

The Port Authority of New York and New Jersey
Committee on Capital Programs/Agency Planning Meeting Transcripts
March 29, 2011

[Chair A. Sartor] The Committee on Capital Programs and Agency Planning is being held in Public Session in its entirety. In addition, this meeting is being broadcast live on the Port Authority's website for those interested in viewing today's proceedings via the Internet. We have one item for discussion today. Susan.

[S. Baer] Good morning, Commissioner. Let me turn this on and we'll get started. Good morning, I'm here today to discuss our progress with planning for the Rehabilitation of Runway 4L-22R at JFK. This Program consists of overlapping mandatory State of Good Repair and System Enhancement Scope elements that require extensive functional planning and conceptual design to adequately determine their feasibility and cost. 4L-22R is located on the east side of the JFK Central Terminal area intersecting the Bay Runway. The runway is 11,351 feet in length and 150 feet wide. It serves approximately 100,000 aircraft landings and takeoffs per year which is about a quarter of the JFK total. The major objective of this Program is to bring the runway into compliance with the Congressional Mandate for Conformance with the FAA's Runway Safety Areas or RSA requirements by the end of 2015. RSAs of 600 feet for undershoots and 1000 feet for overshoots are required. To meet this Mandate, we need to extend the runway pavement northward approximately 800 feet. This requires the acquisition of both private and New York City property. The Board authorized the acquisition of 4.13 acres of private property that's required for this construction in November of 2010, and our discussions with New York City are ongoing. Failure to comply with the FAA Mandate by 2015 could result in the shortening of the runway to create the required safety areas within the current runway length. This would reduce the capacity of the airport and adversely affect both passenger and cargo movement at JFK. Similar to the recently completed Bay Runway Rehab Program, the proposed Scope of Work includes the widening of the runway to 200 feet, fill it improvements to serve new large aircraft, also known as Group VI aircraft. This Program also includes State of Good Repair work. According to the 2009-2015 Pavement Management Plan, our runway Bible, the runway was scheduled to be milled and overlaid in 2011. While the runway is presently in fair condition, with continued usage and exposure to weather, it's anticipated that rehab will be required coincident with the construction of the Runway Safety Areas. Deferral of the runway's rehabilitation beyond the construction of the Runway Safety Areas will increase cost and require a second closure of the runway. Similar to the reconstruction of the Bay Runway, we are analyzing life-cycle costs and benefits of repaving the runway in either asphalt or concrete. Life-cycle cost analysis of the Bay Runway resulted in its repaving in concrete due to longer service life, reduced maintenance cost, and fewer interruptions to the airline and their passengers over the life of the runway. Creation of the Runway Safety Area at the southern end of the runway shifts the runway northward. This displacement causes the existing runway exit and access taxiways to be in suboptimal locations that do not maximize airport capacity. Functional planning is being performed to determine the number and location of exits and entrants required to ensure efficient runway operations. Additionally, the construction of high-speed exits and additional access taxiways were being considered to achieve Delay Reduction Initiatives. Preliminary analysis indicates that these Delay Reduction Initiatives could potentially increase the runway capacity by 1 to 2 operations per hour. The construction of these enhancements simultaneous with the construction of the Runway Safety Area and the repaving of the runway is being considered to optimize airport operations, thus minimizing airline and passenger impacts. As indicated on this slide, the

scope of this Program is extensive. Mandatory scope is indicated in red and includes the Congressionally mandated RSAs and the widening of the runway. The State of Good Repair repaving of the runway is shown in blue, and System Enhancement Scope including the high-speed and access improvement taxiways are shown in green. It's anticipated that this Program will reduce aircraft operating and passenger delay costs by 1.5% and potentially increase the airport's total annual departure weight by 2%. Additionally, it's forecast that this Program will create 800 direct construction jobs and an additional 2000 regional economic impact jobs during the construction.

[Comm. J. Moerdler] Susan, what does the increases in departure weight mean?

[S. Baer] It means--

[Comm. J. Moerdler] Is it heavier planes?

[S. Baer] --you could take heavier planes. And as we increasingly see, the A380 and then we will be seeing the 747-800. This is important because a lot of airlines are bringing those aircraft to JFK. Presently staff is completing the functional and conceptual planning required to present this Program to the Board in June of 2011 for a Planning Authorization. If authorized, Preliminary Design will be completed in March of next year, 2012. Final Design will be completed and the Contract Award in June of 2013 with substantial completion scheduled for December 2015 in accordance with the Congressional Mandate for Runway Safety Area complinace. Thank you. Questions?

[Chair A. Sartor] Any questions? Wow! That's a first.

[S. Baer] It's a big runway.

[Vice-Chair S. Grayson] How long will it take to do this runway--to do this Project?

[S. Baer] About a year, similar to the Bay Runway.

[Vice-Chair S. Grayson] Will we have to close it in order to--?

[S. Baer] That's one of the things we're analyzing. The traditional way of doing runway work was to do a section at a time and re-open it every morning. That staging costs a lot and has lots of complications to it. So what we did for the Bay Runway, which we've done a couple of times at Newark as well, is close it for a period of time, work with the airlines to reduce schedules, and then go as fast as you possibly can for-- and in that case, the Bay Runway was 4 months. This is a little bit shorter so maybe a little sooner--a little faster. So that's one of the things, along with the concrete/asphalt cost issues. That all gets ground into the analysis that we're doing right now about what works best and what is the most efficient way to do it.

[Vice-Chair S. Grayson] Now with the Bay Runway, we decided on concrete, right?

[S. Baer] We did.

[Vice-Chair S. Grayson] And we seem to have had great success.

[S. Baer] And we love it.

[Vice-Chair S. Grayson] So why the discussion this time?

[S. Baer] There are substantial costs with doing a runway in concrete, and so it's partly a function of our Capital Capacity whether we can afford to do that. But the analysis will show that.

[Comm. R. Pocino] The oil keeps going up, the asphalt's getting to be--

[S. Baer] There you go, so we will look at that. We haven't done concrete before, but the Bay Runway really made sense, and so we'll look at it for this one too.

[P. Zipf] Just to pick up on that--on this Program. Since we're doing a major reconstruction of 150 feet to 200, the concrete value makes more sense, because if we figure the life cycle, probably the concrete is going to be the winner, because we're doing a significant enhancement. It's not just like we're going back and coming back. It wouldn't economically pay, but since we're doing a significant change, undoubtedly, concrete will be--

[S. Baer] And really driving this is this whole Runway Safety Area issue, the FAA is very intent on making the 2015 deadline. We've got a couple of complex projects ahead of us to be able to achieve that. But this one, I think, we're in a good place in achieving the goal.

[Vice-Chair S. Grayson] And my last question is, with the Bay Runway, my recollection is we had the support of the airlines because they recognized how important it was. Will you have that same level of support for this project?

[S. Baer] We started the discussions already, and the key to that is-- and the key to the Bay Runway--was bringing them in very early in the discussion. And as you're doing the life cycle cost analysis--this whole cost benefit-- they're sitting at the table with you as you're plugging in the assumptions, and they're a part of that, and so they will see-- a very transparent process for them, and that worked well for the Bay Runway. So if that is the decision, they will have been part of the planning from the very get go.

[Chair A. Sartor] Yeah, I just want to comment on the Bay Runway's success. It was a phenomenal success. The time to do the job was significantly less than we anticipated--

[S. Baer] It was great.

[Chair A. Sartor] and I guess the costs were pretty reasonable too. I mean they were--

[S. Baer] Yes, we had great bids.

[Chair A. Sartor] Great bid and I think the timing is right for another one. If you can accelerate the final design issues, I think you'd be way ahead of the game if you could do that.

[S. Baer] That's a challenge.

[Chair A. Sartor] You could contract that. I throw that back at you, Mr. Chief Engineer. All right, good. Thank you. No action required, meeting's adjourned. Thank you.