
Barry Molar – FAA  
FAA Regional Office  
LGA AAAC  
B. Anderson NW LGA



**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

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.



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, 9<sup>th</sup> 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 17<sup>th</sup>, May 18<sup>th</sup>, and May 20<sup>th</sup> 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:

**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: Disagreement  
  
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.

Ms. Patty Clark  
June 18, 2004  
Page 10

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 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, 9<sup>th</sup> 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 an airport facility that meets the needs of the travelling public and the carriers serving JFK, EWR and LGA.

Sincerely,

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 EXHIBIT 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.



SM-JFK/PFC/04

June 17, 2004

Ms. Patty Clark  
Senior Advisor  
Aviation Department  
The Port Authority of NY & NJ  
225 Park Avenue South – 9<sup>th</sup> 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

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Dear Ms. Clark:

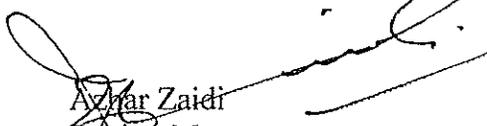
In reference to 14 CFR Section 158.23, this letter shall serve as Pakistan International Airlines' Certification of Agreement or Disagreement with regard to the projects specified in the Port Authority's proposed PFC Application, as presented at the Carrier Consultation meeting held on May 18<sup>th</sup>, 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

# AEROLINEAS ARGENTINAS

VIA FAX (212) 435-3833 and FEDEX

June 17, 2004

Ms. Patty Clark  
Senior Advisor  
Aviation Department  
225 Park Avenue South, 9<sup>th</sup> 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 18<sup>th</sup>, 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.

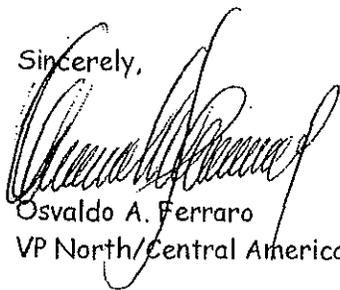
While on the other hand, we disagree with the increase for the following reasons:

- 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](http://www.aerolineas.com)

**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 nonconcurrence below.

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date
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**ATTACHMENT I**  
**ADDITIONAL INFORMATION**  
**TABLE OF CONTENTS**

**SECTION 1 – Port Authority Board Resolution**

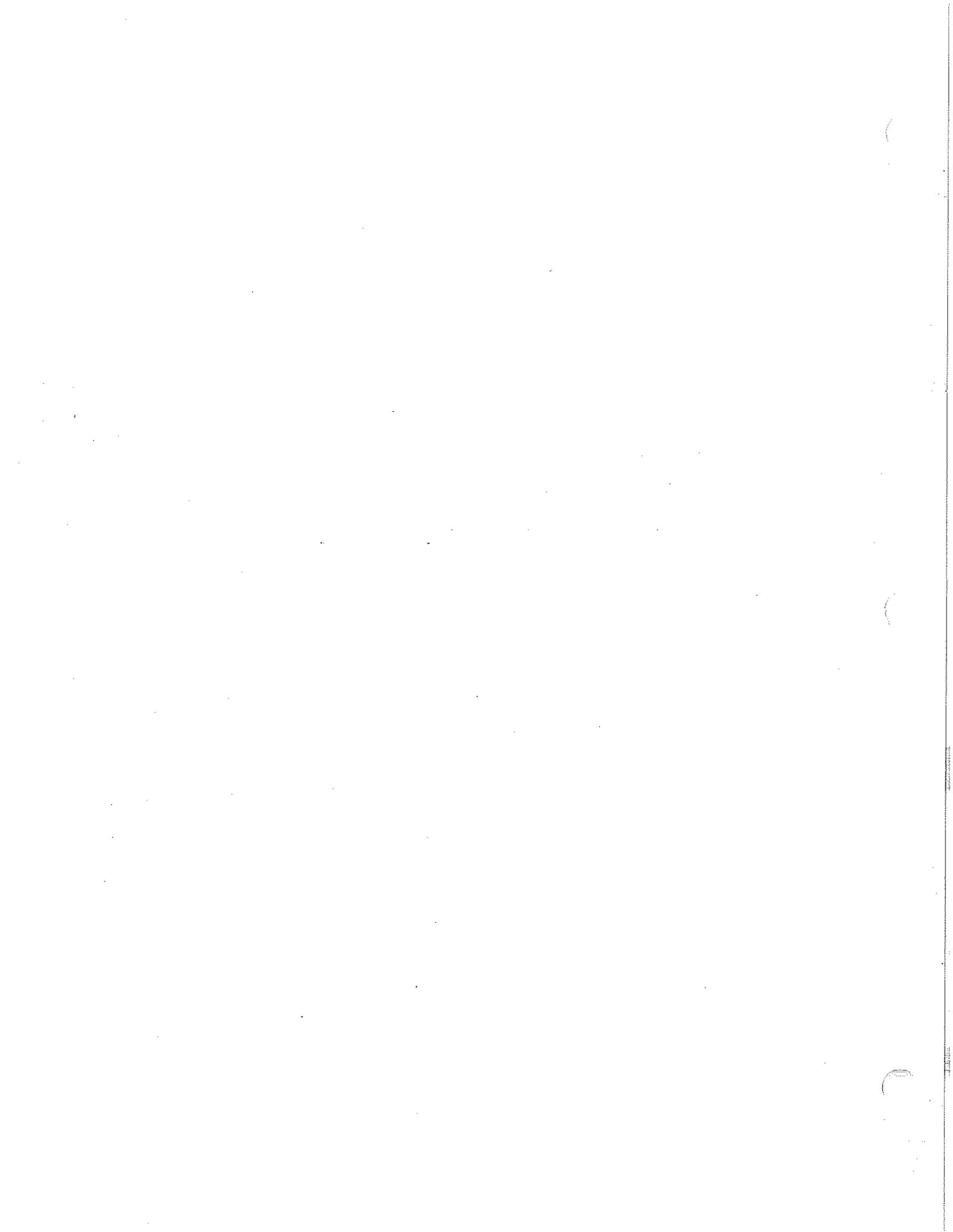
**SECTION 2 – FAA NAVAIDS Support Letter**

**SECTION 3 – AIP Application for Mandated Security Reimbursement**

**SECTION 4 – TSA Support Letters for Perimeter Security Projects and Support Letter for the  
Crisis Command Center/Police and Airfield Rescue and Firefighting Facility at LGA**

**SECTION 5 – PFC Estimated Collection Schedule**

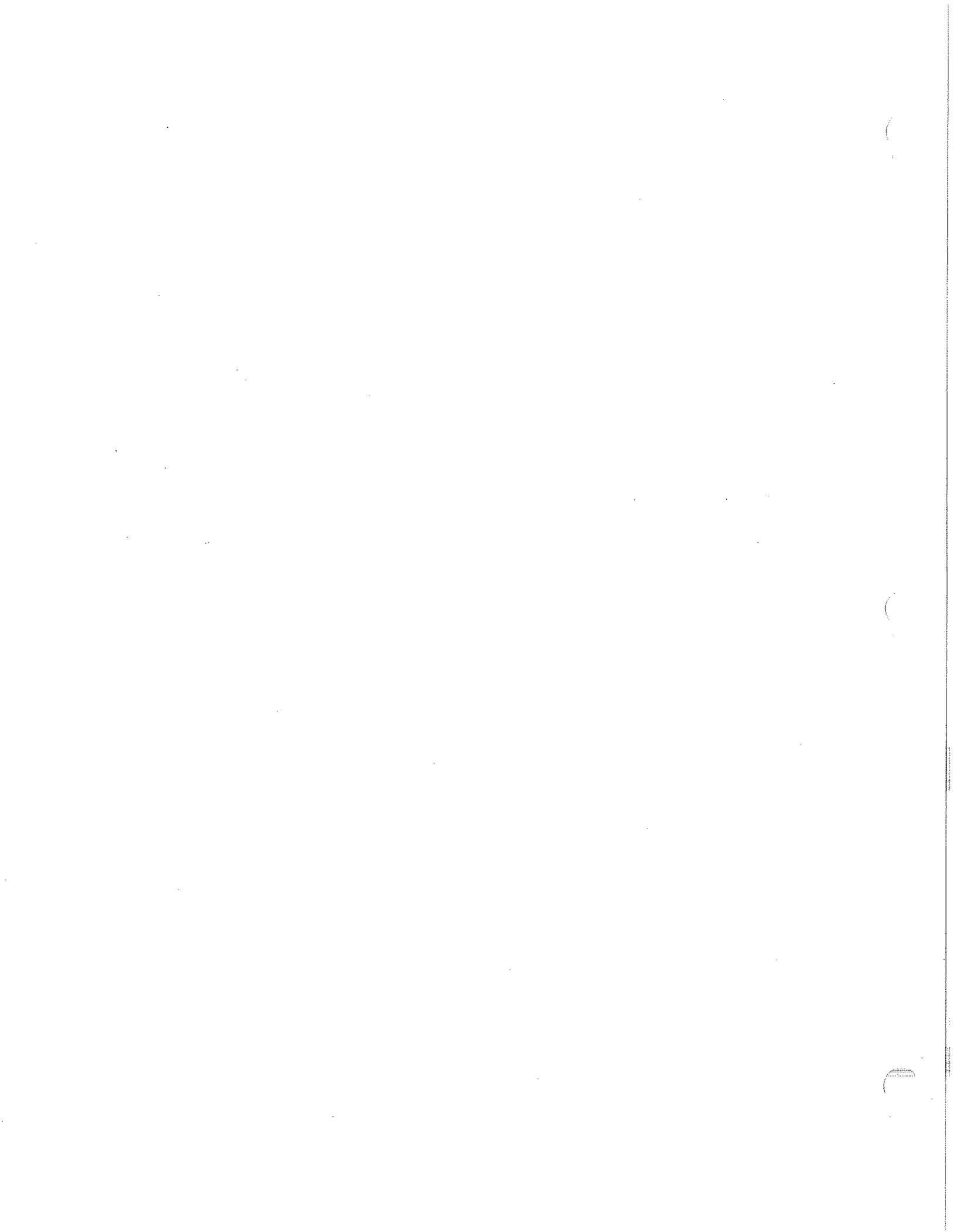
**SECTION 6 – Runway Safety Area (RSA) Project Scheduling Letter**





## **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

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

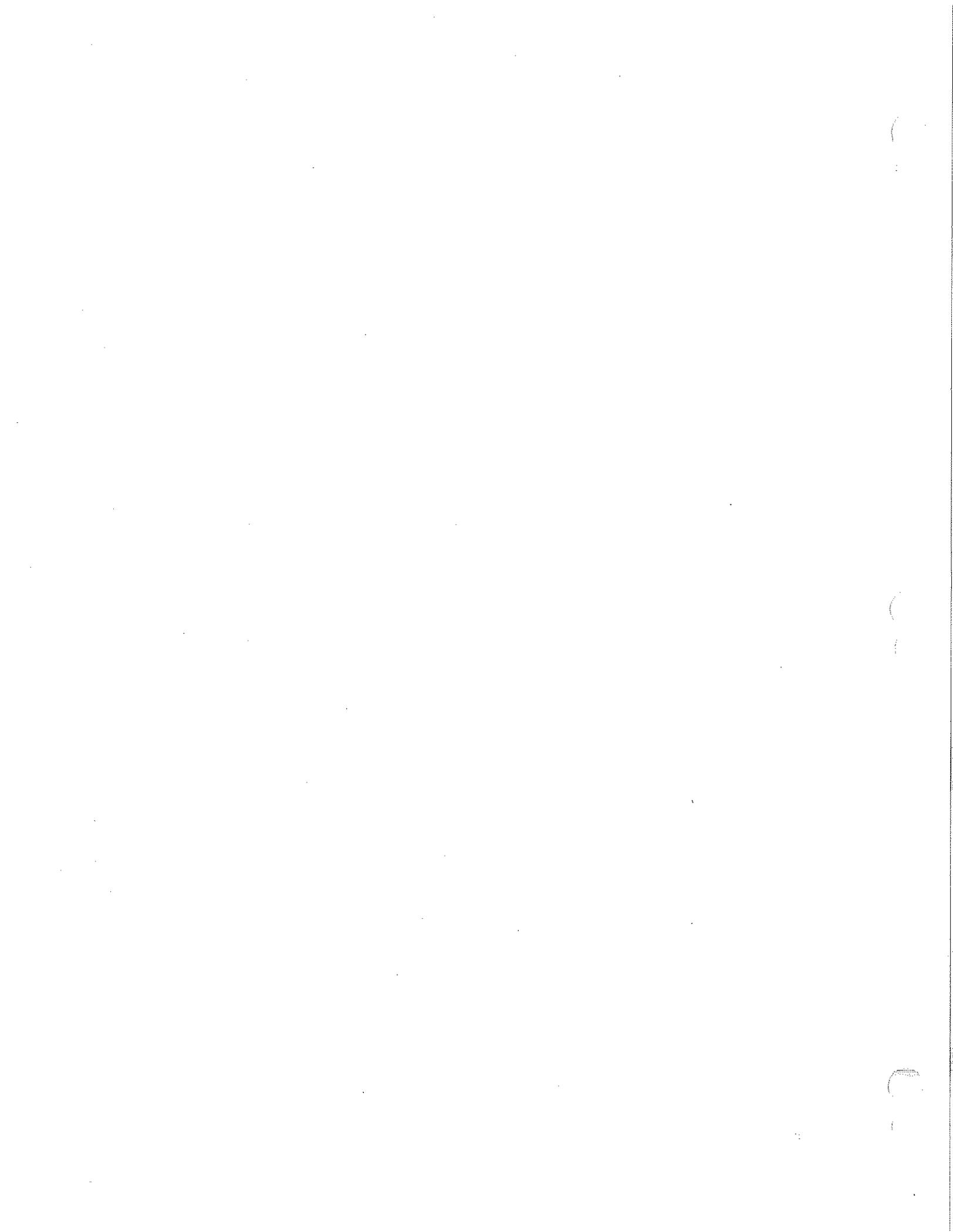
**RESOLVED**, that the Executive Director be and he hereby is authorized, for and on behalf of the Port Authority, by way of application, amendment or other appropriate request to the FAA, to combine existing authority to impose and use PFCs for existing projects with any new authority given to impose 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.



**SECTION 2**

**FAA NAVAIDS Support Letter**





# 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

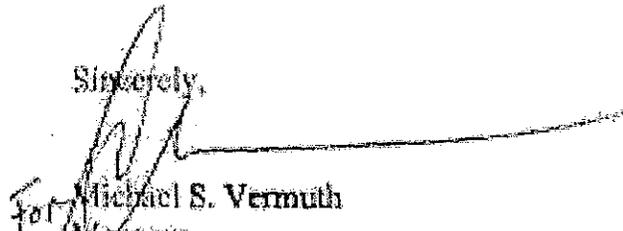
Dear Mr. Bock:

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 NY 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.

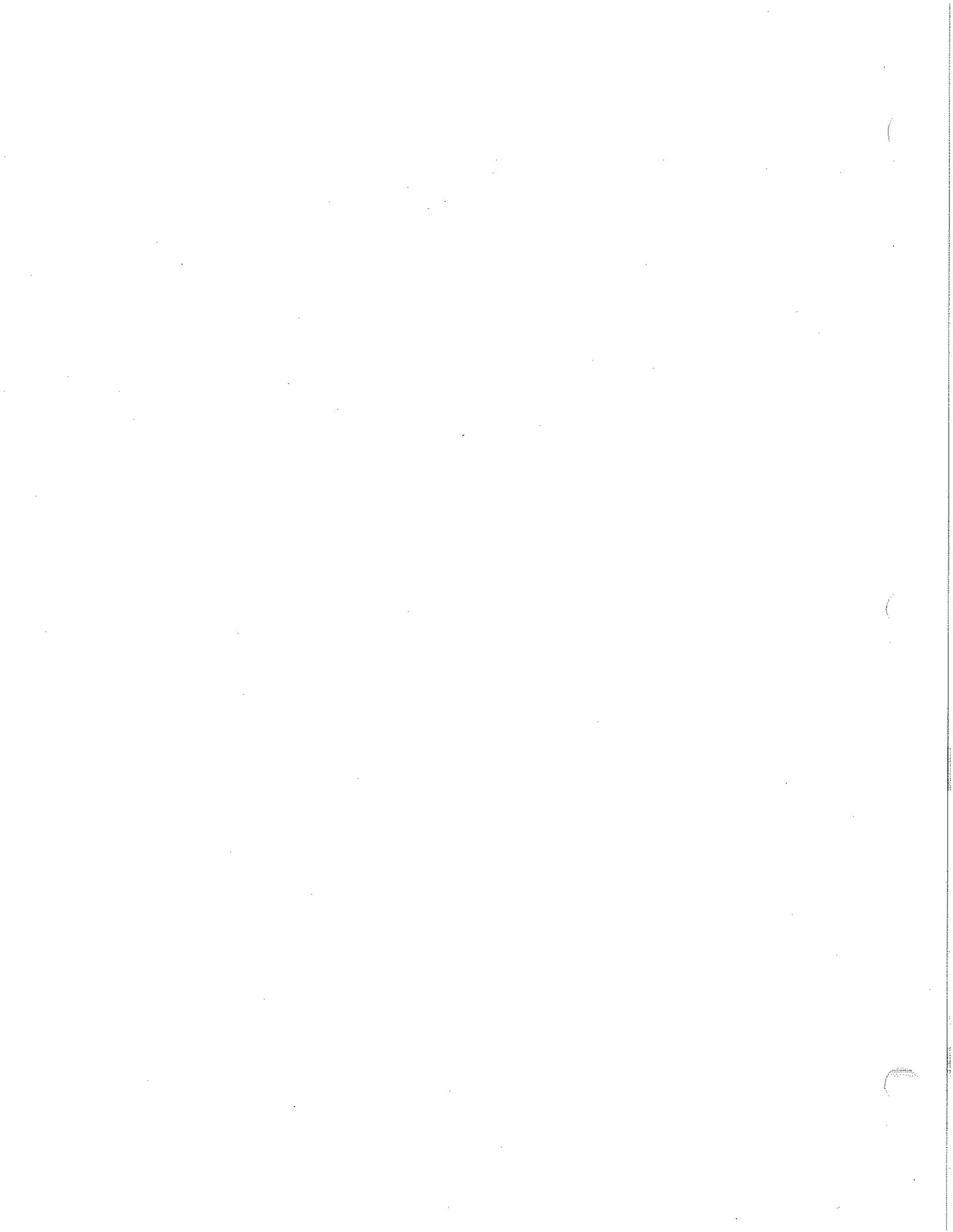
We look forward to working with you on these requests. If we can be of further assistance please call.

Sincerely,

  
For Michael S. Vermuth  
Manager.

New York City Flight Procedures Office  
(718) 977-6525

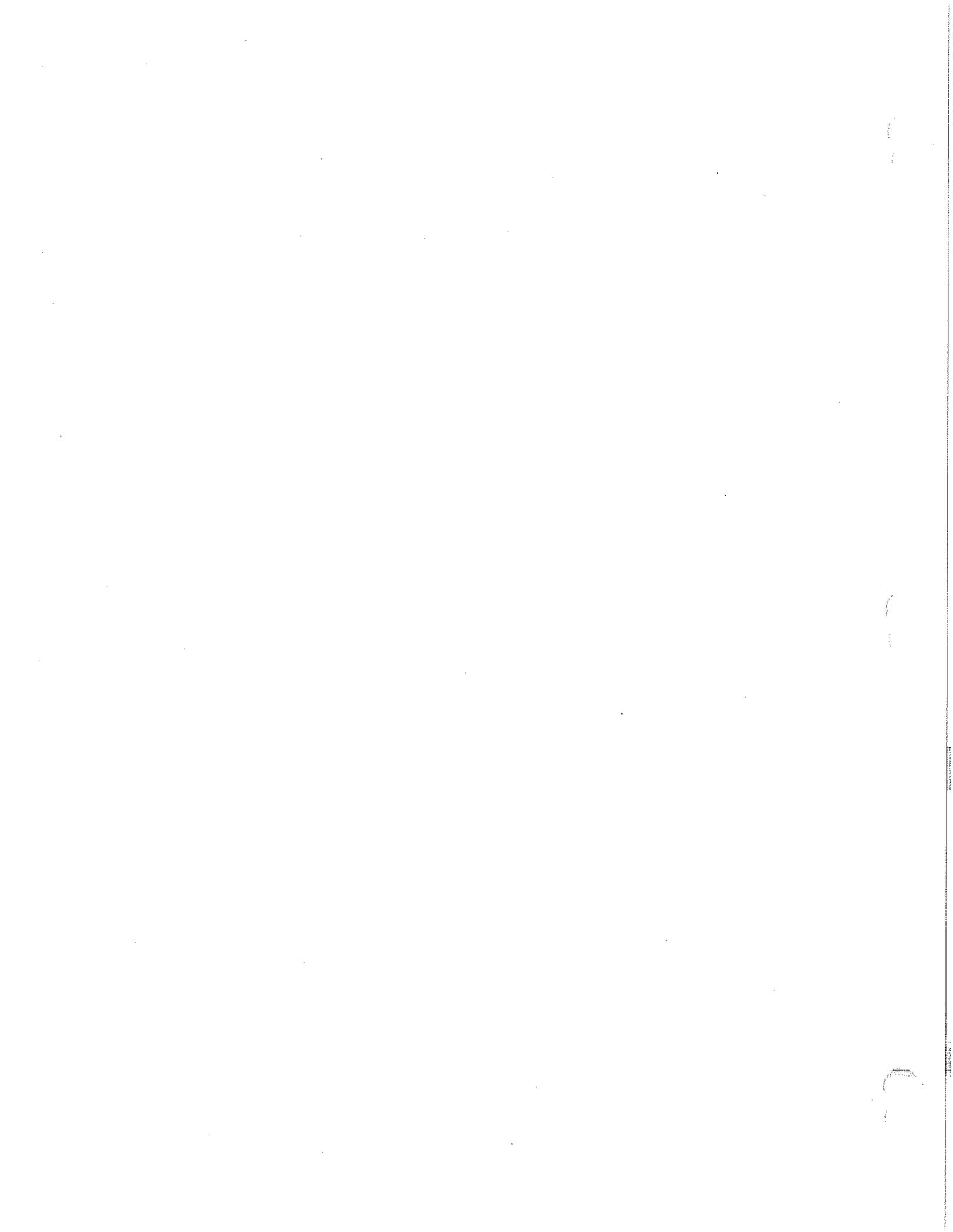
cc. AEA-1/3  
AEA RAPT





## **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

January 18, 2002

(201) 216-2001

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 you 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
<b>Total</b>	<b>\$16,634,019</b>	<b>\$39,585,000</b>	<b>\$56,219,019</b>

\* 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%)



*Additional AIP Funding for New, Additional or Revised Security Requirements*

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 disproportionately 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



*Additional AIP Funding for New, Additional or Revised Security Requirements*

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 expected 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)

<b>Airport Revenues &amp; Expense Categories</b>	<b>Annual Totals -- 2000 (most recent fiscal year) (1)</b>	<b>September 2001</b>	<b>October thru December 2000</b>	<b>October thru December 2001 (2)</b>
<b>Aeronautical Revenues</b>				
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
<b>Non-Aeronautical Revenues</b>				
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
<b>Total</b>	<b>\$1426.7</b>	<b>\$118.8</b>	<b>\$357.0</b>	<b>\$324.3</b>

(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



*Additional AIP Funding for New, Additional or Revised Security Requirements*

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
<b>Total</b>	<b>\$7,875,015</b>	<b>\$1,972,000</b>	<b>\$ 5,386,273</b>

\* 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)
<b>Aeronautical Revenues</b>				
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
<b>Non-Aeronautical Revenues</b>				
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
<b>Total</b>	<b>\$669.3</b>	<b>\$62.7</b>	<b>\$159.7</b>	<b>\$146.6</b>

- (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.



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**Confidential Schedule for JFK**



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**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
<b>Total</b>	<b>\$3,800,154</b>	<b>\$1,713,000</b>	<b>\$5,513,154</b>

\* 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)
<b>Aeronautical Revenues</b>				
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
<b>Non-Aeronautical Revenues</b>				
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
<b>Total</b>	<b>\$244.4</b>	<b>\$18.8</b>	<b>\$63.0</b>	<b>\$58.1</b>

- (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.



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**Confidential Schedule for LGA**



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**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
<b>Total</b>	<b>\$4,958,857</b>	<b>\$26,100,000</b>	<b>\$31,058,847</b>

\* 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)
<b>Aeronautical Revenues</b>				
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
<b>Non-Aeronautical Revenues</b>				
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
<b>Total</b>	<b>\$512.9</b>	<b>\$37.4</b>	<b>\$134.3</b>	<b>\$119.5</b>

(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.



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**Confidential Schedule for EWR**



*Additional AIP Funding for New, Additional or Revised Security Requirements*

**FAA Form 5100-125 -EWR**



## **SECTION 4**

### **TSA Support Letters for the Perimeter Security Projects and Support Letter for the Crisis Command Center/Police and Airfield Rescue and Firefighting Facility at LGA**



U.S. Department of Homeland Security  
Office of the Federal Security Director  
Newark Liberty International Airport  
614 Frelighkuyten Avenue, 3<sup>rd</sup> 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.

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.

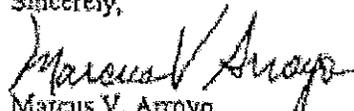
The Port Authority's Perimeter Security Project, is described in the "*Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination*" document dated September 15, 2004. This project is vitally important to enhance the security posture of EWR. The updated equipment will also enable staff to detect and provide immediate response 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](mailto:marcus.arroyo@dhs.gov) respectively.

Sincerely,

  
Marcus V. Arroyo  
Federal Security Director,  
Newark Liberty International Airport

cc Mr. Raymond Whalen, AFSD Sern.  
Mr. Russell White, AFSD Insp.  
Mr. John S. Jacoby, Deputy General Manager

U.S. Department of Homeland Security  
La Guardia International Airport  
Post Office Box 441  
Jamaica, NY 11431  
718-639-1104



Transportation  
Security  
Administration

October 19, 2004

Ms. Ariane 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

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

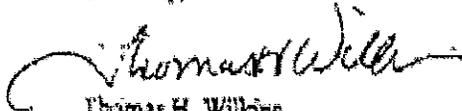
Facility not only provides sufficient office space, but also accommodates an extensive network of communications equipment, emergency vehicles and other security equipment.

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. Kroppel, General Manager, LaGuardia Airport

U.S. Department of Homeland Security  
La Guardia/International Airport  
P.O. Office Box 441  
Jamaica, NY 11431  
718.639-1104



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.

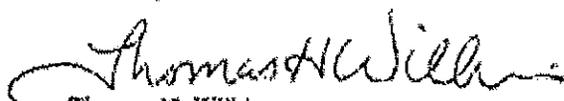
The Port Authority's Perimeter Security Project, which is described further in the *Perimeter Security System Equipment Procurement: Transportation Security Administration Coordination* document dated September 15, 2004, is designed to enhance access control of the airport's Security Identification Area (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  
Federal Security Director  
LaGuardia Airport

Cc: Warren D. Kroeppe, General Manager, LaGuardia 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.

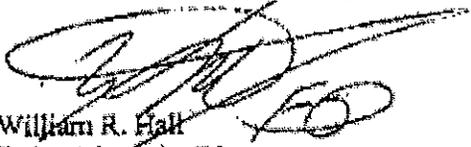
**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS RECORD CONTAINS SENSITIVE 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

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

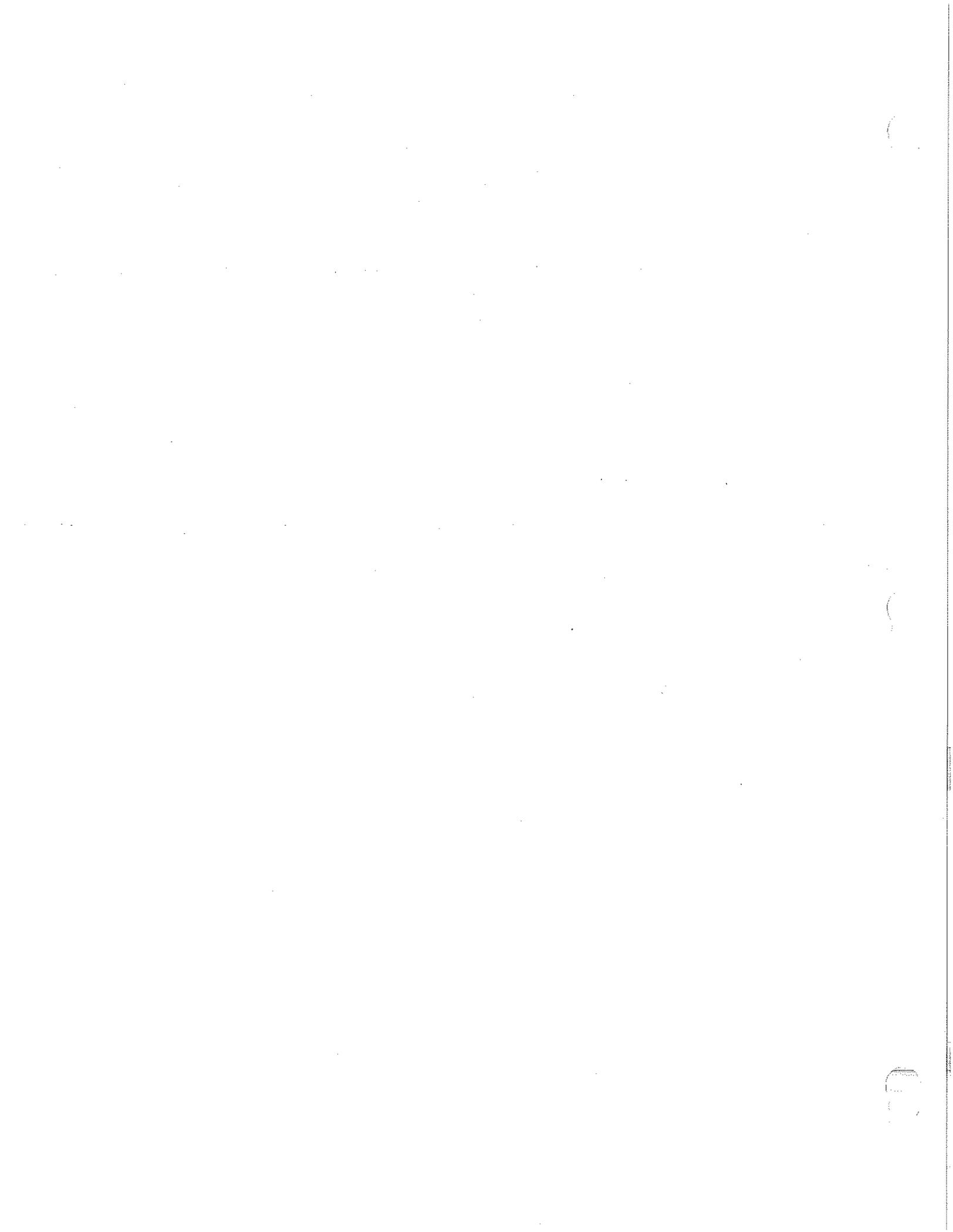
cc: Jerry Spampinato (PORT)  
Deputy General Manager  
John F. Kennedy International Airport





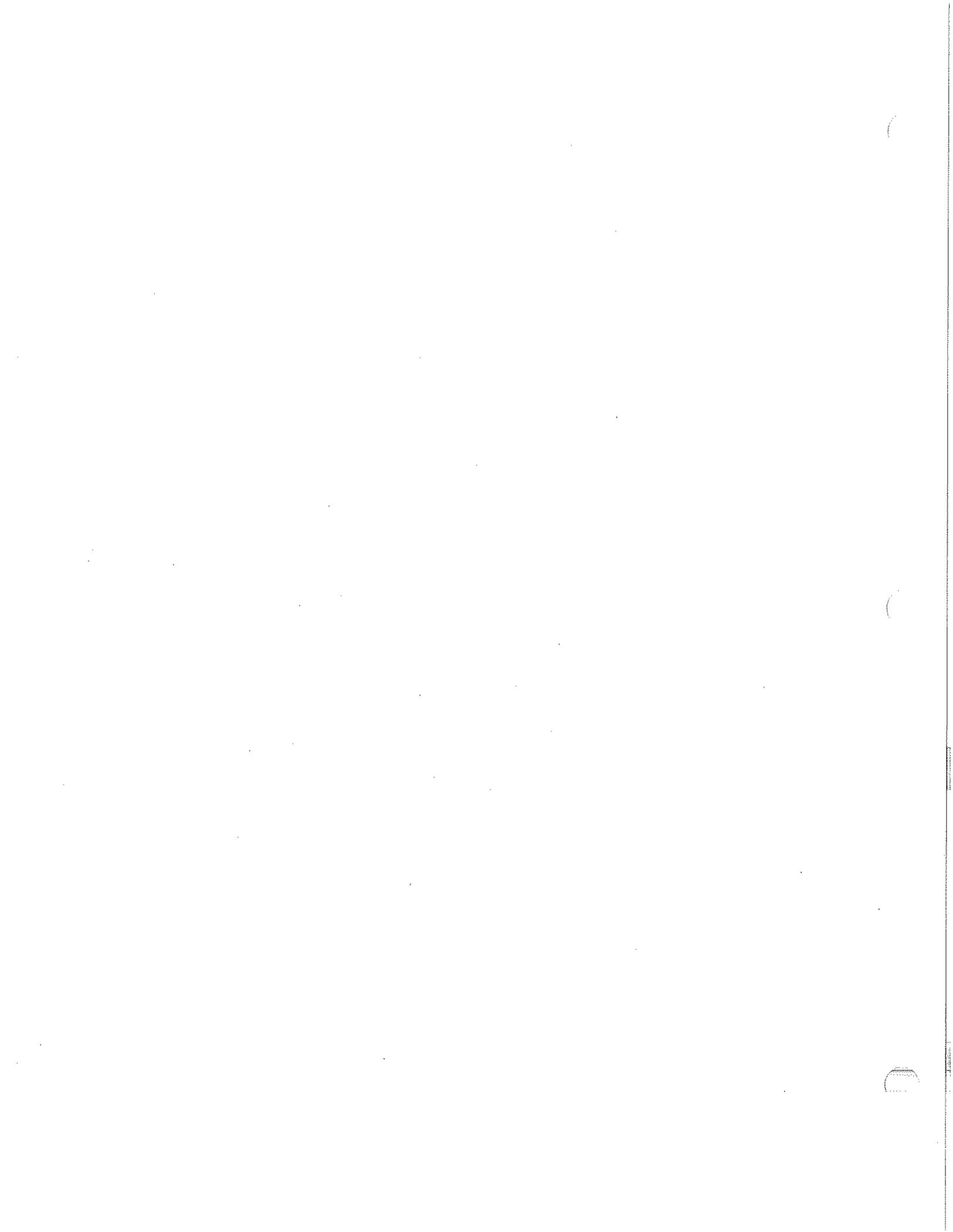
**SECTION 5**

**PFC Estimated Collection Schedule**



## Projected PFC Collections and Applications

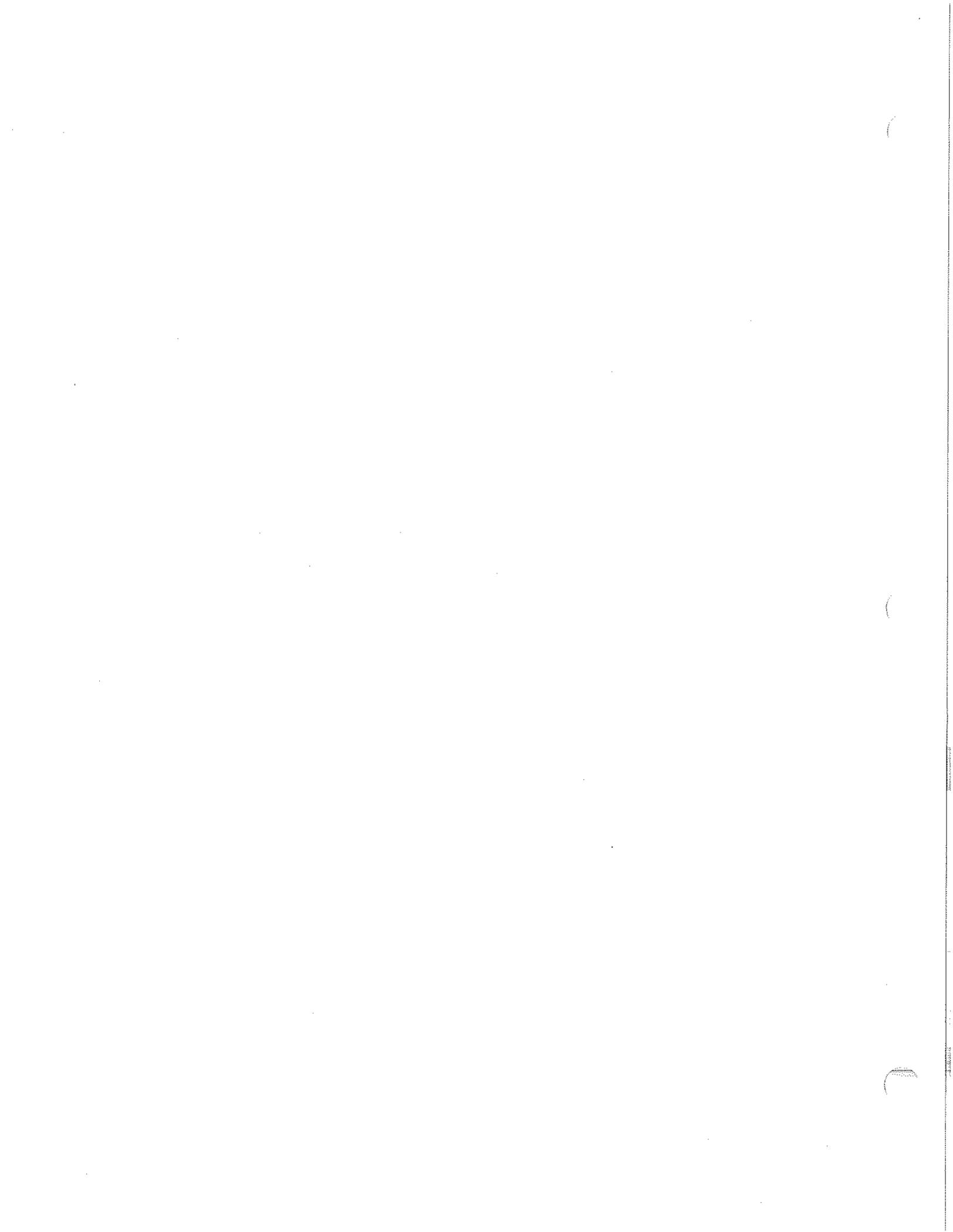
(in thousands)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>Estimated level of operations - Passengers-Moderate Growth Scenario</b>											
Newark	31,100	29,203	29,429	31,500	32,068	33,101	34,061	34,975	35,892	37,005	38,150
LaGuardia	22,513	21,987	22,482	23,500	23,675	24,173	24,883	25,344	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
<b>Enplaned Passengers - 1/2 of total passengers</b>											
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%							
<b>Collections at \$2.92 (2003 actual) until 4/17/04, 2.89 thereafter</b>											
<b>\$3 Collections less Admin Fees</b>											
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
<b>Total Annual Collections</b>			109,111	113,477	144,014	179,743	185,772	191,192	197,487	204,168	211,069
<b>Expected PFC Applications</b>											
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 Artn Type A Amendment					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**



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

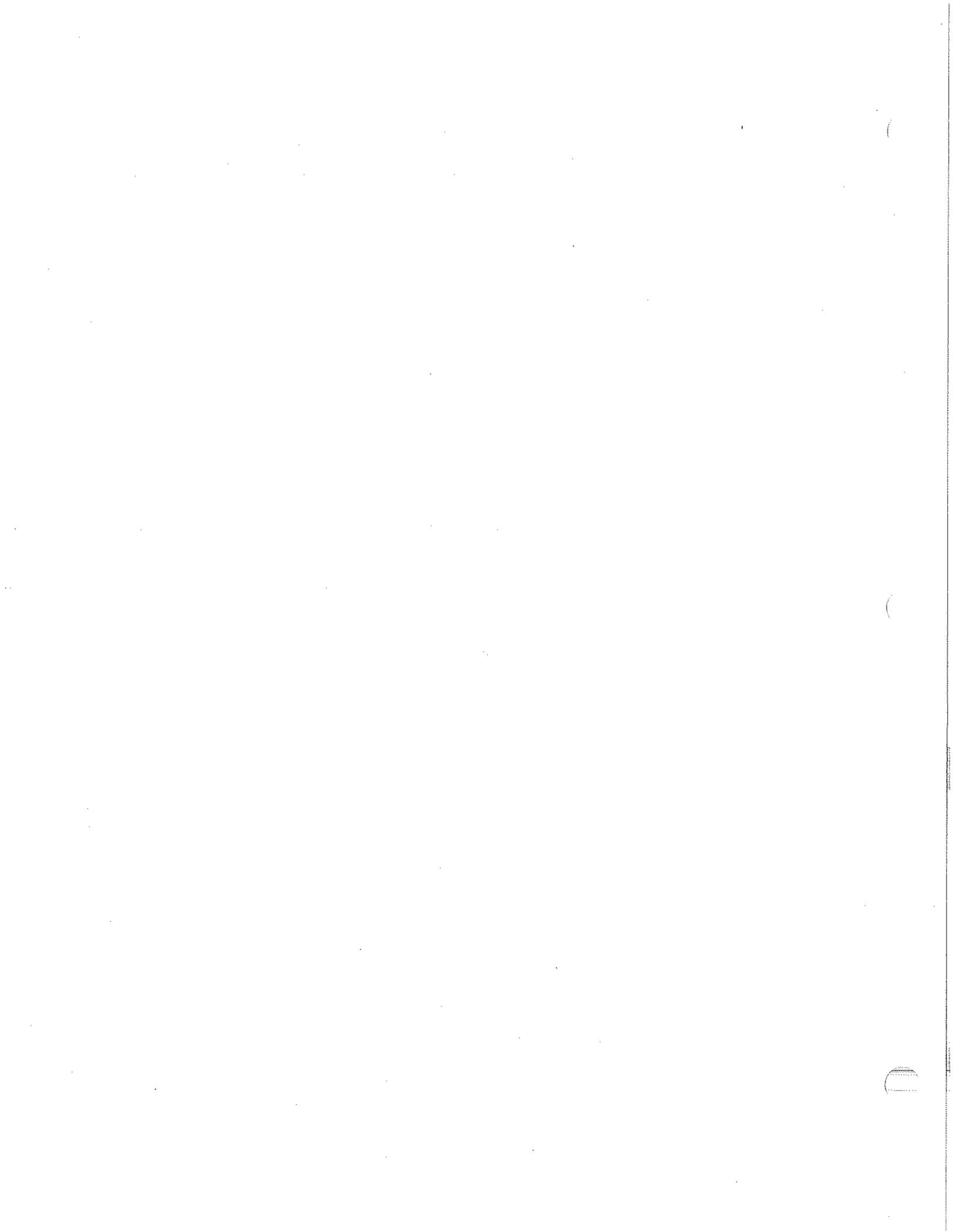
Dear Mr. Flanagan:

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.

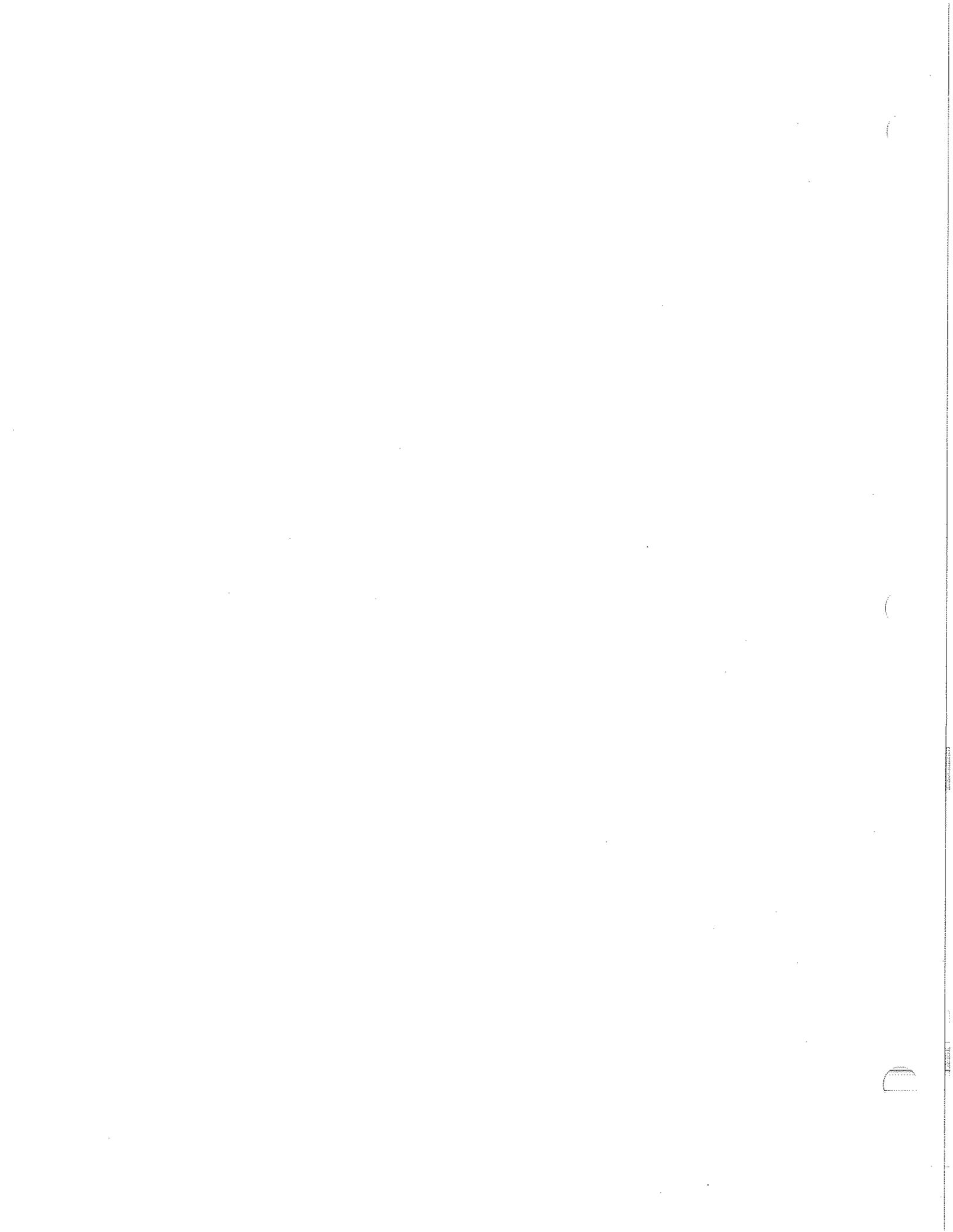
The purpose of the study is to analyze the existing RSA's relative to new FAA guidance, develop a series of possible solutions for each RSA, and provide recommendations to the Port Authority on the most effective approach to achieving the new RSA objectives. An understanding of these issues is a key 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

THE PORT AUTHORITY OF NY & NJ

# DISCOVER

## NEWARK LIBERTY INTERNATIONAL AIRPORT



**TERMINAL B: YOUR GATEWAY TO  
THE NEW YORK-NEW JERSEY REGION**

**THE PORT AUTHORITY** OF NY & NJ

# DISCOVER NEWARK LIBERTY'S TERMINAL B FOR INTERNATIONAL FLIGHTS

Serving roughly 4 million international passengers a year with 15 scheduled international airlines, the expanded and renovated Terminal B elevates the passenger experience to new heights. With more space, improved passenger flow, and upscale amenities, the \$347-million modernized Terminal B now offers:

- 15 international arrival gates and new airline offices
- An expanded and modernized Federal Inspection Station, comprising 60 processing booths
- Fast CTX inline baggage screening system
- A modern baggage claim hall
- Added security checkpoints
- More lounges, charging stations, TV viewing areas
- New concession areas with high-end food and retail businesses
- High-speed elevators and escalators
- A new Welcome Center and 400 Customer Care Representatives
- Direct access to NJ Transit and Amtrak via AirTrain Newark
- 24-minute train ride to Manhattan
- Rehabilitated main arrivals runway, 4R-22L, which includes the construction of a high-speed taxiway to reduce delays

**TERMINAL B:  
A WORLD-CLASS TERMINAL TO ONE  
OF THE WORLD'S GREATEST REGIONS.**

## B2 SATELLITE

Seven boarding bridges  
Two 787-adapted jet ways  
Three gates for wide-body aircraft

## B3 SATELLITE

Eight boarding bridges  
Five gates for wide-body aircraft

## AIRFIELD

Runway 4R-22L is 10,000' X 150'  
Runway 4L-22R is 11,000' X 150'  
12 miles of 75'- wide taxiways

To learn more about how the new Terminal B can serve you and your international customers, contact Mr. Edmond J. Harrison at [eharriso@panynj.gov](mailto:eharriso@panynj.gov) or 973-961-6190.



NEWARK LIBERTY INTERNATIONAL AIRPORT

# New Entrant Guidelines for Air Carriers



Fall 2013

Welcome,

*Located approximately 14 miles (23 kilometers) from midtown Manhattan, we at Newark Liberty provide our travelers with outstanding facilities and transportation links that extend our market reach for the safe and seamless movement of our mutual customers. Here, you will quickly discover that EWR is the airport of choice for airlines and their customers.*

*Our AirTrain, introduced in 1996, links our terminals, on-airport rental car facilities and two parking lots to the Northeast Corridor train lines, connecting the airport to New York City and to cities in New Jersey, Pennsylvania, Delaware, Washington D.C. and beyond. Our terminals offer a wide array of smart products and services. From luxurious shopping venues to friendly customer service agents, our goal is to provide every passenger with a pleasurable travel experience while providing the highest possible level of safety and security.*

*Today we are handling over 34 million passengers, and we are investing in systems and facilities to prepare for the anticipated demand of 45 million passengers by 2024. Terminal B, which is home to our International Arrivals Facility, is completing a modernization program that includes expansions to the lower-level departures area, the in-line baggage systems, and the satellite connector as well as improvements to existing signage, roadways and drainage. We are also expending resources to plan for a redevelopment of Terminal A that will accommodate our future needs including amenities such as contemporary lounges and ample office space for our customers...your airline and your passengers.*

*Our staff is committed to providing world-class customer service. In this regard we pledge to be your partner. The following pages reveal our procedures, requirements and other airport-related information that will be valuable to you as you begin your operations at Newark Liberty International Airport.*

*Once again, welcome to Newark Liberty International Airport. We look forward to a long and successful partnership with you. If you have any questions, please feel free to contact me directly at (973) 961-6161.*



Huntley A. Lawrence  
General Manager  
New Jersey Airports

NEWARK LIBERTY INTERNATIONAL AIRPORT

# Procedures and Operating Guidelines for Domestic Airlines

# **PROCEDURES REQUIRED FOR REQUESTING DOMESTIC AIRLINES APPLYING FOR OPERATIONAL STATUS OR EXPANDING SERVICE AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

*A prospective airline seeking to commence scheduled operations must take the following actions:*

- To lease ticket counters or terminal space, the airline must submit the request in writing 90 days in advance to allow time for legal documents to be drawn up and executed by an authorized officer of the company and the Port Authority. No airline can occupy terminal space without first executing the appropriate agreement. The letter should be sent to Huntley Lawrence, General Manager, Newark Liberty International Airport, Building One – Conrad Road, Newark, New Jersey 07114, describing type of service (schedule or charter), destinations, requested arrival and departure times, frequency, aircraft, etc. Copies should also be sent to Stephen DeSanto, Properties and Commercial Development at the same address.
- Contact Stephen DeSanto of the Properties & Commercial Development Division at (973) 961-6176 at least 90 days prior to requested start-up date. The following will be required:
  - Registration to do business with the State of New Jersey.
  - A current audited Financial Statement, bank reference, account number and bank contact person.
  - The standard security deposit required for a new entrant airline is a minimum of six (6) months of estimated rent and fees. The amount of security deposit due prior to operation start-up is established by the Credit, Collection and Accounts Receivable Division of the Port Authority and determined on a case-by-case basis dependent on the airline's financial position and payment history with the Port Authority.
  - Federal Tax ID number and a copy of Certificate of Incorporation.
  - Copy of Insurance Certificate in airline's name with the Port Authority as additional insured providing comprehensive Aircraft Liability Insurance of \$300 million each occurrence and Comprehensive Automobile Liability Insurance of \$25 million.
  - A current copy of the FAA Aircraft Certification and Operating Certificate (Form 401) from the U. S. Department of Transportation.
  - List of companies providing services such as in-flight catering, fueling, and aircraft maintenance. Only a bona fide organization that has a privilege permit at Newark Liberty International Airport can provide such services.
  - A copy of any ground handling agreement with another airline. This agreement must be consented to by the Port Authority prior to start-up.
  - The public information phone number for passengers seeking flight information.

# **PROCEDURES REQUIRED FOR REQUESTING DOMESTIC AIRLINES APPLYING FOR OPERATIONAL STATUS OR EXPANDING SERVICE AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

- A letter describing aircraft engine specifications must be submitted to Manager, Aviation Technical Services Division, Port Authority of New York and New Jersey, 233 Park Avenue South, 9th Floor, New York, NY 10003. For more details regarding this request, please see “Aircraft Noise Requirements.”
- On the 20th day of each month after start-up, Monthly Activity Reports must be submitted to Aviation Department Statistics Division at 233 Park Avenue South, 9th Floor, New York, NY 10006 and Revenue Accounting at Port Authority, Journal Square Transportation Center, 1 PATH Plaza, Jersey City, NJ 07306.
- Any changes to the official approved schedule must be submitted to the Manager of Airport Services, Port Authority of NY & NJ, Newark Liberty International Airport, Building One – Conrad Road, Newark, NJ 07114.
- An airline must receive prior approval from the Airport Facilities Division (973) 961-6205 before it can hang signs or perform any alteration work.
- Transportation Security Administration (TSA) will provide the security screening services at Newark Liberty International Airport. Please contact (973) 368-9013 for information regarding security-screening procedures.
- Interline baggage re-check services are currently provided by Omni-Serve under an agreement with Newark International Carriers Committee (NICC). For more information, contact Ron DeLucia at (973) 242-4431.
- It is highly recommended that the new airline contact John Perry, Council of Airport Opportunity at (973) 961 -4382. He can provide qualified candidates from the community for job opportunities that are available.

# OPERATING GUIDELINES FOR DOMESTIC AIRLINES

## Access to Domestic Terminal Facilities

### I. Policy Statement

The Port Authority of New York and New Jersey maintains a policy of making Newark Liberty International Airport available on reasonable terms without unjust discrimination to all airlines wishing to serve the Airport. This policy includes, but is not limited to, actively assisting airlines in gaining access to the domestic exclusive use premises and non-exclusive areas leased to the Master Airlines at the Airport as defined herein and providing access to the domestic common use terminal facilities available at the Airport. Guidelines for attaining access to the domestic Master Airline and Common Use terminal facilities are addressed below.

### II. Access to Master Airline Terminal Facilities

For the purposes of these procedures, a "Master Airline" shall mean a Scheduled Aircraft Operator who has entered into a long term exclusive lease agreement as supplemented or amended from time to time with the Port Authority, covering the permission to use exclusive premises in Passenger Terminal Buildings A, B and/or C and any future modification or extensions thereof, as well as the use of the Public Aircraft Facilities at the Airport. Master Airline leases have been entered into with Air Canada, American, Delta, Southwest, United and US Airways, hereinafter the "Master Airline(s)".

- a) If any air carrier other than a Master Airline advises the Port Authority that it would like to initiate or expand service at the Airport, hereinafter called a "Requesting Airline", the Master Airlines, in furtherance of the public interest of having the terminal facilities fully and most effectively utilized, are required to cooperate fully with the Port Authority and Requesting Airlines in providing accommodations for Requesting Airlines. The Requesting Airline shall first comply with the Port Authority's ***Procedures Required for Requesting Airlines Applying for Operational Status or Expanding Service at Newark Liberty International Airport*** as stated herein. The term 'accommodations' shall mean aircraft ramp and gate position capacity and related passenger terminal facilities including, but not limited to passenger ticketing, passenger check-in, baggage handling and flight information systems, passenger lounge and waiting areas and appropriate support space, signage and public identification.
- b) The Port Authority shall determine which Master Airline should provide accommodations for Requesting Airlines based on information submitted by the Requesting Airline as required herein, and based on information submitted by the Master Airlines and compiled by the Port Authority. The determination of the Port Authority shall not be arbitrary or capricious. Such determinations of the Port Authority would take into consideration improvements to airline competition at the Airport anticipated as a result of the Requesting Airline's proposed service, the then existing utilization of each Master Airline's premises in

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

comparison to the other Master Airlines, the capacity of the premises, flight schedules and operating compatibility, as well as the need for labor harmony. The selected Master Airline's obligation to provide accommodations to Requesting Airlines will become effective on the date set forth in a notice from the Port Authority to the Master Airline to such effect. Upon such notice, the Master Airline shall commence to secure handling agreements and subleases with the Requesting Airline as required hereunder, and as directed by the Port Authority, in order to effectuate accommodations at the Master Airlines premises on or before the effective date. The Master Airline is required to negotiate in good faith with any Requesting Airline the Port Authority directs to the Master Airline for accommodations at its premises.

- c) The following shall not be a reason for the Master Airline to object to providing accommodations or for imposing any conditions or limitations on operations in connection therewith:
- 1) possible or potential labor disharmony with or between the Master Airline, Requesting Airline or other handled airlines or sublessees of the Master Airline;
  - 2) compatibility of schedules and operations with or between the Master Airline, Requesting Airline or other handled airlines or sublessees of the Master Airline that may be resolved with reasonable modifications at the discretion of the Port Authority;
  - 3) or competitive nature of the routes, schedules or type of air transportation service to be provided by the Requesting Airline.
- d) Unless otherwise agreed to by the Port Authority, the Master Airline is required to accomplish such accommodations by making available and providing non-exclusive use of aircraft gate positions and other related facilities pursuant to handling agreements between the Master Airline and any such Requesting Airline. Each such handling agreement shall be subject to the prior and continuing approval of the Port Authority and the execution among the Port Authority, the Master Airline, and the Requesting Airline of a form of consent agreement prepared by the Port Authority. Moreover, and without limiting the foregoing, the Master Airline is required at all times to keep the Port Authority informed and advised and consult with the Port Authority from time to time as to all aspects of its accommodation of Requesting Airlines. It is understood that the accommodation of Requesting Airlines may involve the use of subleases of exclusive areas of the premises in addition to or in lieu of handling agreements. Any sublease with a Requesting Airline will similarly be subject to the prior and continuing approval of the Port Authority and the execution of a consent agreement prepared by the Port Authority, and executed by the Port Authority, the Master

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

Airline and the Requesting Airline. Nothing contained herein shall in any way affect the discretion of the Port Authority in granting or withholding its consent to a handling agreement or a sublease with a Requesting Airline proposed by the Master Airline or directed by the Port Authority. Such consent may contain such terms and conditions, including but not limited to, such financial or other conditions which may include a fixed charge or a charge based upon a percentage of the Master Airline's gross receipts arising there from, as the Port Authority may, at that time, elect, and all provisions of the Master Airline Lease requiring the prior written consent or approval of the Port Authority and requiring the payment by the Master Airline of the Handling Percentage Fees and the Subletting Percentage Fees shall in no way be waived, impaired, limited or affected.

- e) The foregoing shall not be deemed to abrogate, change or affect any restrictions, limitations or prohibitions on assignment, subletting or use of the premises by others under the Master Airline Lease and shall not in any manner affect, waive or change any of the provisions thereof.
- f) The Master Airline may not perform any services or functions pursuant to any handling agreement or sublease with a Requesting Airline which are not authorized to be provided pursuant to the Master Lease, or which the Port Authority has specifically withheld consent and approval in the consent agreement to such handling agreement or sublease. Further, the Master Airline may not require that Requesting Airlines use any authorized services as a condition to entering into such handling agreement or sublease, nor refuse to provide authorized services to the Requesting Airline. Requesting Airlines may either perform said services and functions themselves or use the services of authorized service organizations, including but not limited to, in-flight caterers, aircraft fuelers, and ramp handlers performing such services or functions at the Airport. The Master Airline however may make the necessary arrangements with the authorized service organization performing such services and functions at the Airport to have such services and functions performed for the Requesting Airline.
- g) Without limiting any section, term or provision of the Master Lease, sublease, handling or consent agreement, the Master Airline is required to maintain in accordance with accepted accounting practice during the term of such agreement and for one (1) year thereafter and for such period until the Master Airline shall receive written permission from the Port Authority to do otherwise, records and books of account recording all transactions, at through or in any wise connected with the Requesting Airline handling agreements and subleases and shall use and maintain such systems for recording transactions under or in connection with the handling agreements and subleases all to the end that accurate and complete records of gross receipts be maintained including identification of the gross

# OPERATING GUIDELINES FOR DOMESTIC AIRLINES

- receipts of the Master Airline pertaining to any particular handling agreement, sublease or other agreement, all of the foregoing to be kept at all times in the Port of New York District.
- h) Without limiting any section, term or provision of the Master Lease, sublease, handling or consent agreement, the Master Airline is required to permit in ordinary business hours during the term hereof and for one year thereafter and during such further period as is mentioned in the preceding subparagraph, the examination, inspection and audit by the officers, employees and representatives of the Port Authority of such books of account and systems mentioned above and also any records and books of account, and systems of any company which is owned or controlled by the Master Airline or by any partner of the Master Airline, if said company performs services, similar to those performed by the Master Airline anywhere in the Port of New York District.
  - i) All handling agreements and subleases entered into in connection with providing accommodations for Requesting Airlines shall be at fair and reasonable non discriminatory rates, fees and charges which shall be based upon the recovery by the Lessee of a pro rata share of the Master Airline's costs of (i) operation and maintenance of the premises, (ii) the services provided to the Requesting Airline and (iii) the Master Airline's investment in the premises not otherwise included in the above.
  - j) The Master Airline shall furnish to the Port Authority from time to time (but not more often than once a month) statements documenting its utilization of the premises and setting forth its gross receipts, operating, maintenance, service and capital costs as required hereunder, and such further itemization, details and information pertaining to facility use, handling agreements and subleases as the Port Authority may from time to time request. All such statements shall be in a form prescribed by the Port Authority and submitted in sufficient detail so as to permit the Port Authority to determine whether the Master Airline should provide accommodations for Requesting Airlines at its premises and whether sublease and handling agreement rates and charges are fair and reasonable as required hereunder.

### **III. Access to Common Use Facilities**

- a) The Port Authority has established procedures and guidelines for the use of common use facilities available in Passenger Terminal Building A at Newark Liberty International Airport. The common use facilities and associated procedures have been established in conjunction with the Newark Liberty International Airport Airline Competition Plan prepared pursuant to the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (hereinafter called "Air 21"). The Airline Competition Strategy outlined in the plan includes capitalizing on negotiating opportunities to revise certain Master Airline lease provisions, being more

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

proactive in administering capacity, employing different business practices for new facility development and continuing to pursue the New York / New Jersey regional airport system concept. As a result of implementing the Competition Plan, one gate and associated ticket counter, baggage and support space has been converted from exclusive to common use as of the date of these procedures. The Common Use Facilities outlined below are available primarily for domestic use. Common use facility procedures have been established to address the priority of use, compliance and administration, aircraft loading, unloading and servicing, arrival and departure times, gate occupancy times, aircraft gate assignments, ticket counter occupancy times and assignment, and access to joint use terminal facilities and equipment.

- b) The Common Use Facilities include Public and Non-public Areas of Passenger Terminal Building A, Flight Stations A-1 and A-2 and the Passageways to Flight Stations A-1 and A-2. The right to use the Public Areas is in common with all other lessees and airlines authorized by the Port Authority to use the same pursuant to concession agreements, Master Airline leases, subleases, handling agreements, or common use agreements. The Public Areas generally consist of concession areas, public circulation, utility and mechanical equipment rooms, public rest rooms, outside stairs and terrace areas, the passenger level of the Passageways to Flight Stations A-1 and A-2, aircraft maneuvering areas serving the gate positions, the restricted service road, ramp vehicle service station, truck apron and monorail platforms. The right to use the Non-public Areas is in common with other airlines authorized by the Port Authority to use the Non-public Areas pursuant to Common Use Agreements, or in the case of certain baggage areas, pursuant to applicable joint use provisions of Master Airline agreements. The Non-public Areas generally consist of ticket counters, holdrooms, operations areas, gate positions, baggage makeup, claim and carousel areas together with any furniture, decorative items, furnishings, fixtures, equipment and other property of the Port Authority located or to be located therein or thereon as described more fully in the Common Use Agreement. The Non-public Space shall be used in common with other Port Authority - authorized Common Airlines for such purposes and activities reasonably required in connection with the business of aircraft transportation as described in the Common Use Agreement.
- c) The demand for common use facilities at the Airport exceeds the facilities available. Accordingly, the Port Authority shall prioritize the use of available facilities while endeavoring to convert additional exclusive use facilities to common use consistent with the Airline Competition Plan. The Common Use Facility Procedures are intended to maximize opportunities for expansion by incumbent carriers and new entrant access to the Airport consistent with the mandates of Air 21. Access to the Common Use Facilities will be granted under the terms and conditions of the Common Use Airline Agreement established by the

# OPERATING GUIDELINES FOR DOMESTIC AIRLINES

Port Authority. Common Use Airline Agreements shall be made available to domestic incumbent and new entrant airlines according to the following priorities:

- 1) First, to incumbent sub-tenant airlines occupying the Common Use Facilities at the time of conversion from exclusive to common use provided such airline is not otherwise a Master Airline at the Airport.
- 2) Second, to new entrant airlines establishing competitive airline services at the Airport within the spirit of the objectives of Air 21. Competitive airline services shall include, but are not limited to, establishing new service on routes historically dominated by a single carrier at the Airport with the potential effect of lowering fares on those routes. Secondly, competitive airline services shall include, but are not limited to, establishing new services on routes historically underserved by a limited number of carriers at the Airport, or on routes not presently served at the Airport.
- 3) Third, to incumbent subtenant airlines desiring to enter into direct arrangements with the Port Authority as a means to expand service at the Airport and as an alternative to being handled by one of the Master Airlines at the Airport.
- 4) Fourth, to Master Airlines desiring to expand service at the Airport in the order of least to greatest total daily departing revenue seats provided that the facilities exclusively leased to the Master Airline are most fully and effectively utilized by the operations of the Master Airline in the sole opinion of the Port Authority.

In administering the foregoing Priorities of Use, the Port Authority reserves the right to offer Common Use Agreements on a first come first serve basis in the absence of higher priorities. Likewise, the Port Authority reserves the right to relocate common use airlines in the interest of Competition Plan implementation according to the established priorities. Requesting Airlines granted a Common Use Agreement by the Port Authority shall be assigned access to the Common Use Facilities pursuant to the common use procedures.

- d) In its use of the Common Use Facilities, the Requesting Airline agrees to comply with all of the common use procedures established by the Port Authority. The Requesting Airline further acknowledges that the Port Authority will designate a Primary Common Airline that will be responsible for administering such procedures, and agrees to cooperate fully with the Primary Common Airline. The Primary Common Airline shall be selected and designated in accordance with the established priority of use. In the event of any dispute over the use of the Common Use Facilities or the administration of Common Use Procedures by the Primary Common Airline, the Requesting Airline shall advise the Port Authority of same. The

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

- Requesting Airline and Primary Common Airline agree that the Port Authority shall resolve such disputes at its discretion taking into consideration the established priority of use, the objective of maximizing opportunities for new entrant access and expansion by incumbent carriers, the need to minimize disruption of existing flight schedules when expanding use of the Common Use Facilities, and other factors pertinent to the dispute at the Port Authority's discretion.
- e) It is the policy of the Port Authority that all airlines accessing the Common Use Facilities do so in a manner that will minimize occupancy time on the gate, thereby maximizing opportunities for new entrant access and expansion by incumbent carriers. The Requesting Airline agrees to employ aircraft loading, unloading and servicing techniques consistent with this policy. In the event that the Port Authority determines that any such technique used by the Requesting Airline is inconsistent with this policy, the Requesting Airline shall revise its procedures to the satisfaction of the Port Authority. This policy shall apply to taxi in and out procedures, loading bridge operations, passenger, baggage, cargo and mail loading and unloading, aircraft cleaning, catering, fueling and any other services and procedures undertaken in connection with flight arrivals, departures and turn around operations as defined herein.
  - f) The Primary Common Airline shall be responsible for assigning arrival and departure times for all airlines using the Common Use Facilities. The Primary Common Airline shall have the privilege of maintaining its arrival and departure schedule in effect at the Airport for the Common Use Facilities, if any, as of the date of conversion to common use provided such schedule is not in conflict with the procedures established herein. The Primary Common Airline shall further have the obligation of assigning additional arrival and departure times, and associated use of the Common Use Facilities, to itself and other common use airlines authorized by the Port Authority pursuant to the procedures established herein. No such assignments shall be made in the absence of a fully executed Common Use Agreement.
  - g) No airline may occupy a common use gate position for the purpose of conducting an aircraft turn around operation for longer than one hour and thirty minutes. For the purpose of these procedures, an aircraft turn-around operation shall mean a contiguous flight arrival and departure of an aircraft at a gate position involving both the unloading and loading of arriving and departing passengers. No airline may occupy a common use gate position for the purpose of conducting a single aircraft flight arrival or departure for longer than forty-five minutes. For the purpose of these Procedures, a single aircraft flight arrival or departure shall mean a non-contiguous flight arrival or departure of an aircraft at a gate position involving either the unloading or loading of arriving or departing passengers. A turn around operation, flight arrival or departure shall be deemed to have commenced upon the docking of an aircraft at a gate position and shall be deemed to have been completed upon

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

the departure of the aircraft from the apron maneuvering area so that another aircraft may dock at the gate position. Upon the completion of the daily scheduled arrivals and departures of all common use airlines authorized to use the common use gate, the Primary Common User may park an aircraft overnight at the gate.

- h) Use of the common use gate shall be assigned to the Requesting Airline for each of its assigned arrival and departure times. The common use gate includes the aircraft parking position at the gate, the aircraft loading bridge affixed to the gate, the passenger hold room associated with the gate including the assigned “at gate” ticket counter positions, lift station and other furniture and fixtures. Gate assignment times shall commence and terminate as follows:
- For aircraft turn-around operations, subject to the gate occupancy times established herein, the gate assignment shall commence fifteen minutes prior to the scheduled arrival time and shall terminate fifteen minutes after the scheduled departure time.
  - For arrival – only operations, subject to the gate occupancy times established herein, the gate assignment shall commence fifteen minutes prior to the scheduled arrival time and shall terminate forty-five minutes after the scheduled arrival time.
  - For departure – only operations, subject to the gate occupancy times established herein, the gate assignment shall commence forty-five minutes prior to the scheduled departure time and shall terminate fifteen minutes after the scheduled departure time.
  - The Requesting Airline acknowledges the Port Authority’s intent to install Common Use Terminal Equipment (CUTE) including airline-ticketing equipment for the at gate counter positions. As an interim measure pending the installation of such equipment, the Primary Common Airline shall install its own ticketing equipment at the three existing counter positions and the Port Authority shall make additional positions available for use by other common airlines authorized by the Port Authority to use the Common Use Facilities.

In the event that the Requesting Airline’s scheduled arrivals or departures are delayed, it will notify the Primary Common User at the earliest possible time. The Primary Common Airline will use its best efforts to minimize disruption of other arrivals and departures scheduled on the common use gate while at the same time minimizing inconvenience to the Requesting Airline’s passengers. The Primary Common Airline is authorized to coordinate with other Master Airlines and direct the Requesting Airline to use alternative gate facilities in the event that the Requesting Airlines flights are delayed. For the purposes of these

## OPERATING GUIDELINES FOR DOMESTIC AIRLINES

- procedures, a flight shall be considered delayed if its estimated arrival or departure time is not within fifteen minutes of its scheduled arrival or departure time.
- i) Common use ticket counters may only be occupied for the purpose of conducting aircraft flight departures. No airline may occupy a common use ticket counter for longer than two hours. An aircraft flight departure shall mean either a contiguous departure associated with a turnaround operation, or a single, non-contiguous departure, of an aircraft from a gate position involving the loading of departing passengers. Four ticket counter positions shall be assigned for each scheduled departure. The ticket counter assignment will commence two hours prior to the scheduled departure time and will terminate as of the scheduled departure time. Ticket counter assignments include four counter positions, associated bag wells and ticket agent circulation area, access to the outbound baggage conveyor located behind the ticket counters and the passenger ticket line queue area. The Requesting Airline acknowledges the Port Authority's intent to install Common Use Terminal Equipment (CUTE) including airline-ticketing equipment at the four counter positions. As an interim measure pending the installation of such equipment, the Primary Common Airline shall install its own ticketing equipment and make such equipment available for use by other common airlines authorized by the Port Authority to use the Common Use Facilities.
  - j) In addition to the aircraft gate and ticket counter assignments available to the common use airlines, the Airline shall have access to joint use terminal facilities and equipment shared between the common use airlines. These facilities and equipment include the outbound baggage make up room located on the operations level of the Passageway to Satellite A-2, and the inbound baggage conveyor and carousel located on the arrivals level of Building A, as described more fully in the Common Use Agreement. Access to the outbound baggage make up room will be available during the entire period of assigned ticket counter use. Access to the inbound baggage conveyor and carousel shall commence upon the arrival of each scheduled arrival and terminate forty-five minutes thereafter. Access to and use of the outbound baggage makeup room, inbound baggage conveyor and carousel is available on a joint use basis only. The Airline agrees to take all appropriate measures to coordinate use of these facilities with other authorized users at the direction of the Primary Common User. The Airline shall remove all unclaimed bags from the carousel upon such termination and relocate them to the common use baggage service office located adjacent to baggage carousel. The baggage service office is available only to the common use airlines. Access will be granted for each arriving flight consistent with the needs of each flight. The Primary Common User is authorized to grant use of the baggage service office to common use airlines for additional purposes consistent with the Common Use Agreement.

## PORT AUTHORITY DOMESTIC FEES

Take-Off Fee	\$6.69 per 1,000 lbs. MGTW
Monorail Fee	\$2.12 per 1,000 lbs. MGTW
Into-Plane Fuel Fee	\$0.0734 per Gallon
FAR Security Fee	\$259.88 per Departure
Passenger Facility Charge	\$4.50 per Departing Passenger
Common Use Facility Charge (Domestic)	\$820.00 per turn
AirTrain Newark Ticket Counters	\$5.60 per hour per position with baggage belt  \$4.25 per hour per position without baggage belt
Employee Parking Lot F	\$50 per person per month
VIP Parking (for managers only)	\$150 per person per month

Fees for Terminal Space and Operations & Maintenance Space are subject to the terms agreed upon between the Master Airline lessees, the new entrant, and the Port Authority.

Remittance Address for Invoices:

The Port Authority of New York & New Jersey  
P.O. Box 95000-1517  
Philadelphia, PA 19195

Remittance Address for PFC Fees:

The Port Authority of New York & New Jersey  
P.O. Box 95000-1556  
Philadelphia, PA 19195

NEWARK LIBERTY INTERNATIONAL AIRPORT

# Procedures and Operating Guidelines for International Airlines

# **PROCEDURES REQUIRED FOR REQUESTING INTERNATIONAL AIRLINES APPLYING FOR OPERATIONAL STATUS OR EXPANDING SERVICE AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

*A prospective airline seeking to commence scheduled operations must take the following actions:*

- To lease ticket counters or terminal space, the airline must submit the request in writing 90 days in advance to allow time for legal documents to be drawn up and executed by an authorized officer of the company and the Port Authority. No airline can occupy terminal space without first executing the appropriate agreement. The letter should be sent to Huntley Lawrence, General Manager, Newark Liberty International Airport, Building One – Conrad Road, Newark, New Jersey 07114, describing type of service (schedule or charter), destinations, requested arrival and departure times, frequency, aircraft, etc. Copies should also be sent to Stephen DeSanto, Properties and Commercial Development and Diane Papaiani, International Facility at the same address.
- Contact Stephen DeSanto of Properties & Commercial Development at (973) 961-6176 at least 90 days prior to requested start-up date. The following will be required:
  - Registration to do business with the State of New Jersey.
  - A current audited Financial Statement, bank reference, account number and bank contact person.
  - The standard security deposit required for a new entrant airline is a minimum of six (6) months of estimated rent and fees. The amount of security deposit due prior to operation start-up is established by the Credit, Collection and Accounts Receivable Division of the Port Authority and determined on a case-by-case basis dependent on the airline's financial position and payment history with the Port Authority.
  - Federal Tax ID number and a copy of Certificate of Incorporation.
  - Copy of Insurance Certificate in airline's name with the Port Authority as additional insured providing comprehensive Aircraft Liability Insurance of \$300 million each occurrence and Comprehensive Automobile Liability Insurance of \$25 million.
  - A current copy of the FAA Aircraft Certification and Operating Certificate (Form 401) from the U. S. Department of Transportation.
  - List of companies providing services such as in-flight catering, fueling, and aircraft maintenance. Only a bona fide organization that has a privilege permit at Newark Liberty International Airport can provide such services.
  - A copy of any ground handling agreement with another airline. This agreement must be consented to by the Port Authority prior to start-up.
  - The public information phone number for passengers seeking flight information.

# **PROCEDURES REQUIRED FOR REQUESTING INTERNATIONAL AIRLINES APPLYING FOR OPERATIONAL STATUS OR EXPANDING SERVICE AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

## FAA Requirements

- Confirm availability of desired arrival and departure times with Frank Radics, Terminal B Manager at Office: (973) 961-6185, E-mail: [fradics@panynj.gov](mailto:fradics@panynj.gov) and EWR IATA Representative Kaare Hansen at Office: (609) 788-8777, Cell: (609) 402-1903, E-mail: [EWRCoordination@comcast.net](mailto:EWRCoordination@comcast.net).
- Notify the FAA Control Tower at (973) 356- 5000.

## PANYNJ Requirements

- A letter describing aircraft engine specifications must be submitted to Manager, Aviation Technical Services Division, Port Authority of New York and New Jersey, 233 Park Avenue South, 9th Floor, New York, NY 10003. For more details regarding this request please see “Aircraft Noise Requirements.”
- Any changes to the official approved schedule, must be submitted to the Manager of Airport Services, Port Authority of NY & NJ, Newark Liberty International Airport, Building One – Conrad Road, Newark, NJ 07114.
- On the 20th day of each month after start-up, Monthly Activity Reports must be submitted to Aviation Department Statistics Division at 233 Park Avenue South, 9th Floor, New York, NY 10006 and Revenue Accounting at Port Authority, Journal Square Transportation Center, 1 PATH Plaza, Jersey City, NJ 07306.
- An airline must receive prior approval from the Airport Facilities Division (973) 961-6205 before it can hang signs or do any alteration work.
- It is suggested that the new airline contact John Perry, Council of Airport Opportunity at (973) 961-4382. He can provide qualified candidates from the community for job opportunities that are available.

## TSA Requirements

- Transportation Security Administration (TSA), will provide the security screening services at Newark Liberty International Airport. Please contact (908) 787-0555 for information regarding security screening procedures.
- Obtain Approval from Customs and Border Patrol at (973) 565-8000.

# **PROCEDURES REQUIRED FOR REQUESTING INTERNATIONAL AIRLINES APPLYING FOR OPERATIONAL STATUS OR EXPANDING SERVICE AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

## NICC Requirements

- Interline baggage re-check services are currently provided by Omni-Serve under an agreement with Newark International Carriers Committee (NICC). For more information, contact Ron DeLucia at (973) 242-4431 Ext. 5
- NICC provides some contracted services on behalf of all international airlines using the International Facility. For more information contact Kaare Hansen at  
Office: (609) 788-8777  
Cell: (609) 402-1903  
E-mail: EWRNICC@comcast.net

## SITA Requirement

- It is required that all new airlines arriving or departing from the International Facility sign a contract with SITA for use of the CUTE OS System. Contact Audrey Majors at (770) 303-3602.

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

## Introduction

The Port Authority of NY and NJ operate the International Arrivals & Departures Facility in Terminal B. It provides federal inspection, baggage processing, ticketing, check-in counters, and other facilities and services to accommodate international arriving flights and international departures at Newark Liberty International Airport. Domestic flights may also be accommodated if they do not conflict with the primary international arrival mission of this facility.

Use of the International Facility is subject to the payment of all fees and charges in accordance with the Port Authority Schedule of charges for Air Terminals, compliance with Port Authority Airport Rules and Regulations, the following Guidelines, and those future directives, which may be issued by the General Manager or his/her representative from time to time.

These procedures are intended to facilitate movement of the maximum number of people through the International Facility in a convenient and expeditious manner, to minimize the duration and impact of any inconveniences that may develop and to accomplish this while maximizing essential security associated with federal inspection and screening processes, integrity of aeronautical areas and overall airport operations. The objective of these guidelines is to describe:

- 1) Proper use of facilities available at the International Facility;
- 2) Airline staffing and scheduling responsibilities;
- 3) Procedures and policies for assigning terminal gates, departure ticket counters, hardstand parking for International Carriers requiring a break in their arrival and departure flights.
- 4) Responsibility – Airline responsibility with regard to compliance of Port Authority Rules and Regulations as set forth by the Aviation Department.

## Facilities

The International Facility operates with 15 gates. All gates handle both arrivals and departures. The B2 satellite has 7 gates numbered 51-57, three of which can accommodate B747 aircraft type or larger. The B3 satellite has 8 gates numbered 60-68. Three gates can accommodate B747 type aircraft or larger; 2 other gates can be used for same type aircraft but with restrictions on adjacent gates. Assignment of these gates will be addressed later in the guidelines.

There are 7 baggage belts/carousels in US Customs Hall to accommodate international arrivals requiring FIS processing, and one baggage belt/carousel dedicated to domestic arrivals.

The facility provides 5 outbound baggage belts/carousels, 2 in each of the B2 and B3 satellites and 1 in the main building. There are 98 common use check-in counters associated with these belts.

# **OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES**

Additionally, there are two interline belts that feed two carousels which can also be utilized to support departure operations if required.

## **Port Authority Operations Staffing**

Port Authority provides operations staff 24 hours daily to oversee the operation of the Terminal B International Facility. A Facility Manager is responsible for the overall operation of the facility. A Duty Manager, Ramp Manager and Terminal Supervisors responsible for specific aspects of the day-to-day facility operation are available to provide assistance as required.

## **Arrival Process**

International arriving flights at Terminal B requiring federal processing must arrive at the International Arrivals Facility. This Facility includes Federal Inspection Service (FIS) areas for Immigration and Naturalization Service (INS), U.S. Public Health, U.S. Department of Agriculture and U.S. Customs, baggage delivery belts, interline baggage check-in facilities and airline service desks. The Federal Inspection Services requires that the airline maintain the security and segregation of arriving international passengers throughout the clearance process.

All arriving flights to the International Facility must contact Port Authority Ramp Control Center on Unicom frequency 122.85 prior to and again upon landing for gate confirmation and other relevant information. The aircraft crew must maintain communication via 122.85 after landing in the event the Port Authority needs to contact the flight crew for any reason (e.g. gate change advisory, ramp congestion, sequencing and hold short instructions, etc.).

Scheduled international arrival flights will generally have precedence over international departure flights in the allocation of gates and other resources in the International Facility. Exceptions to this rule are those due to logistics of aircraft movement on the terminal ramp and at the discretion of the Port Authority.

Each airline is responsible for providing adequate ramp operations staff for each arriving flight. This includes but is not limited to ground marshalls with proper equipment; wing walkers as dictated by airline operating standards (Port Authority recommends one (1) marshaller and two (2) wing walkers per aircraft); reflective wands (lighted for nighttime operation), chocks for aircraft, and safety reflective vests for all ramp personnel. Ramp staff meeting flights must be standing by the assigned gate so as not to delay flight arrival or any other ramp movement in progress. Those flights assigned to tow-in gates (Gates 51, 52, 53 when used by a Boeing 747, 57, 60 and 68) must have ramp staff standing by with tug and tow, gear pins and headset (all in proper working order) prior to the flight's entry to the ramp area. All equipment that will be used for an arriving flight must be located so as not to impact the flight operation on adjoining gates, adhering to all pavement marking designations. Equipment must also be in sound working order as specified by

## **OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES**

the manufacturer of said equipment and as stated in the PA Rules and Regulations. Once the carrier accepts a gate, it is the responsibility of that carrier to maintain proper housekeeping of that gate for the duration of its use. Any problems or discrepancies with a gate area found by a carrier prior to or while using a gate must be brought to the Port Authority's immediate attention by a representative of the carrier for corrective action. Any deviation from these procedures as determined by the Port Authority may result in a ramp penalty.

All air carriers operating at Terminal B's International Facility are allocated a specified amount of time for which to depart and arrive their flights. The amount of time allocated to an air carrier for arrival and departure operations is predicated on the type of aircraft used for that particular flight. Therefore, upon completion of an arriving or departing flight operation, all airline equipment must be properly stored so as not to impact the next flight operation at the allocated gate or any adjoining gate. All downloaded cargo must be removed within the allocated gate dwell of the flight or once the aircraft has cleared the gate. The gate area is to be left in an acceptable condition as determined by the Port Authority within the allocated gate use time as defined within these operating guidelines.

International arriving carriers are required to provide a minimum of one airline representative in the Immigration and Naturalization Service area, per 100 passengers being processed. In the case of those airlines operating several flights concurrently, one additional representative per flight is required while their flight is being processed. To assist passengers in completing entry forms and to maintain an orderly flow, a minimum of two airline representatives is required in the Customs Inspection area and the interline area to assist their passengers with baggage delivery problems, baggage damage/loss reports and inquiries regarding interlining and onward connections. At least one of these representatives should be fluent in the predominant language of the passengers arriving on their flight. In addition, adequate airline staff or their agents must be present for all flights in need of mobility assistance. Improper staffing that interferes with flight dwell time on a gate may incur a gate penalty.

It is the airline's responsibility to remove baggage from the Custom Hall baggage carousels when required for the operation or when directed by a Port Authority supervisor. The Port Authority will make baggage carousel assignments based on reported ETAs and passenger counts provided by the airline to the Port Authority. It is the airline's responsibility to ensure that all baggage is placed on the assigned baggage belt in the International Inbound bag room. At no time will a carrier arbitrarily reassign baggage from one belt to another unless directed to do so by the Port Authority or a representative. Carriers must staff the International bag rooms with at least one baggage handler per 100 bags to relocate baggage from carts to belts in an expeditious and safe manner.

Shared Interline Airline Service Counters, located immediately outside of the Customs Hall, provide facilities for airline customer service staff to assist their passengers with connecting flight arrangements, baggage problems and other special assistance requirements. Carriers with

## **OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES**

interlining passengers must provide a representative of their airline or a designated representative or a telephone contact (staffed at the arrival time) to assist these passengers. Prior to 1200 and after 2000, when the Port Authority's baggage handlers are not available, it is the airline's responsibility to provide for interline baggage handling.

Special situations requiring dissemination of information of importance to meeters and greeters must be discussed with the Port Authority and the appropriate federal agencies as soon as possible. As detailed in the section "Scheduling of Flights, Gate Assignments and Operational Procedures" it is imperative that airlines operating arriving flights provide accurate information, updated as necessary, concerning estimated arrival time and passenger loads as far in advance of the arrival as possible to ensure an appropriate gate assignment, proper services staffing and the dissemination of arrivals information via the Flight Information Display System (FIDS). All carrier movement messages (MVT) and load departure messages (LDM) should be copied to the Port Authority's email address: TBDM@panynj.gov for providing the Port Authority's gate management staff with timely information on flight ETAs and ETDs.

In the event of an arrival delay of more than 2 hours after the flight's scheduled arrival, carriers will provide extra staff (1 representative per 100 pax) to those flights requiring Special Assistance upon its arrival (e.g. lodging and transportation needs). It is the airline's responsibility to ensure that transportation vouchers will be accepted in the event taxi service is used. Carrier representatives will remain with the process until the last passenger has been serviced. In the event an airline needs shuttle busses to transport their passengers to area hotels, it is the airline's responsibility to arrange for this transportation at their own expense. Port Authority is not responsible for this service. However, we may be used as a resource on occasion and on a case-by-case basis. This effort, if needed, will be coordinated through the Port Authority International Facility Duty Manager.

Jetway operator contract personnel will have in their possession an updated International Facility ramp sheet at all times. They will acknowledge flights as they are called and in the event a flight, which is scheduled to arrive, has not yet done so, the jetway operator will inquire to the Ramp Office the status of said flight. This will ensure a timely response in meeting each flight.

Baggage conveyor belt contract staff will be in position in the International Arrival inbound baggage room to meet each arriving flight as they come in. They will have in their possession an updated International Facility ramp sheet at all times to ensure immediate response in baggage belt start-up and to assist the carriers with baggage belt operation. (Requirements for airline staff to off load a/c and place on conveyor)

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

## Departure Process

Air carriers including charter operators departing from the International Facility (or their handling representative) shall provide the following staff at least three (3) hours before scheduled departure time:

- 1) At least one supervisor, who shall have the authority and responsibility for the operation.
- 2) A minimum of three (3) check-in agents with access to all materials to facilitate the check-in process.
- 3) At least one (1) additional check-in agent for each 100 passengers.
- 4) Two (2) skycaps to serve patrons at curbside.
- 5) A baggage make-up crew on the operations level with sufficient personnel to keep the baggage belt clear and to prepare the baggage for delivery to the aircraft. This crew must be present in the baggage make-up room at the commencement of check-in until it has been determined that the last bag has been accounted for by the airline or its authorized representative.
- 6) The tour operator, if any, or its representative with all the required data and paperwork for processing of the passengers.

Airlines should notify Port Authority when they are preparing their gate for their departure process. This will enable the Port Authority Supervisor assigned to the area to provide access from the departure lounge to the sterile corridor and the aircraft. Once the sterile corridor has been prepared for departure, the airline assumes responsibility for the gate and for enforcing all applicable rules and regulations.

Each airline, upon completion of their departure flight operations, will send to the Port Authority via an email to [TBDM@panynj.gov](mailto:TBDM@panynj.gov), their flight load departure message (LDM). This information is vital to the proper collection of data.

### a) Check-In Counter Assignments

Each departing airline is allotted 3 counters for check-in, plus 1 additional counter position per 100 passengers, based on type aircraft and configuration. A Summer and Winter counter schedule is distributed to all carriers prior to the start of the season. Additional counter requests or any change request must be made through the International Facility Duty Manager.

Carriers are allotted counter space 3 hours prior to and 1 half hour after each departure flight. The Port Authority on a case-by-case basis, pending availability, can make adjustments. It is the carrier's responsibility for queuing departing passengers so as not to interfere with another carrier's departure process.

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

### b) Procedures for Interrupting Departure Boarding

There are 15 International gates that are all connected to the sterile corridor, which is used for the deplaning of international arriving passengers. The corridor constitutes the United States Border by US Customs Service standards and therefore any intermingling of international arriving passengers with passengers originating in the U.S. is prohibited. The same sterile corridor is sectioned off to provide departure access from these gates. International arrivals are generally given precedence over all other flight activity. There will be occasions when simultaneous arriving and departing activity conflict with two or more carriers resulting in the need for a "broken boarding". The daily ramp schedule produced by the Ramp Manager will attempt to avoid these occurrences. The daily schedule should be used to identify if there are possible broken boardings. In that event, the airline representatives who may be affected must be consulted for planning purposes. Coordination with the International Ramp Manager will ensure that the best plan is implemented. The following criteria are to be used to provide our carriers with consistent conditions.

If there are two or more flights scheduled to board on each side of an arriving aircraft:

- 1) The flight, which has commenced its boarding second, will be suspended until the arrival is complete.
- 2) If both flights are scheduled to board at the same time, the flight with the least amount of passengers will be broken.
- 3) If both flights have different departure times, the later flight is broken regardless of the passenger count.
- 4) If there are three flights departing, passenger traffic will be diverted to break the boarding of one flight as opposed to breaking two flights, unless the single flight is almost completely boarded.

Exceptions:

- 1) The above four criteria are non-binding if the International Ramp Manager states they need a particular gate for another international inbound aircraft.
- 2) A flight that has a Customs Buckstop Operation will at no time be suspended from boarding.

All broken boardings deem that the departure doors be closed and alarmed, in addition the two adjacent sterile corridor doors be de-activated and opened. This will provide separation between the domestic originating passengers and the international arriving passengers.

Once the departure, which was not broken, is complete, the remaining arriving passengers can be diverted in the other direction thereby allowing the broken boarding to proceed.

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

The Port Authority Operations Supervisor will make every attempt to ensure the arrival process is not hindered thereby causing additional departure hold time.

*NOTE: Only Port Authority Personnel may suspend the boarding of an aircraft.*

## c) ETD Notifications

The supervisor in charge of a departing flight will be responsible for advising Port Authority staff of the flight's correct departure time at least four (4) hours in advance for flights longer than 2 hours and 2 hours in advance for those less than 2 hours in length. The airline must also notify its passengers of any changes in the flight schedule. Departure delays must be brought to the attention of the Port Authority as soon as they develop. It is the responsibility of the carrier to provide the Port Authority with an estimated time of arrival and departure for gating. This is crucial to the ramp operation especially in times of delays due to weather or mechanical reasons. Failure to inform the Port Authority of any delay may result in the issuance of a ramp penalty at the discretion of the Port Authority. Airline representatives shall not under any circumstances open any door separating the departure lounge and sterile corridor without PA consent and knowledge. Failure to comply may result in revocation of this privilege. (Reference Sterile Corridor Procedures)

The Flight Information Display System (FIDS) monitors will be updated as appropriate by Port Authority staff. In conjunction with the requirement to communicate with the Port Authority's gate schedulers as previously stated, all carrier movement messages (MVT) must be copied to the Port Authority's email address: TBDM@panynj.gov. All departing flights must contact PA Ramp control frequency 122.85 for pushback clearance from Gates 51-62. Flights pushing from Gates 63-68 must contact United Ramp Control at frequency 129.57

## **Scheduling of Flights, Gate Assignments and Operational Procedures**

The Port Authority retains the right to direct that specific international flights be rescheduled, or if that is not a viable option, then relocated to a hardstand until a gate becomes available when they would conflict with scheduled International flights. In such instances, the Port Authority will put on notice the affected international airlines 15 days after the Port Authority receives the approved IATA schedule form EWR's IATA coordinator. Final notice will be sent to those airlines within 6 weeks after the Port Authority General Manager receives the approved IATA schedule.

Notwithstanding the above procedures, Newark Liberty International Airport is a coordinated airport for purposes of scheduling international flight activity requiring the use of the International

Arrivals & Departures Facility. Such coordinated scheduling is carried out under the auspices and policies of the scheduling committee of the International Air Transport Association (IATA). Twice

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

yearly, normally June and November, the IATA Scheduling Committee meets to coordinate schedules for the following winter and summer scheduling periods respectively. Air carriers planning to operate at Newark Liberty International Airport's International Arrivals and Departures Facility must submit their schedule in advance to a coordinator (a representative elected by the Newark International Carriers Committee (NICC). He/she, together with a Port Authority representative, represents the airport at the Scheduling Committee Meeting and endeavors to work out schedules in accord with gate and departure ticket counter availability at the time periods requested. (This is separate and apart from the slot authorization requests that must be worked out with the FAA.) Schedule conflicts, which cannot be resolved at the Scheduling Committee Meeting, are referred to the Port Authority for resolution no later than one week after IATA. Requests for revisions to individual carrier schedules will be entertained in mass. The Port Authority reserves the right to impose a deadline after which no changes will be honored.

The following are the guidelines established for finalizing and distributing the seasonal schedules for operations at Newark Liberty International Airport.

- 1) The IATA representative meets with the Port Authority in advance of the conference in order to discuss assumptions and plans for gate availability and other matters, such as check-in counters, which affect the scheduling.
- 2) The IATA representative must submit IATA schedules to the Port Authority no later than seven (7) business days after the conclusion of the conference.
- 3) Within one week of receipt of the schedule from the IATA representative, the Port Authority will disseminate to all carriers the list of IATA approved flights as presented by the IATA representative, for confirmation of their company's agreement at the conference. The airlines will have one week to confirm the IATA schedule. Any discrepancies must be reported to the EWR IATA representative, currently Mr. Kaare Hansen, in writing or via his email address at [ewrcoordination@comcast.net](mailto:ewrcoordination@comcast.net). The IATA representative will be responsible for resolving any disputes. A copy should be forwarded to the Port Authority designee (currently the International Facility, Supervisor Jean Giobbie), at email address [jgiobbie@panynj.gov](mailto:jgiobbie@panynj.gov)
- 4) Concurrent with Item 3, the Port Authority will review and plot the IATA approved schedule. The gate plot will be completed within two weeks of receipt of the schedule from the IATA representative. During this two-week period, no request for changes will be entertained.
- 5) At the conclusion of the two-week period referenced in Item 4, the Port Authority will officially publish the list and gate plot coinciding with the IATA approved flights. The schedule will incorporate the resolution of any discrepancies noted by the carriers to which the IATA representative concurs. This will establish the baseline schedule for the season.
- 6) For a period of three weeks following the distribution of the baseline schedule, the Port Authority will accept request for changes to carriers' IATA approved schedules. Requests must be made in writing to the Port Authority designee as noted in Item 3 with a copy to the IATA representative. During this period, the IATA representative

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

may, in writing, offer alternatives to your requested schedule changes. Any alternatives acceptable to your airline must be sent to the IATA representative and the Port Authority in writing. All approved changes will be confirmed in writing. No response will indicate the carrier's acceptance of the alternatives offered.

- 7) Within two weeks after the expiration of the three-week period referenced in Item 6, the Port Authority will distribute the final schedule. No decisions will be rendered regarding change requests prior to this time, as all requests for changes will be reviewed en masse. After the distribution of the final schedule, any additional changes will be reviewed on a case-by-case basis.

Requests to operate international charter flights should be submitted no later than 90 days from the date of the intended operation. Flights will be approved based on availability of gates, check-in counters, and scheduled time during off-peak hours (currently 2000 –1200 hours daily.) No charter operation will be assigned to a departure or arrival gate if its gate or counter occupancy will extend into the peak hours without the approval of the International Facility Manager or his/her designee. The Port Authority may, at its discretion, apply these guidelines based on expected time because of past experience with an airline, tour operator or other factors. Ramp penalties will be assessed if the International Facility operating guidelines are not followed. The Port Authority will provide management of Hardstands Amelia and Lindy between the hours of 1200-2000 daily. Any carrier needing to park an aircraft on the hardstand must contact the Port Authority prior to use. First preference of hardstand assignment will be given to International carriers needing to park between their arrival and departure. Port Authority reserves the right to direct a carrier to remove or relocate any aircraft on the hardstand.

When gate saturation occurs, International arrivals take precedence over departures including those flights accessing the "RD" and RF" ramps. This will require both United and Delta airlines to consider the activity of both ramp areas and to prioritize their aircraft movements with Port Authority coordination in accordance with the above prioritization. In no case, however, will an aircraft be required to wait longer than 2 hours to unload passengers regardless of the aforementioned priorities. The Port Authority may invoke handstand and busing operations during gate saturation, to facilitate passenger and aircraft operations. The PAPRICA/Alternate Operation gate access would be activated to unload passengers and is at the discretion of the International Facility Duty Manager. In the case of 2 or more aircraft in this circumstance, consideration will be given to the passenger load type aircraft and origination of the flight. Early arrival during gate saturation may not be accommodated prior to their IATA scheduled ETA.

The International Facility Ramp Manager, when assigning gates for arriving aircraft, will take into consideration, when feasible, the expected next movement of the aircraft, i.e. relocation to a departure gate position, relocation to an aircraft parking position or direct departure from an International Facility gate position, to minimize subsequent use of taxiways, taxi distance and time when the aircraft are moved for departure.

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

The following operating procedures will be used at the International Facility:

- Every effort will be made to schedule flights to maximize the effective utilization of aircraft gates.
- Arrival and departure gate assignments will be transmitted to the airlines each day via telephone and/or FAX.
- All gate assignments will be determined by the Port Authority in accordance with the following priorities which are intended to follow IATA established priorities:
  - First Priority – Regularly all year round scheduled International flights.
  - Second Priority – International charter flights (off peak hours).
  - Third Priority – International diversions.
  - Fourth Priority – Scheduled domestic flights (off peak hours).
  - Fifth Priority – Domestic charters (off peak hours).
  - Sixth Priority – Domestic diversions

The airline shall furnish to the Port Authority International Facility Ramp Manager (telephone nos. (973) 961-6622, 6623, FAX # 973 961-6838) no later than 4 hours prior to the flight's scheduled arrival or departure time for flights longer than 2 hours, and 2 hours in advance for flights less than 2 hours the estimated time of its arrival or departure. Passenger counts and, as appropriate, connecting passenger count. The airline is also responsible for maintaining timely contact with the Federal Inspection Services for international arrivals and to the TSA for international departures. All carrier movement messages (MVT) must be copied to the Port Authority's email address: [TBDM@panynj.gov](mailto:TBDM@panynj.gov)

- Rotation changes require prior notification and approval for conformity within daily schedules. Notification of a rotation change must be made as soon as possible to ensure that the change can be facilitated without affecting other carriers.
- When, because of delays or other unforeseen circumstances, there is a conflict between regularly scheduled international flights for the use of a gate, flights will be assigned to minimize congestion and delay for passengers taking into consideration passenger loads, flight origination and type aircraft.
- International charters and domestic flights may use any portion of the International Facility only when such use does not conflict with scheduled international operations and prior Port Authority approval is obtained.
- Port Authority staff prepares a Gate Assignment Sheet daily. This information is made available to all Federal Inspection Agencies, the airlines and other interested parties. The

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

International Facility gate schedule is designed with the assumption that all carriers will operate on or close to their IATA approved schedule. To help ensure fair and reasonable gate assignment, it is imperative that each carrier provide the Port Authority with estimated times of arrivals and departures no later than 1000hrs and then again 1500hrs. for their flights. Failure to do so may result in the inability to provide a preferred gate, a gate upon arrival, ticket counter assignment, or ramp penalty. Information on special needs, faulty equipment (i.e. inoperable APU's) should also be provided to the Port Authority as soon as possible to minimize any operational impact.

- Listed below are the time allowances for the use of a gate for arrivals and departures.

	JUMBO AIRCRAFT/Wide-Body Aircraft	767 or Smaller
Arrival Only	1 Hour	¾ Hour
Departure	Only 1 –1/2 Hours	1 Hour (3/4 when req.)
Turnaround	3 Hours	2 Hours

\*Small commuter-type jets will receive 30 minutes for arrival, 30 minutes for departure, and one hour for a turnaround.

\*\*Turnaround use of gates will be restricted to a maximum of three hours for jumbo aircraft and two hours for 767 and smaller aircraft respectively. Normally, 30 minutes are allowed between flights scheduled to occupy the same gate. Longer occupancy will be at the discretion of the Port Authority and will be considered on a case-by-case basis. The Port Authority reserves the right to adjust time allowances as condition warrants.

1. Gate assignments will be binding, except the use of the gate must be made within 15 minutes of the starting time of the assigned period. Use of a gate for arrivals later than 15 minutes after an assigned period must be reconfirmed with the Port Authority since it may have been reassigned to an aircraft able to make immediate use of it. Airlines should notify the Port Authority as soon as they become aware that they will not be able to clear the gate at the assigned time.
2. No heavy maintenance or aircraft engine run-ups will be permitted on terminal gate.
3. Any airline accepting an aircraft gate will be responsible for the housekeeping of that gate area (spills, FOD, ground equipment) and immediately reporting any equipment malfunctions or other deficiencies including excessive FOD. Airlines are subject to Breach of Rules citations for failure to properly police these areas.

## **OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES**

4. All flight schedule changes must be approved in advance by the Port Authority and will not be honored if they conflict with the applicable IATA schedule and the resulting gate assignments.
5. Crew of aircraft arriving at the International Facility must make radio contact with the Port Authority (UNICOM) frequency 122.85) prior to landing to confirm gate assignment and availability. Similarly, captains of aircraft departing the International Facility must make radio contact with the Port Authority to coordinate the pushback.
6. Extra section flights (e.g. cancellations from a previous day) scheduled during peak hours must be approved in advance by the Duty Manager and both ticket counters and gates are contingent upon availability.
7. All airlines and associated staff using the International Facility must abide by the Port Authority Rules and Regulations while operating at EWR.

No carrier will be permitted to leave an aircraft on a terminal gate in excess of its allotted time during peak daily activity, unless they have received a formal exception. Any such exception must be approved in advance via request to the International Facility Ramp Manager. No exceptions will be made unless the carrier has sufficient personnel and equipment available to move the aircraft immediately upon the request of the Port Authority. No exceptions will be made during periods of heavy congestion or for the purpose of aircraft maintenance being performed on the apron when exceptions would force the distribution of gates assigned. During winter operations (November 15-April 15) each aircraft operator must have on file with the Port Authority an up to date towing plan and a 24 hour contact to implement that plan to ensure that aircraft kept on an international gate can be quickly relocated to facilitate snow and ice removal.

### **Gate Penalty Fines**

Fines may be assessed for any aircraft remaining on the public passenger ramp apron and hardstand area for more than 10 minutes after the Port Authority has directed that such aircraft be removed because of an emergency or congestion. Fines may be assessed for any aircraft remaining on the ramp or hardstand area thus creating ramp congestion and interfering with ramp operations. Aircraft are not permitted to wait on the International Facility ramp for a gate to open elsewhere.

Below are some conditions which may be considered in levying fines against airlines or revoking their operating privileges:

- Remaining on the gate beyond the allotted time for arrival, departure or turn without prior approval from the Port Authority.
- Interference with construction activity
- Hindering snow removal

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

- Causing another carrier to hold for a gate during gate saturation periods
- Delay an arrival or departure of another carrier
- Taking a vacant gate/handstand without approval
- Hindering VIP movements
- Impeding ramp maintenance activities
- Refusing to relocate when directed to do so by the Port Authority
- Hindering the use of a gate because of equipment related problems, FOD, spills, cargo or any other condition making the gate unusable as determined by the Port Authority

The Port Authority will determine whether a fine is to be issued after obtaining and assessing the facts available.

### Fine Structure:

- for the first 15 minutes or any part thereof.... \$500.00
- for each additional 15 minutes or any part thereof...\$1000.00

An air carrier may appeal a gate penalty. A letter stating the reason (s) why they deem the gate penalty unworthy must be received by the International Facility Manager within 3 business days of penalty assessment to be considered for appeal.

### Engine Starts at the Gates

Prior to starting any aircraft engine at a gate in preparation for departure, the flight crew shall:

- Request to the Port Authority through the ramp control frequency 122.85 which engine they would like to start and the reason for starting an engine at the gate.
- Once approval is received, only one engine will be started with the proper precautions: the engine can be started and advanced to idle power only.

After the engine is started, a request is put through the ramp control frequency to push back for departure. The engine start request does not include permission to push back off the gate.

There will be ground personnel stationed behind the aircraft indicating to other ground personnel and vehicles that an engine is running. These personnel should be properly equipped with wands or lighted flashlights to indicate an engine is running and will remain with the aircraft during push back.

In the event that more than one engine needs to be started at the gate, a satisfactory reason will be required. Cross bleed starts at the gates will be not be permitted. Since certain gates at the

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

International Facility provide more open space behind aircraft than others, consideration will be given depending upon the gate the aircraft is located. Note that advance notice to the Port Authority that an aircraft's APU is inoperative and would require an engine to run during arrival or departure would be taken into consideration during the gate planning process.

Maintenance requests to start an engine at a gate will follow the same procedure outlined above. High power engine runs are not permitted at the gates.

The Port Authority Ramp Manager reserves the right to have any aircraft moved into the alley and a ground power unit brought out to the aircraft if the Manager believes that starting an engine at a gate would create an unsafe condition.

In the interest of safety, engines will not be permitted to be started or running in proximity to the jetway operation. If operational need dictates running an engine in close proximity to a jetway, the engine run will be coordinated with the International Facility Ramp Manager on a case-by-case basis.

## Alternative Operations

There may be occasions (gate saturation, snow emergency) when all of the gates are occupied and an alternative operation needs to be implemented. The International Facility Duty Manager, along with the Ramp Manager, will need to determine whether an arriving aircraft should hold for the next available gate or if a handstand busing operation can provide a more expedient offloading. The basic information must be available concerning the aircraft arrival, International or domestic, aircraft type, passenger count, wheelchair passengers, handling company and Airline Station Manager or representative authorizing the handstand operation.

- Manpower – In order to safely handle a busing operation a minimum of two personnel are needed, one to escort the buses and the other to supervise the off loading of the buses at the base of the escalator. Airline or ground handling staff can be designated to guide passengers into the building. In the event additional manpower is needed, contact the Airport Duty Manager “99” and request personnel to aid the ramp operation.
- Equipment - Buses are necessary in order to facilitate a handstand operation. Prior to positioning the aircraft, contact Landside Duty Manager “91” and determine if the bus fleet or call in fleet were available and how long would it take them to mobilize. Ground handlers would have to supply a stair truck in most cases due to wide body aircraft not having internal stairs. In the event the stair truck is out of service, PAPD would be called to supply the rescue stair truck.
- Timing – After obtaining the available bus count, it must be determined how long it would take to deplane and transport the passengers. If a gate will become available within the projected time frame it may be more prudent to await the gate assignment.

## OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

- Notifications – The International Facility Manager is to be notified once the decision is made to activate an alternative operation. Indicate if only one alternative operation is needed and request instructions concerning further notifications. Immigrations & Customs officials are to be notified prior to commencing the alternative operations.
- Deplaning & Busing – The buses need to be escorted to the handstand from the Security guard post by either the International Facility Ramp Manager (72) or the Landside Transportation Supervisor (94). Busing to and from the aircraft is to be handled by International Facility Staff or the International Duty Manager's designee.

It is best that the passengers understand prior to deplaning what is causing an unusual event and how it will be carried out.

- Physically Challenged passengers – Straight back chairs provided by the air carrier would be utilized to offload any passengers with disabilities. Wheelchairs will await these passengers at the North B3 elevator will be used to reach the INS level.
- Recording - All events are to be logged in CALS under. It must be noted if any controllable aspects at the International Facility caused the lack of gate availability. A separate copy of the CALS entry coupled with the associated ramp sheets, gate fines or B.O.R.'s are to be forwarded to the International Facility Manager for review.

The following daily commitments are needed to ensure a smooth alternative gate operation:

- Ground Handlers must maintain stair trucks
- Gate # 69 area clear of equipment, dumpsters & construction.
- Understanding that the need for hardstands during Alternate Operations takes precedence over other operation

# OPERATING GUIDELINES FOR INTERNATIONAL AIRLINES

## PORT AUTHORITY INTERNATIONAL FEES

Take-Off Fee	\$6.69 per 1,000 lbs. MGTW
Monorail Fee	\$2.12 per 1,000 lbs. MGTW
Into-Plane Fuel Fee	\$0.0734 per Gallon
FAR Security Fee	\$259.88 per Departure
Terminal Space	Starting \$80.00/sq. ft. per year plus CPI
Operations and Maintenance Space	Starting \$75.00/sq. ft. per year plus CPI
Shared Ticket Counters	\$5.60 per hour per position with baggage belt \$4.25 per hour per position without baggage belt
Federal Inspection Charge	\$14.85 per Arriving International Passenger
General Terminal Charge	\$6.80 per Arriving and Departing Passenger
PFC Fee	\$4.50 per Departing Passenger

NEWARK LIBERTY INTERNATIONAL AIRPORT

# Other Airport Information

## PASSENGER FACILITY CHARGE (PFC)

### Applicable Excerpts from the FAA PFC Final Rule Regarding PFC Collection, Handling, Remittance, Compensation, Reporting, Record Keeping and Auditing

Newark Liberty International Airport (EWR); John F. Kennedy International Airport (JFK); LaGuardia Airport (LGA), New York; Stewart International Airport (SWF), Newburgh, New York PFC No. 10-07-C-00-EWR, 10-07-C-00-JFK, 10-07-C-00-LGA, 10-04-C-00-SWF -- Final Agency Decision on PFC Application.

In accordance with 158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), the FAA approved the application to impose a PFC at EWR, JFK, LGA and SWF and to use PFC revenue at EWR, JFK, LGA and SWF. The FAA has approved authority to impose and use PFC revenue for four projects at EWR, four projects at JFK, one project at LGA, and one project at EWR, JFK, LGA, and SWF, and partially approved authority to impose and use PFC revenue for one additional project at LGA. The total approved PFC revenue to be used for these 10 projects is \$753,402.802.

The FAA's approval authorizes the Port Authority to proceed as follows:

1. Impose a PFC of \$4.50 at each of the four (4) airports, in order to collect and use the total PFC amount necessary to fund the following projects:
  - a) Security Enhancement Projects for the Physical Protection of Terminal Building Frontages at EWR (\$37,400,000)
  - b) Multiple Taxiway Entrance Construction at EWR (\$45,000,000)
  - c) Fire Alarm Upgrade in Terminal B at EWR (\$4,000,000)
  - d) Security Enhancement Projects for the Physical Protection of Terminal Building Frontages at JFK (\$60,000,000)
  - e) Aircraft Ramp Extension and Hangar Demolition at JFK (\$15,000,000)
  - f) Reconstruction of Runway 13R-31L at JFK (\$300,000,000)
  - g) Rehabilitation of Runway 4-22 at LGA (\$49,000,000)
  - h) Security Enhancement Projects for the Physical Protection of Terminal Building Frontages at LGA (\$24,775,302)
  - i) Terminal A Redevelopment – Phase II Planning Program at EWR (\$30,000,000)
  - j) Planning for a Centralized De-icing Facility at JFK (\$1,000,000)
  - k) Snow Removal and Safety Equipment Procurement at SWF (\$5,727,500)
  - l) PFC Planning and Program Administration (\$1,500,000)

### As required by Section 158.43, please be advised that:

1. The level of PFC to be imposed at John F. Kennedy International, LaGuardia, Newark International and Stewart International airports will be \$4.50 per eligible enplanement of which the air carrier is to remit to the Port Authority \$4.39.
2. The additional amount of PFC revenue to be collected at John F. Kennedy International, LaGuardia Newark International, and Stewart International airports will be \$753,402.802.
3. The earliest effective date of the PFC at the four (4) airports will be July 1, 2010. This complies with the PFC regulations, which state the charge effective date will be the first day of a month which is at least 60 days approval to impose the PFC.

## **PASSENGER FACILITY CHARGE (PFC)**

All PFC remittances are to be made payable to the Port Authority of New York & New Jersey with PFC Funds specified on the reference line of the checks, and are to be submitted to the Port Authority at the following address:

Port Authority of New York & New Jersey  
P.O Box 95000-1556  
Philadelphia, PA 19195

### **Applicable Excerpts from the PFC Final Rule Regarding PFC Collection, Handling, Remittance, Compensation, Reporting, Record keeping and Auditing**

All PFC reports are to be submitted to the Port Authority at the following address:

Manager, Revenue Accounting  
Comptroller's Department  
Port Authority Technical Center  
241 Erie Street  
Jersey City, NJ 07310

### **For your convenience, provided are the following excerpts from the PFC Final Rule regarding PFC Collection, Handling, Remittance, and Compensation. Reporting, Record keeping and Auditing:**

- Section 158.45 – Collection of PFC's on tickets issued in the United States
- Section 158.47 – Collection of PFC's on tickets issued outside the United States
- Section 158.49 – Handling of PFC's
- Section 158.51 – Remittance of PFC's
- Section 158.53 – Collection Compensation
- Section 158.65 – Reporting requirement: Collecting Carriers
- Section 158.69 – Record keeping and Auditing: Collecting Carriers

Please provide the appropriate notification of this collection requirement to your agents, including other issuing carriers.

# CLEAN IRREVOCABLE STANDBY LETTER OF CREDIT

FORMAT:

The Port Authority of New York & New Jersey  
225 Park Avenue South, 12th Floor  
New York, NY 10003

Date \_\_\_\_\_

Attn: CREDIT MANAGER

CLEAN IRREVOCABLE STANDBY LETTER OF CREDIT NO. \_\_\_\_\_(C)\_\_\_\_\_

At the request of \_\_\_\_\_(A)\_\_\_\_\_, we \_\_\_\_\_(B)\_\_\_\_\_ hereby open this CLEAN IRREVOCABLE LETTER OF CREDIT NO. \_\_\_\_\_(C)\_\_\_\_\_ in your favor up to an aggregate of \_\_\_\_\_(D)\_\_\_\_\_ U.S. Dollars, available by your draft(s) on us at sight.

We warrant to you that all your drafts under this CLEAN IRREVOCABLE LETTER OF CREDIT WILL BE DULY HONORED UPON PRESENTATION OF YOUR DRAFT(S) drawn on us and presented to us at \_\_\_\_\_(E)\_\_\_\_\_ on or before the expiration date set forth below or future expiration date as indicated below. Our obligation under this Letter of Credit is the individual obligation of the Bank, in no way contingent upon reimbursement thereto, or upon our ability to perfect any lien or security interest.

All drafts must be marked "Drawn Under \_\_\_\_\_(B)\_\_\_\_\_ Letter of Credit No. \_\_\_\_ (C)\_\_\_\_ dated \_\_\_\_\_". Partial drawings under this Letter of Credit are permitted.

This CLEAN IRREVOCABLE LETTER OF CREDIT expires at the close of business on \_\_\_\_\_(F)\_\_\_\_\_  
This CLEAN IRREVOCABLE LETTER OF CREDIT shall be automatically extended without amendment for additional periods of one (1) year from the present or each future expiration date unless we have notified you in writing not less than sixty (60) days before such date that we elect not to extend the Letter of Credit for such additional period, such notice to be sent by registered or certified mail to you at the address herein. Upon receipt by you of such notice, you may draw on us at sight for the balance remaining in this Letter of Credit within the then applicable expiration date, no statement required.

EXCEPT AS OTHERWISE EXPRESSLY PROVIDED HEREIN, THIS LETTER OF CREDIT IS SUBJECT TO THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS (2007 REVISION) INTERNATIONAL CHAMBER OF COMMERCE PUBLICATION NO. 600.

\_\_\_\_\_  
BANK OFFICER/REPRESENTATIVE

## LEGEND:

A – INSERT APPLICANT NAME, I.E. TENANT OR LESSEE NAME    B – INSERT NAME OF ISSUING BANK  
C – INSERT L/C IDENTIFICATION NUMBER    D – INSERT DOLLAR VALUE OF INSTRUMENT  
E – INSERT EXACT ADDRESS OF LOCAL BANK BRANCH    F – INSERT EXPIRATION DATE-ONE YEAR FROM ISSUE DATE

\*\*\* Please instruct your Bank to have the Letter of Credit issued in the above format in "Draft" form and fax to Michael Mayurnik, Credit Manger, at (212) 435-5846 for approval PRIOR to issuance in "Original" form or email a Word file to Mayurni@PANYNJ.Gov. If the draft is not reviewed in advance, the Letter of Credit can be rejected. If you are in need of further assistance, Mr. Mayurnik can be reached at (212) 435-5838. \*\*\*\*

# AIRPORT SECURITY/SIDA

## Important Notice to all Issuing Officers

Issuing Officers are required to completely comply with applicable laws, regulations, and policies. Violations can personally subject you to civil penalties, termination of access privileges, and/or criminal charges.

If you have any concern regarding your potential liability, contact the EWR Security Manager at (973) 961-6320 or the Access Control Coordinator at 973-961-6361

## 18 USC Chap 47 Sec 1001

Sec. 1001. - Statements or entries generally

(a) except as otherwise provided in this section, whoever, in any matter within the jurisdiction of the executive, legislative, or judicial branch of the Government of the United States, knowingly and willfully -

- (1) falsifies, conceals, or covers up by any trick, scheme, or device a material fact;
- (2) makes any materially false, fictitious, or fraudulent statement or representation; or
- (3) makes or uses any false writing or document knowing the same to contain any materially false, fictitious, or fraudulent statement or entry;

**shall be fined under this title or imprisoned not more than 5 years, or both.**

## ID Office and Contact Information

### ID Office

- The Port Authority ID Office is located in Terminal B, alternative drop-off level.
- The ID Office operates on a first come, first served basis for ID Badges. The Issuing Officer must make an appointment for fingerprints, or fingerprint results. Please call 973-961-6050 for all appointments.
- If the ID Card Applicant does not speak English, you MUST send an interpreter with the applicant.
- The ID Office normally operates during business hours. In unusual circumstances with advance notice, the ID Office is available outside normal business hours and on weekends. You must pre-clear your request with the Manager, Airport Security at 973-961-6320 or the Coordinator, Access Control at 973-961-6361.
- Applications are available in the Port Authority ID Office Terminal B, alternative drop-off level

### Fees/Fines

- All fees/fines must be paid by money order or Corporate check in the exact amount.
- The fingerprinting fee is currently \$27.00
- The fee for lost/Stolen ID Cards is currently \$100.00
- The fine for a security breach (BOR) is currently \$25.00 for the first violation and \$100.00 for the second violation.

# AIRPORT SECURITY/SIDA

## U.S. Customs

- The Customs office is located in the B-3 Satellite.
- Telephone is 973-565-8000, extension 6581.
- If a Customs hologram is required, Customs approval is required prior to making an appointment for ID Card Issuance

## Aeronautical Driver Training

- Ask for the Driver Training Coordinator at Port Authority Operations (973-961-6621) for a class appointment.

## Emergency Suspension of Access Privilege

- Monday thru Friday 8:00am – 4:00pm – contact the ID Office at 973-961-6050
- After normal business hours contact the Port Authority Control Desk at 973-961-6154

## **Duties and Responsibilities of Issuing Officers**

### Strict Rules

The Issuing Officer and Company must be in complete compliance with TSA requirements and Port Authority policies.

### Documentation

Companies are required to maintain complete records of all documents submitted to the Port Authority for purposes of gaining or maintaining access to the AOA, SIDA, or Secured Area. Records must be maintained for 180 Days after termination of the employee's access privilege.

### Compliance with TSR 1542 Requirements

Issuing Officer responsibilities are detailed below. Transportation Security Regulations can be accessed through the TSA Home Page under the Law and Policy section. Use this link for direct access to Transportation Security Regulations 1542.

### No Known or Suspected Defects

Your signature attests that you are not aware or have any suspicion of any defects in the application, attachments, regulatory compliance, or other substantive issues regarding the employee.

# AIRPORT SECURITY/SIDA

## Company Employee or Approved Contractor without Issuing Authority

You are only authorized to execute applications and other documents for persons that are employees of your company

- You are not authorized to execute applications of any individual that is not a direct employee of your company. Contractors, consultants, or anyone else not directly employed by you are not authorized to receive a SIDA badge. In this situation, the individual requiring access to secured areas should be escorted.
- You can only execute the applications of persons that have a current and valid business relationship with your company.
- You cannot execute applications for employees of companies that have been disapproved for access privilege

## Meets Requirements

You have no information that would lead you to suspect the person does not meet the requirements for access.

## No Prohibited Items (Weapons)

No weapons are permitted on the environs of the airport. Carry permits are not valid. You must instruct all employees of this fact.

## **Accountability of Issuing Officers**

### Held Responsible

Issuing Officers are held responsible for all of their actions that they are aware of on behalf of their company.

### Audits

All records are subject to audit by the Port Authority of New York and New Jersey, Transportation Security Administration, Federal Aviation Administration and any other agency of the Federal, State, or Local government with jurisdiction.

## Section 1001, of Title 18 United States Code

Both the applicant and Issuing Officer are subject to criminal prosecution if their actions are found to be in violation of the above referenced statute. Actions intended to allow an individual access to the AOA, SIDA, and/or Secured Area in violation of laws or regulations may also subject the responsible individual(s) to prosecution at the local level. Each violation could subject you to fines and imprisonment of up to five (10) years.

## TSR 1542 Company Fines

The Transportation Security Administration has the authority to assess fines to the company in amount up to \$25,000 PER VIOLATION

# AIRPORT SECURITY/SIDA

## TSR 1542 Individual Fines

The Transportation Security Administration has the authority to assess fines to the individual of \$11,000 PER VIOLATION.

## **Issuing Officer Certifications**

### Employment

The applicant is an employee of your company or the employee of your Contractor that does not have Issuing Officer Authority.

### Required Identification

The Issuing Officer has personally examined the applicant's required two forms of identification. Both must be government issued (driver's license, US passport, alien registration card, etc) with one containing a photograph. The names on both forms of identification must match exactly.

## Meets TSR 1542 (formerly FAR 107) Access Requirements

- Criminal History Records Check

Most airport tenants have this service performed by the Port Authority ID Office. In these cases, the Port Authority performs the CHRC and takes appropriate action as the results indicate.

Approved (approved TSR1544 Airlines) are granted authority by the federal government to complete the CHRC for their employees. The Issuing Officer is responsible for compliance with applicable rules, regulations, and requirements regarding the execution, review, approval, and recordkeeping within this process. The Issuing Officer signature certifies that the individual has satisfactorily met the standards required for access.

- SIDA Training/Certificate

SIDA Training is required under TSA regulation prior to any individual being granted access to the, SIDA. The course must be conducted in accordance with the curriculum and standards set by the Port Authority and approved by the Transportation Security Administration. The applicant must have completed the course in its entirety and achieved a satisfactory result on the required testing as per Port Authority policy, which is 80% or better. Private training sessions conducted by the Port Authority approved trainer can be arranged and are paid for the company requesting the training

- Recordkeeping

Per TSA Regulations, the Issuing Officer must ensure that records of all documents submitted to the ID Office and SIDA Training records are maintained for a period of 180 days following termination of the individual's access privilege.

# AIRPORT SECURITY/SIDA

## Authorizing Access Privileges

Applicant access levels will not exceed company authorization. In no case should a person receive access beyond what their job requires.

### Card Type

The Issuing Officer authorizes an AOA or Sterile Area Card type. An AOA (RED) card allows unescorted access to the aeronautical operations area, and a sterile (BLUE) card allows unescorted access privileges inside the terminal buildings – from the screening checkpoints to the boarding gates.

### Access

Access will be granted through designated access points only.

### Privileges

Employees may require specific privileges to perform their job functions.

- Customs – Requires a separate application for customs bonds. This process should be completed simultaneously with the ID Card application.
- Escort Authorization – Escort People privileges (EP) and escort vehicles privileges (EV – requires driver privilege) must be noted as such by the Issuing Officer on the application. If an individual possesses vehicle escort privileges, it is assumed that they can also escort people. If an individual required escort privileges, a separate request must be made in writing to the Access Control Coordinator. The business purpose must be stated in the request.
- Driver Authorization – Requires a valid driver's license and completion of a Driver's Training course.

## ID Card Rules and Requirements

### AOA Pin Number

Each person holding an AOA ID Card picks a 4 digit PIN #. Keep it private and protect it. Never let anyone see the number when you enter it.

### AOA Access

A red background ID Card allows AOA access without escort. AOA ID Card shall only be utilized while you are on duty. AOA ID Card is not to be used for non-business purposes. In all cases, your access is limited to those areas in which you have a current and valid business purpose.

### Expiration

Each ID card is good for 18 months. It expires at midnight of the day BEFORE the date on your card. You can renew up to 30 days before expiration.

# AIRPORT SECURITY/SIDA

## Mutilation

You cannot mutilate your card in any way. If your card is worn or the lamination begins to peel, see your Issuing Officer for a signed Disposition Form(PA 3253a). Go to the ID office and they will replace it free of charge. A mutilated card is subject to confiscation.

## Alteration

Do not alter the card, or affix anything to it. Do not write your PIN on the card.

## Display

Display above the waist and below the neck on the outermost garment. Pick a display method that keeps you safe while performing your job. Pouches or holders may be used if the window is transparent (No colors allowed) and the entire card is displayed.

## Voided

If your card is voided or will not work in a reader, see your Issuing Officer immediately. Do not bypass security. The card is not valid until the problem is resolved.

## Lost/Stolen

Lost or stolen cards must be immediately reported. Replacement cards will cost \$100. If you find your card after reporting it lost, turn it in to the ID Office immediately. If you lose more than 2 ID cards, you will not be eligible to be re-issued a card.

## Lending

NEVER lend or borrow a card. Anyone found participating in a fraudulent identification scheme is subject to arrest and/or criminal prosecution

## Challenge

You must challenge anyone in a SIDA area that is not displaying his or her ID.

- Any individual that cannot produce a current and valid EWR ID card must be turned over to a Supervisor or the Port Authority Police for further investigation.
- If a person does not cooperate with the Challenge, immediately notify the Port Authority Police. Please be able to provide a complete description of the person. Whenever possible, try to keep the person in sight until the Port Authority Police arrive.
- You have the right to Challenge anyone, including persons with a valid EWR ID Card that transverse the SIDA area.
- Everyone is required to cooperate with a Challenge.

# AIRPORT SECURITY/SIDA

## Escort

If you are performing an escort, you are responsible for that person or persons and his/her actions. You must have Escort Privileges (EP or EV) on your card to be eligible to conduct an escort.

- From time of submission of application, No employee can access the AOA until the fingerprinting Process has began. Employees who have been fingerprinted at the ID office may be escorted until the ID card is issued. If the employee has been denied for any reason by the ID office, the person MAY NOT be escorted.
- NO ID Card – NO Access – No Exceptions
- The Port Authority does not issue Temporary or Visitor ID's.
- An Escort Form must be completed prior to conducting an escort through a perimeter guard post. Logs of all escorted individuals are maintained at the guard posts.
  - Anyone being escorted into the sterile area must have their name run against the no fly / selectee list prior to the escort being conducted. This can be accomplished by calling the Access Control Coordinator at 973-961-6361.
- Company-to-Company escorts are permitted
- The person performing the escort must maintain constant visual contact and be close enough for verbal communication. No break in contact is permitted.
- The person conducting the escort must also complete the escort by escorting the person(s) or vehicle(s) off the SIDA area.
- Vehicles without PONYA plates must remain under continuous escort.
- Persons holding a valid EWR ID Card for the AOA may not be escorted. Under TSA regulations, employees that have forgotten or lost their ID Card may not be escorted. Persons that have had their ID Card stolen may not be escorted.
- Persons whose access privileges have been denied, suspended or revoked for any reason are NEVER eligible for escort. Any person who is involved in granting, providing, or facilitating access to a person whose access privilege is denied, suspended or revoked may be subject to civil and/or criminal penalties.
- Maximum number of escorts is limited to a 5:1 ratio for people and 2:1 ratio for vehicles.

## **Breach of Rules**

BOR's are issued for violations. All BOR's must be responded to in writing within fourteen days of the breach. Instructions on where to respond appear on the back of the BOR form.

An Issuing Officer of the company must address security violations in writing. The letter should cite the specific BOR information and describe actions being taken to prevent such breaches in the future.

A fine of \$25.00 is assessed for the first breach of rules and attendance at a SIDA Retraining course is required within 30 days of the violation. The penalty for a second BOR in a 24-month period is \$100.00. The person who received the BOR and his/her immediate Supervisor must attend BOR retraining within 30 days of the violation. Unanswered BOR's and persons who do not attend class within the guidelines will have their access privileges suspended.

# AIRPORT SECURITY/SIDA

Any person who receives three (3) security violations within a 24-month period will have access privileges revoked for a period of up to 24 months.

Below find a topic list of the most serious Security Violations

- ID Card Related
  - Failure to Display
  - Misuse
  - Altered
  - Mutilated
  - Expired
- Access Related
  - Unauthorized Access
  - Breach of a 1542 Door
  - Misuse of Escort Privileges
  - Unauthorized Object
- Failure to Challenge

## Applicant Processing Checklist

- Application Information
- Applicant Identification
- Issuing Officer Application Completion
- Issuing Officer Signatures
- Notarize Signature
- SIDA Training
- Driver Training (where applicable)
- Customs Application (where applicable)
- Escort Privileges Request
- Fingerprinting
- ID Card Pickup

## Completing the Application Process

### Qualifications and Attachments

The applicant must satisfy qualifications (where applicable) in the following areas prior to issuance of an EWR ID Card

- Approved CHRC (always)
- Complete SIDA Training (for RED ID cards)
- Complete Driver Training
- Customs Approval

The application must have the following attachments (where applicable) prior to completion and issuance

- Drivers License
- Driver Training Certificate
- Original SIDA Certificate
- Customs Approval
  - Escort Privilege Request

# AIRPORT SECURITY/SIDA

## Fingerprinting

- The applicant must bring required two forms of identification to their appointment. Both must be government issued with one containing a photograph. The names on both forms of identification must match exactly.
- Payment must be in the exact amount by Money Order or Corporate Check. Current charges are \$27.00.
- Some fingerprints cannot be classified. Our policy on unclassifiable Fingerprints is as follows:
  - Redo once at no charge
  - Second time will require another fee

NOTE: Fresh cuts, lotions, etc. interfere with fingerprinting

## **Approval and Issuance**

- The Issuing Officer will be notified of approval or denial of the application.
- Any disqualifying or unresolved issues arising from the Criminal History Records Check will result in a denial of access privilege. The applicant may request a copy of their fingerprint results in order to obtain the necessary dispositions if their CHRC does not have a final disposition on it. Anyone with a disqualifying crime on his or her record within 10 years will be denied for 10 years from the date of the final disposition. It is vital that all criminal history and/or alias names are disclosed on the application. Any individual who fails to disclose will be denied and may appeal that denial to the General Manager of Aviation Security and Technology. Failure to disclose criminal history or alias names may result in criminal prosecution.
- If an applicant has also applied for Customs access, the approved Customs application must be obtained and presented to the EWR ID Office prior to issuance of the ID Card.
  - ID cards must be picked up no longer than 30 days after the notification of approval. Anyone who attempts to pick up an ID card after 30 days will be turned away.
- Two forms of ID (described above) are required for ID Card pick-up.

## **Other Dispositions**

The Issuing Officer must authorize all transactions taking place in the EWR ID Office. Another Disposition Form (PA3253a) is used as authorization to issue, reissue, or return cards. Reason codes included on the form are as follows:

- Returned Cards
- Mutilated Cards
- Renewal
- Expired
- Upgrades (blue to red ID, add escort, driver, hologram, etc.)
- Non-Return\*
- Lost\*
- Stolen\*

\* indicates an administrative fee of \$100.00 must be paid.

Disposition forms are available at the Port Authority ID Office in Terminal B.

# AIRPORT SECURITY/SIDA

## **Controlling Your ID Cards**

A tight control of outstanding ID cards is vital to the entire airport community. The Issuing Officer is responsible for all ID Cards issued to the company and its employees.

Transportation Security Administration regulations require The Port Authority to revalidate the entire the ID Card Media system if we lose control of an aggregate five percent (5%) of the outstanding ID cards. Issues such as lost, stolen and non-returned cards move us toward this standard. Replacement of the ID Card system results in significant cost and disruption of operation to the Port Authority and the entire airport community. A high degree of control and administration is required of every company and Issuing Officer.

## Outstanding ID Cards

All EWR ID Cards listed as outstanding for your company must represent current and valid employees with a business reason for access. You are responsible for ensuring that the outstanding ID Cards shown in the EWR Security system is correct.

## ID Card Audit Control

Audit Reports will be forwarded to you one per year for review and confirmation. They must be confirmed within the specified time requirements. If the Audit is not completed, all ID cards for your company will be suspended and transactions at the ID office will not be permitted.

## Communication

Communication between the ID Card office and your company will be through Issuing Officers. Your voicemail and email must be checked regularly for updates and other related information.

## Reporting

In addition to normal Issuing Officer communications, you may be required to perform other reporting tasks as the need arises. It is important that deadlines be strictly observed.

## **Terminating Access Privilege**

Whenever an employee transfers or leaves for any reason, access privilege must be suspended and the ID Card returned.

## Notification to Issuing Officer

The Issuing Officer must be involved in the process of any employee leaving the company for any period of time or reason.

## Recovering the ID Card

At the point of any employee termination, suspension, vacation, or leave of absence, the company must recover the EWR ID Card. It must be immediately suspended in the ID Card system where appropriate.

## Suspending Access

The ID Card must be returned to the Port Authority ID Office immediately upon employee separation.

# **AIRPORT SECURITY/SIDA**

## Multiple Employers

If a terminating employee works for another company on the airport and is listed on the ID Card, provide him/her with a form (Disposition) to remove your company from the card. Either accompany the employee to the ID Office or direct them there immediately prior to your suspension of privilege.

## Fines

The fine for lost, stolen or non-return cards is \$100.00. Every effort must be made to recover all cards. The Port Authority and/or TSA have the right to require you to produce records of your efforts to recover non-returned cards.

## Maintaining Control of ID Cards

All ID Cards outstanding for your Company must be held by valid employees on current work assignment at EWR, or by the Issuing Officer. ID Cards turned in by departing employees must be surrendered at the ID Office immediately. All employees have the right to turn in their ID Card directly to the EWR ID Office and provide written proof of the surrender to the company.

## **Temporary Breaks in Service**

Generally, Issuing Officers are responsible for obtaining and securing employee ID cards during any break in service. Where applicable, ID cards must be returned to the ID Office in Terminal B. All requests to terminate access privileges must be communicated to the ID Office in writing.

# AIRCRAFT NOISE REQUIREMENTS

## Aircraft Noise Mitigation Background

Over the past forty years, the Port Authority of NY and NJ, as operator of John F. Kennedy International Airport (JFK), Newark Liberty International Airport (EWR), LaGuardia Airport (LGA), and Teterboro Airport (TEB) have implemented a number of aircraft noise abatement programs and numerous noise mitigation programs.

- (1) The Port Authority commissioned this country's first study (1958) of jet aircraft noise and the perceived decibel noise level impacts of commercial jet aircraft on humans in the surrounding community.
- (2) The Port Authority's first program to mitigate jet engine noise was the establishment of a departure noise limit in 1959, known as the 112 Perceived Noise Decibel (PND) rule. The basis for the rule was a noise evaluation study, that the Port Authority had initiated, which pioneered scientific research as to how human beings perceive aircraft noise
- (3) Absent national or international regulations on jet noise emissions, the Port Authority's departure noise limit led to the development of quieter jet engine technology
- (4) Since the establishment of the departure noise limit, the Port Authority has actively worked with the FAA, the airline industry and community representatives to develop and refine flight paths that minimize, to the extent possible, flights over residential areas.
- (5) The Port Authority has encouraged the airlines and the Federal Aviation Administration (FAA) to adopt noise abatement procedures, such as power cutbacks, and more aggressive noise abatement flight tracks over compatible land uses.
- (6) In order to monitor compliance with the departure noise limit, the Port Authority installed the world's first aircraft noise monitoring system. It consisted of 11 permanent noise monitoring units located in the nearest residential community extending from each runway's centerline.

Effective January 1, 1990, **no Stage-II** low-bypass jet airplane operations may be planned or scheduled at a Port Authority airport between the hours of 12:00 midnight and 6:00 a.m.

The Port Authority receives from aircraft manufactures reports that define the noise characteristics and the takeoff performance of the various models of jet aircraft. In addition, the Port Authority has been monitoring the operations of jet takeoffs at its airports since 1960. Our analysis of these sources has shown that some aircraft must be operated with specific takeoff procedures as well as, noise abatement, weight limitations from certain runways under varying meteorological conditions in order to meet the criteria.

The complete evaluation of a particular aircraft model may require an extensive amount of time; therefore, it is suggested that these actions be taken as expeditiously as possible in order to avoid delay of inauguration of operations at Port Authority airports. Port Authority staff may advise the operator as to any additional information that may be required to complete the evaluation of any particular request. Failure to act promptly may result in denial of permission to operate until the foregoing evaluation can be completed. Request for written permission must be addressed to the Manager, Aviation Technical Services Division at 233 Park Avenue South, 9<sup>th</sup> Floor, New York, NY 10003.

## **AIRCRAFT NOISE REQUIREMENTS**

In 1992, the Aircraft Noise Abatement Monitoring System (ANAMS) system for the three major airports (JFK, LGA, EWR) was upgraded with flight track capability. The two primary data sources for ANAMS are radar data from the FAA and noise monitoring data from the Port Authority's microphone system.

## **AIRPORT PARKING**

For information regarding employee and VIP parking on the Airport, contact the Port Authority's general contractor Five Star Parking, at 973-961-2022.

## **AIRPORT COMMUNITY INVOLVEMENT**

Throughout the year a variety of events and celebrations are held at EWR and as a new airline interest at EWR, we welcome your participation. Some of these events are for educational purposes, others honor a nationality or an ethnic culture, and some celebrate a new airline or cargo facility while others are just for fun. With the support and participation of our airline partners, airport tenants and surrounding businesses these events are a huge success and enjoyed by all who participate.

Early in the year, we celebrate African-American Heritage Month, Chinese New Year and St. Patrick's Day. These activities are one-day events celebrated in the Terminals. Professional entertainers provide music, while staff hands out giveaways to our customers and, at times, light refreshments. We also recognize Take Your Daughter to Work Day, Easter, Memorial Day, Fourth of July, Labor Day, Halloween and the Christmas/Chanukah Season with various activities.

The largest annual events are Family Day, Aviation Education and Career Expo (Career Expo) and the Job Fair. Family Day is a fun day, hosted by The Port Authority of New York and New Jersey with the support and participation of our airline partners, airport tenants and area businesses. It is held on a Saturday in the fall for employees of the airport and their families and it includes a plane pull with the proceeds going to charity, music food, games, cartoon characters, stilt walkers, face painters and clowns. It is a wonderful event for the entire airport community to come together as a large family.

The Career Expo is a two-day event held in May to introduce area students to the wide range of careers in aviation. Each day about 1,000 students visit a variety of venues, participate in an essay contest and attend a lunch assembly. Exhibitors, hands-on displays and speakers from federal and law enforcement agencies, airlines, cargo handlers and Port Authority employees share their expertise and job experience with the students. Aircraft, fueling equipment, cargo equipment, emergency rescue and snow removal equipment are also on display. The students are encouraged to write an essay regarding the theme of the Expo. Prizes are awarded to the winners of the Essay Contest including airline tickets, sporting events and movie tickets and a variety of smaller prizes.

The Job Fair is a one-day event where community high school seniors come to fill out job applications and talk to representatives of each of the various businesses that are located on the airport. It is a follow-up from Career Expo.

If you are interested in learning more about a particular event, participating in a scheduled event or would like to plan an event, please call the Coordinator of Customer and Public Services at (973) 961-6265.

## **AIR TRAIN NEWARK**

Air Train Newark directly allows convenient train access from across the New York and New Jersey region to the airport terminals. Take Air Train EWR from the Terminals, parking areas, and rental car agencies to the Newark Liberty International Airport Train Station for a convenient inter-modal connection with NJ TRANSIT and Amtrak rail services or the Northeast Corridor rail line. Air Train Newark provides rail access to New York City, Newark New Jersey and points beyond, including New London, Connecticut, Providence, Rhode Island and Boston, Massachusetts to the north. Destinations to the south include Trenton, New Jersey, Baltimore, Maryland and Washington, DC.

The Air Train Newark makes it possible to get from Manhattan to the Newark Liberty International Airport Station in about 20 minutes, or between Newark, New Jersey and the Airport Train Station in 5 minutes; from the station it is a 10- minute ride to the terminals

For more information about the connecting train service, you may contact NJ TRANSIT at (800) 626-RIDE, or at [www.njtransit.com](http://www.njtransit.com). Amtrak train service information is available at USA-RAIL (800) 872-7245 or at [www.amtrak.com](http://www.amtrak.com).

## **CUSTOMER SERVICE STANDARDS**

In 1998, Newark Liberty International, John F. Kennedy International and LaGuardia Airports launched an unprecedented campaign to improve customer satisfaction at the airports to ensure the delivery of service standards that would delight the traveling public. The campaign resulted in the development of Airport Service Standards, which are the foundation of our Customer Service Improvement Program. A copy of the Airport Service Standards is included in this package.

The Airport Services Standards are the result of a series of customer surveys of arriving and departing passengers conducted by J. D. Power and Associates. Satisfaction and identified priorities that significantly contribute to increased overall customer satisfaction were measured. Jointly, the Port Authority, J. D. Power & Associates and the airport community focused on the key drivers of customer satisfaction, which include access to, from, and around the airports, signs and directions, airport cleanliness, courteous staff, the quality and variety of concessions and the overall gate experience. With the airport communities' support and cooperation, facility inspection, and mystery shops were initiated to monitor performance and the 1<sup>st</sup> Edition of the Airport Service Standards were published in 1999, the 2<sup>nd</sup> Edition in 2001 and the third Edition in 2002.

The efforts of the program are being noticed by the passengers and the airport industry. Increases in overall customer satisfaction on departure showed remarkable double-digit improvement in 2003. The arrival satisfaction, which was always strong, also improved. Our airports shared six first place awards in the 2001 Airport Retail News best concessions competition and EWR four first place awards in the 2002 competition, including airport terminal with Best Overall Program in terminal with Best Management Team for Terminal C.

The Airport Service Standards should be used in your daily operation, and you should ensure that all of your employees and contractors are familiar with its content and requirements.

If you have any questions about the program or need additional copies of the Airport Service Standards, please contact Manager, Landside and Customer Services at (973) 961-6253.

# Newark Liberty International Airport



## Terminal B



# Minutes to NYC



**Newark Liberty to Midtown Manhattan**  
(less than 30 minutes away)

Newark has been at the forefront of aviation history. Opening in 1928, it's one of the nation's oldest airfields and home to the nation's first commercial airline terminal. Located partly in Newark and partly in Elizabeth, Newark is located only 14 miles from Manhattan, serving a critical role for the New York-New Jersey metropolitan area. Newark Liberty continues to build on its heritage of innovation with leadership roles in congestion mitigation and the campaign for NextGen technology.

# AirTrain Newark



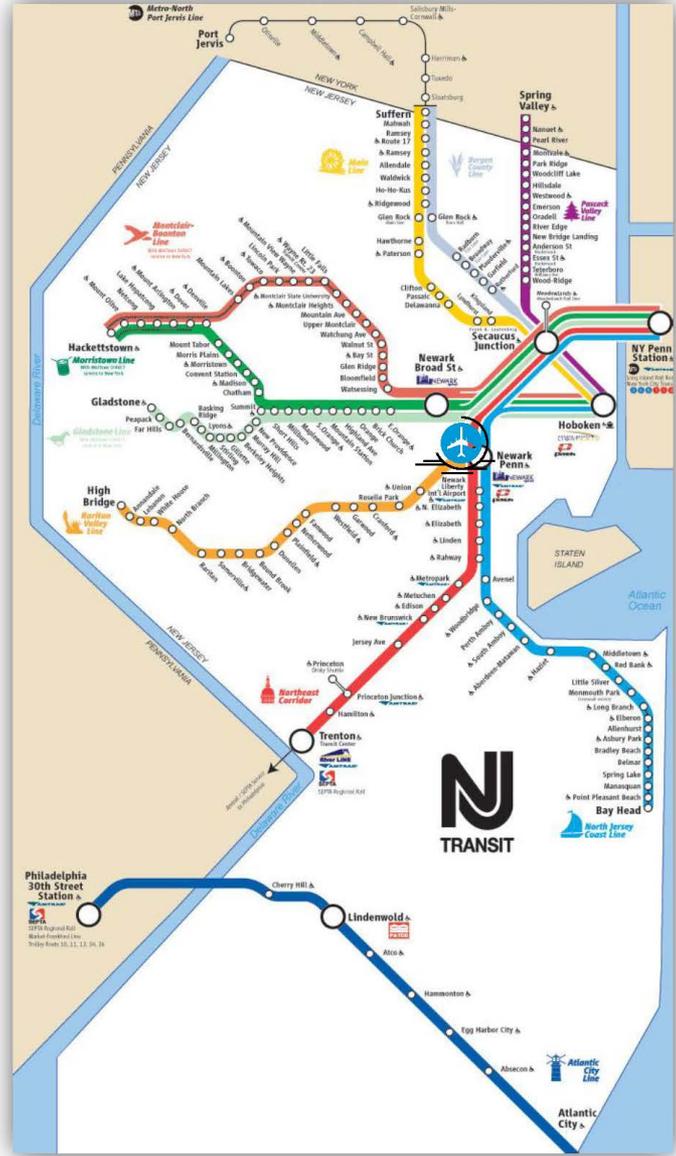
**The low-cost, low-stress, low-impact way to Newark Liberty.**

AirTrain is a simpler, easier way to get to, from, and around Newark Liberty International Airport. Operating 24 hours a day, 365 days a year, AirTrain provides easy connections to NJ Transit and the rail lines that run on the Northeast Corridor and North Jersey Coast Line.

AirTrain also offers a simple way for passengers to get to and from Manhattan and points north, or Philadelphia and points south. It also connects passengers to airline terminals, rental car facilities, hotel shuttles and central parking lots. Best of all, you never have to worry about traffic conditions.



# Northeast Corridor



# Mass Transit



Path Train to NYC



Newark Penn Station

# Public Transportation

## Newark Airport Express Bus



**Newark Airport Express** offers fast, easy, convenient express bus service between Newark Liberty International Airport and New York City.

Buses are only \$16 one-way or \$28 round-trip and arrive at each stop every 15 minutes during the day, 365 days a year (departures every 30 minutes before 6:45 AM and after 11:15 PM)!

When you board a Newark Airport Express Bus, you will get a relaxing, stress-free ride on a climate-controlled motor coach to or from Newark Liberty Airport.

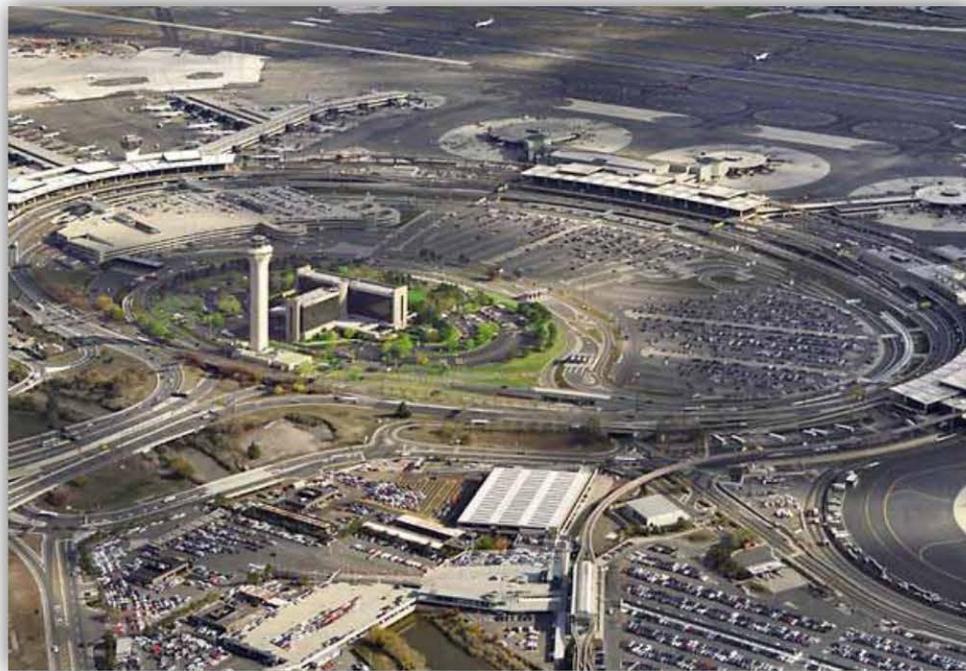
On the trip to Newark Liberty Airport, customers may board a Newark Airport Express Coach at three nearby midtown Manhattan locations.

New York City stops:

- **Grand Central Station** (41<sup>ST</sup> Street between Park and Lexington)
- **Bryant Park** (42<sup>ND</sup> Street and 5<sup>TH</sup> Avenue)
- **Port Authority Bus Terminal** (41st Street between 8<sup>TH</sup> and 9<sup>TH</sup>)

# Terminal B Modernization

Terminal B's modernization expanded the two-level facility into three levels. Highlights include new inline baggage screening systems and passenger screening systems, a new baggage claim hall, new departure areas, new ticket counters, new tenant offices, additional passenger lounges and concessions, and a new Welcome Center. Terminal B has 15 international arrivals gates.



# Check-In Counters



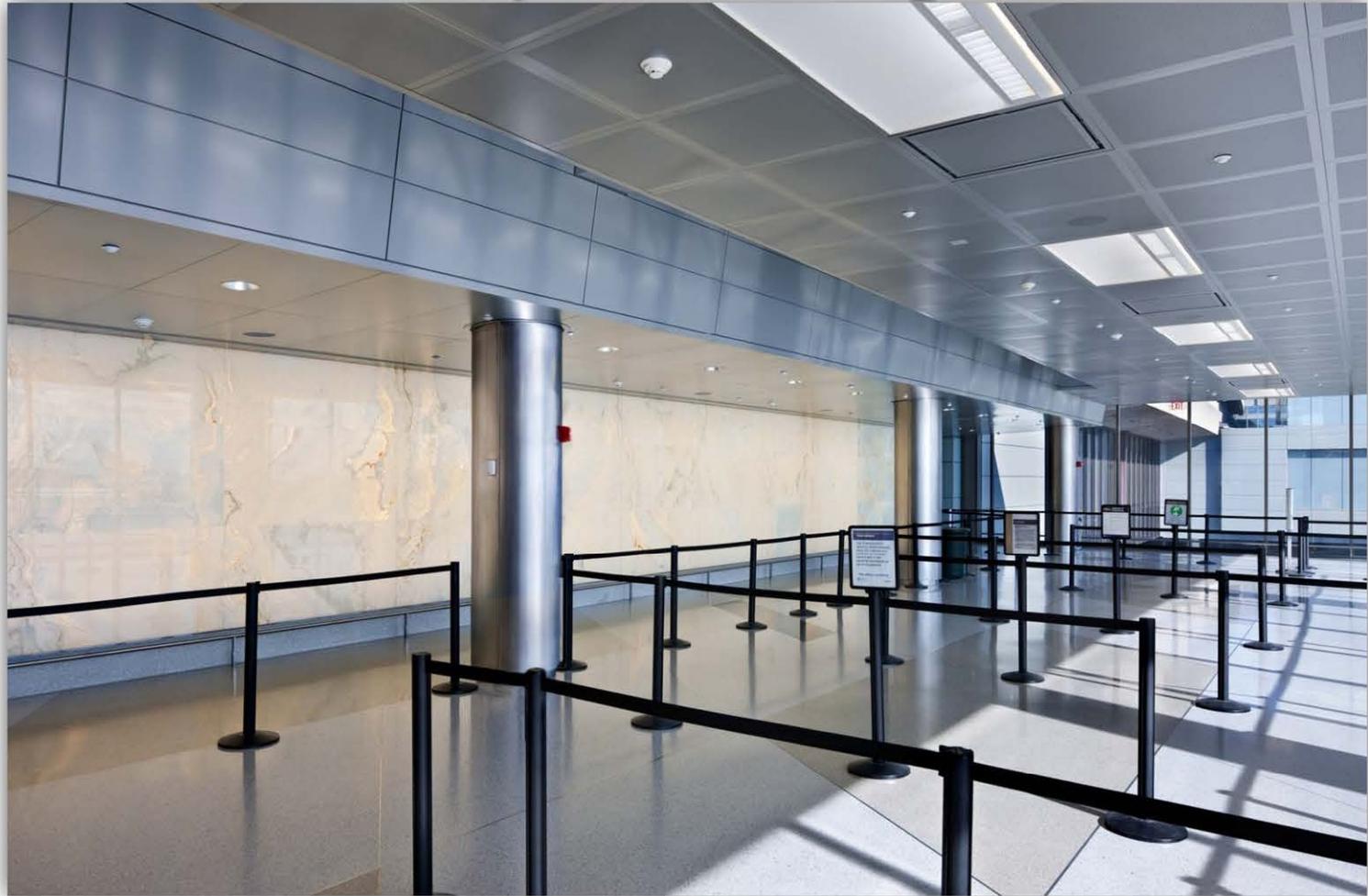
# Check-In Counters



# Airline Offices



# Security Checkpoints



# Immigrations Hall



Amenities: 60 processing booths, renovated restroom facilities, on-site offices for International Organization for Migration, and Centers for Disease Control and Prevention, including a quarantine station.

# Customs Hall



Amenities: Seven inbound baggage belt carousels, agriculture screening areas and renovated restroom facilities.

# Pre-Screening Conference Center

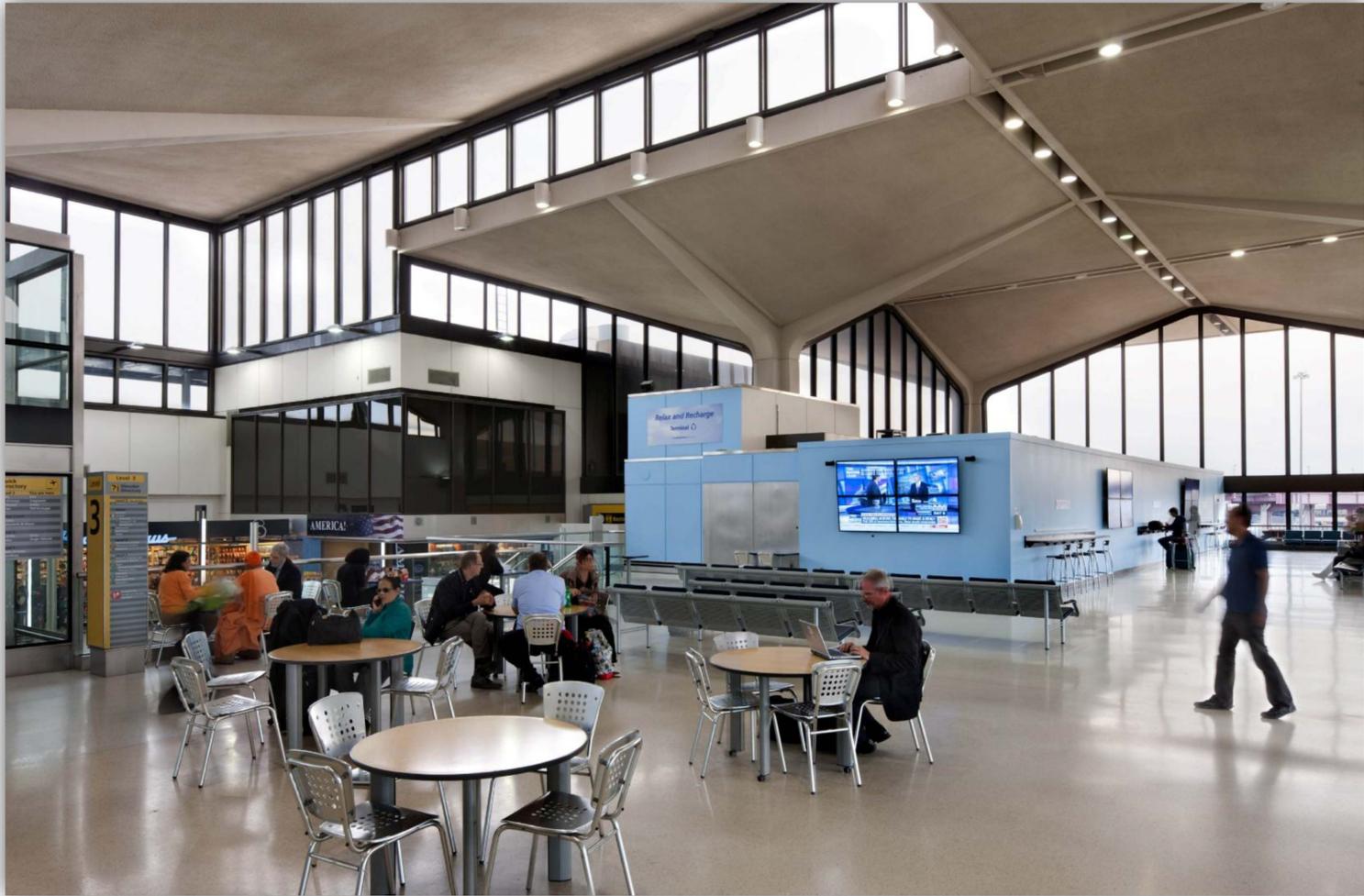


# Pre-Screening Amenities



Interactive Welcome Center featuring ground transportation, hotel and tourism information.

# Pre-Screening Amenities



Relax and Recharge Area

# B2 Satellite



## Concessions

- Belgian Beer Café
- Tech On-the-Go
- The Unusual Times
- Hudson News
- Travelex
- Duty-Free Shopping

## Amenities

- Family Assist Restroom
- 24-hour CNN TVs
- Wi-Fi
- 37 Charging Stations with USB



## Boarding Gates

- Seven boarding gates
- Two 787-adapted jet ways with pre-conditioned air
- Three gates outfitted for wide-body aircraft

# B3 Satellite



## Concessions

- Mediterranean Bistro
- McGinley's Irish Pub
- Newark Express
- InMotion
- Duty-Free Shopping
- Best Buy Kiosk
- Hudson News
- Travelex
- Swatch
- A Touch of Color
- America!

## Amenities

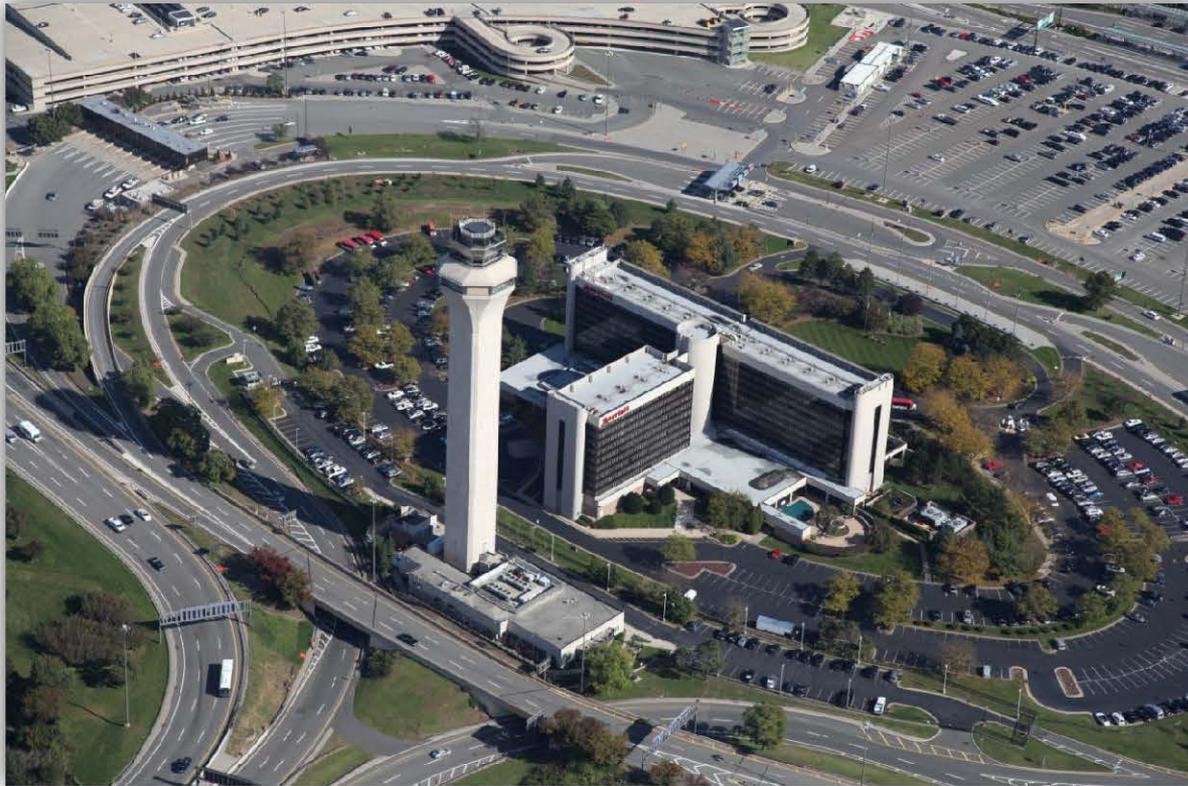
- Family Assist Restrooms
- 24-hour CNN TVs
- Wi-Fi
- 51 Charging Stations with USB imports
- U.S. Fish and Wildlife Service "Know Before You Go" Exhibit



## Boarding Gates

- Eight boarding gates
- Five gates outfitted for wide-body aircraft
- An alternative gate for any irregular emergency operation.

# Accommodations



There are variety of hotels conveniently located near Newark Liberty International Airport, including the on-airport Marriott, which recently completed a \$34 million upgrade including the construction of a new 10,000-square-foot ballroom.

# New Jersey Attractions



Jersey Shore



Prudential Center



Liberty State Park, Jersey City



Atlantic City, New Jersey



Red Bull Arena



New Jersey Performing Arts Center

# The Big Game is Coming!



**THE PORT AUTHORITY**  
OF NEW YORK & NEW JERSEY

# Key Customers

JET AIRWAYS 

 Scandinavian Airlines

**EL AL**   
הכי בבית בעולם

BRITISH AIRWAYS 

**swiss**  
+

**TAP**  
TAP PORTUGAL

 **Lufthansa**

  
**AIR INDIA**

virgin atlantic 

**porter**

**SINGAPORE AIRLINES** 

**ICELANDAIR** 

 **Avianca**

*open skies*

  
**CATHAY PACIFIC**

**THE PORT AUTHORITY**  
OF NEW YORK & NEW JERSEY

# Facts & Figures

## **OPERATED BY**

The Port Authority of New York and New Jersey, under a lease with the City of Newark, since March 22, 1948. In 2002, the Port Authority and the City of Newark entered into an agreement to extend the lease through 2065.

## **AVIATION ROLE**

Newark Liberty is the 15th busiest airport in the United States and is ranked 38th in the world. In 2012, more than 34 million passengers used Newark Liberty, including more than 11 million international passengers. Currently there are 29 scheduled airlines (including regional affiliates) that operate out of the airport.

## **REDEVELOPMENT**

Newark Liberty's capital program combines about \$3.8 billion in Port Authority, federal, and private funds and has delivered numerous improvements, including AirTrain Newark, new ticket counters, parking garages, terminal upgrades, and runway and taxiway improvements. The \$347 million modernization of Terminal B is nearing completion.

# Facts & Figures

## **RUNWAYS AND TAXIWAYS**

The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29) that is primarily used for commuter aircraft traffic. Runway 4R-22L is 10,000 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds because of controlling obstructions. Visual aids include high-intensity edge and centerline lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A \$42 million rehabilitation of Runway 4R-22L was completed in 2012, and a \$47 million rehabilitation of Runway 4L-22R is in its initial stages.

Runway 4R-22L is having its approach lighting system changed to an ALSF-2, and additional high-speeds P2 and P3 have been completed in a \$32 million taxiway rehabilitation project to reduce delays.

## **ROADWAYS**

To reduce congestion and improve airport access, roadways were widened and reconfigured in the passenger terminal area and airport entrances, giving vehicles the option to bypass terminals and proceed directly to parking areas.

# Facts & Figures

## 1.1.1 EWR

Annual Totals 1999 to 2012

## Commercial and Non-Commercial Aircraft Movements

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1999	253,928	2,836	30,081	88,859	1,348	19,768	396,820
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563
2001	240,831	859	26,553	89,968	1,415	14,778	374,404
2002	204,996	729	24,057	96,839	970	15,260	342,851
2003	189,214	1,255	24,469	110,717	668	14,064	340,387
2004	188,233	515	25,058	135,415	436	15,095	364,752
2005	180,606	322	24,719	138,979	362	14,992	359,980
2006	185,996	221	25,337	136,353	364	14,376	362,647
2007	181,414	386	23,902	126,779	206	14,786	347,473
2008	164,519	239	21,799	141,431	341	12,736	341,065
2009	144,577	418	18,475	144,368	408	11,443	319,689
2010	131,385	339	19,008	150,671	374	11,599	313,376
2011	138,804	524	18,736	142,165	368	11,420	312,017
2012	142,829	393	17,690	145,419	990	11,009	318,330

# Facts & Figures

## 1.1.1 EWR

Annual Totals 1999 to 2012

## Commercial and Non-Commercial Aircraft Movements

### International

YEAR	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL
	PASSENGER	PASSENGER			REVENUE	OTHER*	
1999	58,060	1,196	1,727	-	171	-	61,154
2000	57,536	1,680	1,970	3,353	187	-	64,726
2001	54,915	1,811	1,728	6,355	60	-	64,869
2002	51,299	1,078	2,133	7,979	477	-	62,966
2003	51,704	1,237	2,255	10,769	527	-	66,492
2004	57,192	668	2,069	11,989	776	-	72,694
2005	60,348	187	2,119	13,278	332	-	76,264
2006	62,082	131	2,900	17,277	221	-	82,611
2007	66,806	33	3,305	18,265	48	-	88,457
2008	71,356	85	3,363	18,135	46	-	92,985
2009	67,466	106	3,122	21,397	41	-	92,132
2010	72,439	178	3,134	20,113	81	-	95,945
2011	75,232	111	3,142	19,459	65	-	98,009
2012	72,690	78	2,406	20,499	58	-	95,731

# Facts & Figures

## 1.1.1 EWR

Annual Totals 1999 to 2012

## Commercial and Non-Commercial Aircraft Movements

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	311,988	4,032	31,808	88,859	1,519	19,768	457,974
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289	
2001	295,746	2,670	28,281	96,323	1,475	14,778	439,273	
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817	
2003	240,918	2,492	26,724	121,486	1,195	14,064	406,879	
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446	
2005	240,954	509	26,838	152,257	694	14,992	436,244	
2006	248,078	352	28,237	153,630	585	14,376	445,258	
2007	248,220	419	27,207	145,044	254	14,786	435,930	
2008	235,875	324	25,162	159,566	387	12,736	434,050	
2009	212,043	524	21,597	165,765	449	11,443	411,821	
2010	203,824	517	22,142	170,784	455	11,599	409,321	
2011	214,036	635	21,878	161,624	433	11,420	410,026	
2012	215,519	471	20,096	165,918	1,048	11,009	414,061	

# Facts & Figures

## 1.2.1 EWR

Annual Totals 1999 to 2012

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,837	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,273
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,622	32,137	8,926	3,918	4,669	42,332	3,963	409,321
2011	310,182	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,026
2012	316,381	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,061

# Facts & Figures

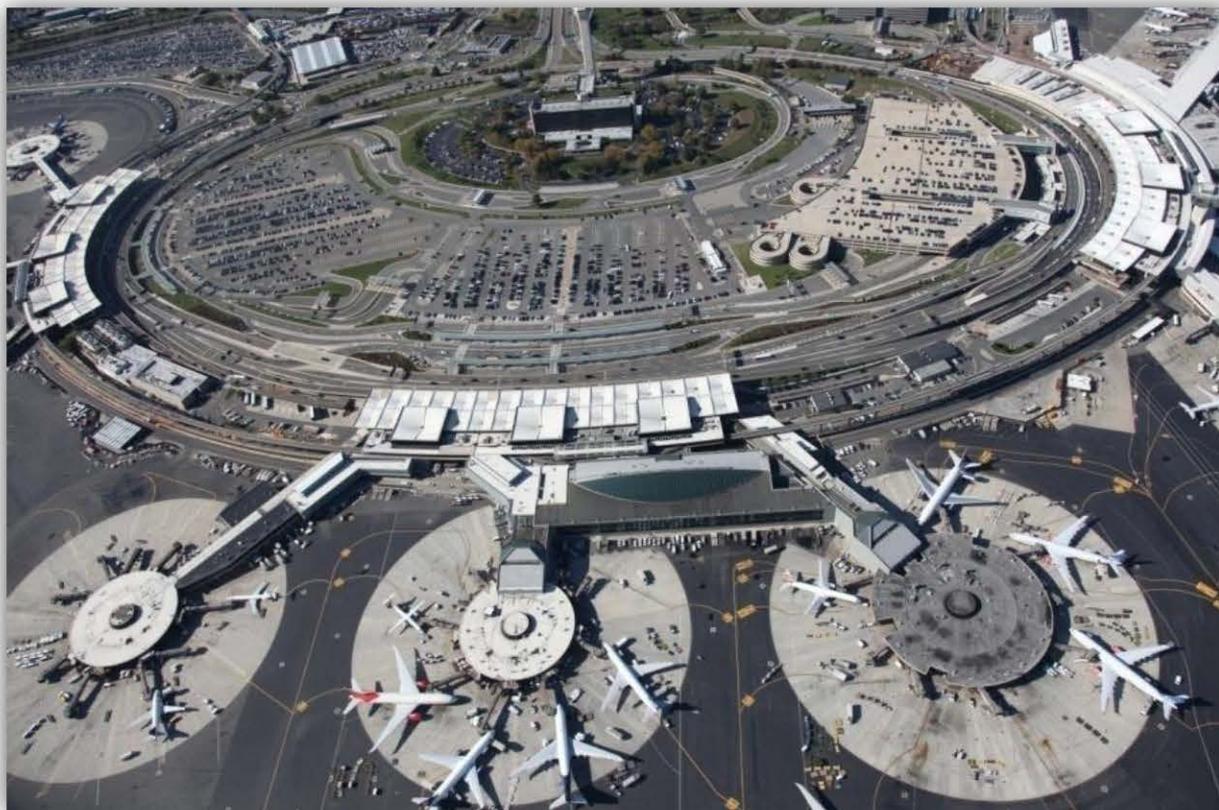
## Terminal B

2012 International Passenger Total

**Inbound**  
2,990,000

**Outbound**  
1,470,000

**Total**  
4,460,000



# Contact Information

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