

# ***LaGuardia Airport Runway Area Safety Enhancements Program Authorization***

Committee on Capital Planning, Execution and Asset  
Management

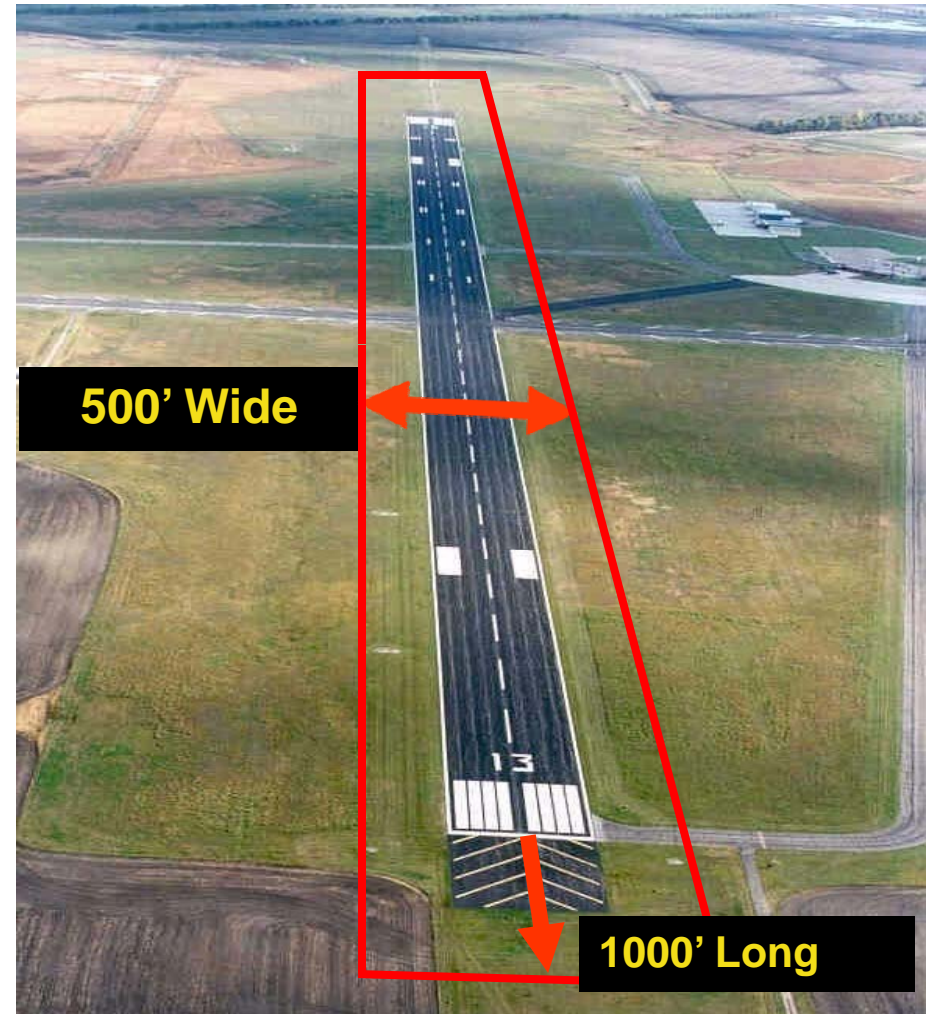
April 24, 2013

# *Runway Safety Area (RSA) Standards*

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Improvements by 2015

- 1,000 feet at each end
- 250 feet from centerline



# *Aviation Runway Safety Area Enhancements Program Status*

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## Currently Compliant RSAs

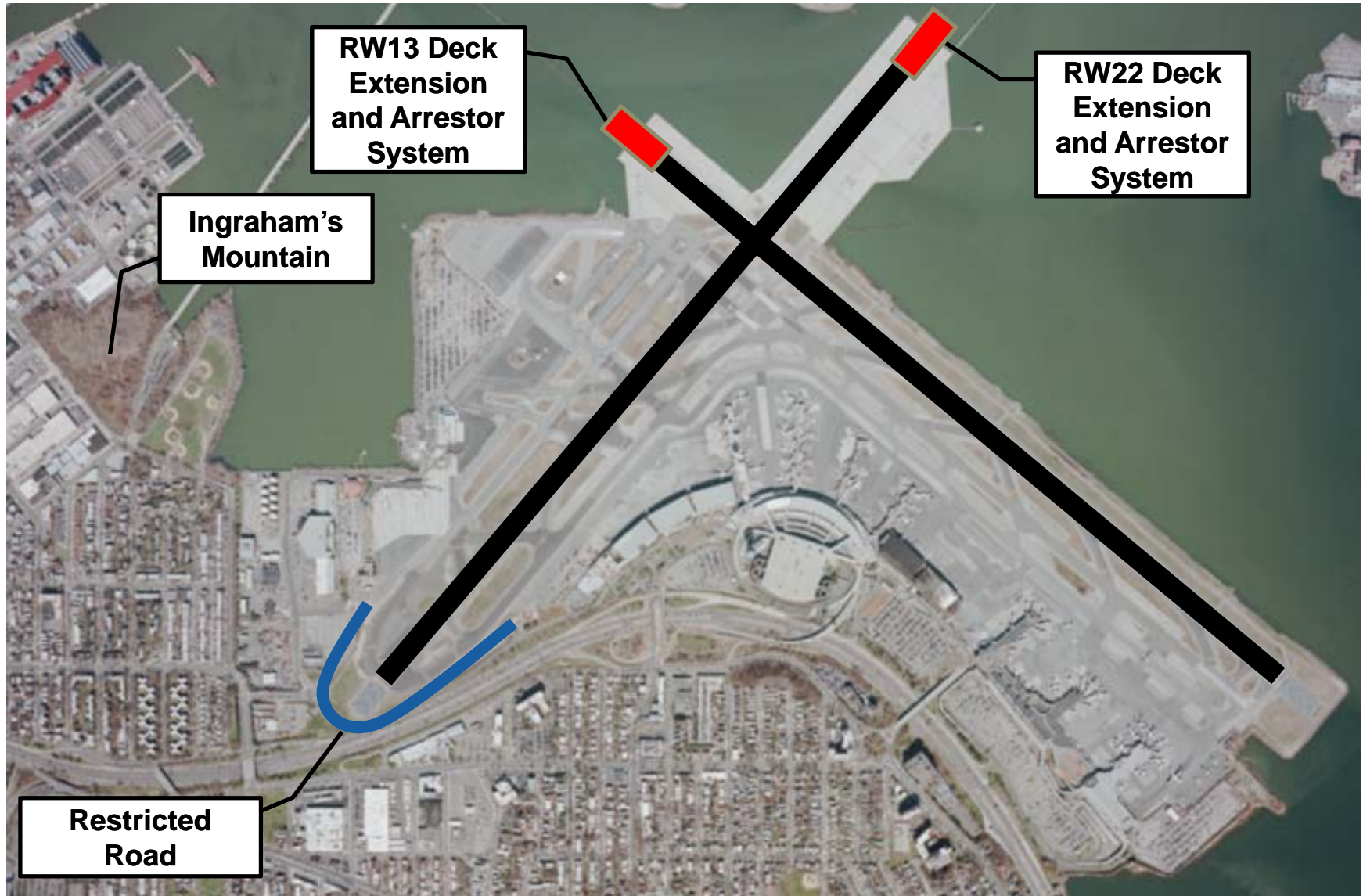
- JFK 4R – EMAS
- JFK 23L – EMAS
- JFK 13R/31L – SO
- EWR 4L/22R – SO
- EWR 4R/22L – SO
- EWR 29 – EMAS
- LGA 22 – EMAS
- LGA 13 – EMAS
- SWF 9/27 – SO
- SWF 16/34 – SO
- TEB 6 – EMAS
- TEB 19 – EMAS

## RSAs in Progress

- JFK 4L/22R
- JFK 13L/31R
- EWR 11
- LGA 4
- LGA 31
- TEB 1
- TEB 24

SO – Standard Overrun

# Runway Safety Enhancements Program



# *Economic Impact*

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## **Economic Impact**

- 920 job-years
- \$62 million in wages
- \$301 million in economic activity

# Runway Area Safety Enhancements Program Authorization

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→ Program Authorization	<b>\$202.9 M</b>
→ Runway Deck Extensions	\$119.1M
→ Arrestor Systems	\$ 23.2 M
→ Restricted Roadway	\$ 57.5 M
→ Contractor Laydown Area Planning	\$ 3.1 M
→ Construction Contracts	\$129.6 M
→ Extension of Runway Decks	
→ Construct Arrestor System	
→ Restricted Roadway	
→ Staff Costs	\$ 11.5M
→ Consultant Costs	\$ 9.0M
→ Cost Recovery – PFCs	<b>\$202.9M</b>
→ Construction commencement	Q1 2014
→ Project completion	Q3 2017