

DRAFT APPLICATION

Passenger Facility Charge Application and Amendment

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

Prepared for:
Federal Aviation Administration

Prepared by:
The Port Authority of New York and New Jersey

October 2011



THE PORT AUTHORITY OF NY & NJ

October 28, 2011

Susan M. Baer
Director

To: Air Carriers and Foreign Air Carriers Serving:
LaGuardia Airport (LGA), John F. Kennedy International Airport (JFK), Newark
Liberty International Airport (EWR), and Stewart International Airport (SWF)

Subject: Draft Application for Authority to Impose and Use Passenger Facility Charge Revenue
for: Airport Capital Improvement Projects for Various Airside and Landside
Development at LGA, JFK, and EWR

Enclosed for your review is the draft application to the Federal Aviation Administration (FAA) for authority to impose and use Passenger Facility Charge (PFC) revenue at JFK, EWR, LGA, and SWF for various airside and landside development projects at JFK, EWR and LGA. The Port Authority of New York and New Jersey (Port Authority) will be conducting consultation meetings with air carriers and foreign air carriers prior to submitting this application. The airline consultation meeting will address the following projects, which will be the subject of a PFC application for the first time:

- LGA Runway 4 and Runway 31 Runway Safety Area (RSA) Planning, Environmental and Engineering (CA02-417)
- LGA Runway 4 and Runway 31 RSA Construction (CA02-417)
- JFK Rehabilitation of Runway 4L-22R (CA03-168)
- JFK Taxiway P Rehabilitation Planning and Engineering (CA03-172)
- JFK Terminal 3 Redevelopment & Capacity Improvements Project (CA03-591)
- EWR Delay Reduction Phase II - Planning and Engineering (CA04-569)
- EWR Delay Reduction Phase II - Construction (CA04-580/581)
- EWR Runway 4R-22L Rehabilitation (CA04-454)
- EWR Taxiway P Rehabilitation including High-Speed Taxiway (CA04-525/522)
- EWR Runway 4L-22R Rehabilitation (CA04-455)
- EWR Runway 11 RSA & Relocation of Brewster Road (CA04-512)
- EWR Electrical Distribution and Substation Improvements (CA04-528, -579, -539)
- PFC Application Administration and Amendments

The total estimated PFC revenue is approximately \$822,500,000.

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The estimated PFC revenue for this amendment is approximately \$28,000,000.

There will be two identical airline consultation meetings describing the PFC projects. The consultation meetings are scheduled as follows:

EWR: November 29, 2011 at 1:00 pm
Newark Liberty International Airport
General Manager's Conference Room, Building 1
Newark, New Jersey

LGA/JFK: December 14, 2011 at 11:00 am
Building 14, 3rd Floor Conference Room E
John F. Kennedy International Airport
Jamaica, New York

The Port Authority is requesting an exemption for the requirement to collect PFCs for the following airline classifications:

LGA: Non-Scheduled/On-Demand Air Carriers (ATCO)

JFK: Non-Scheduled/On-Demand Air Carriers (ATCO)

EWR: Non-Scheduled/On-Demand Air Carriers (ATCO)

SWF: Non-Scheduled/On-Demand Air Carriers (ATCO)

The individual airlines included in these classifications collectively represent less than one percent of the total passenger enplanements for each respective airport. The individual exempt airlines are identified in Exhibit "A".

The Port Authority will be submitting an application to the FAA for authority to "Impose and Use" and "Impose Only" a PFC at LGA, JFK, EWR, and SWF. The charge effective date is June 2012 and the charge expiration date is the fourth Quarter 2016. A breakdown of the anticipated PFC Revenue is included in Exhibit "B". Each project in this application is included in its respective Airport's Capital Improvement Plan (ACIP), included as Exhibit "C".

Since this draft application contains both "Impose and Use" and "Impose Only" projects, the Port Authority has also included a list of alternative use projects, in the event that any or all of the "Impose Only" projects contained in the application are ultimately not implemented. This list is included as Exhibit "D".



THE PORT AUTHORITY OF NY & NJ

The airlines are reminded that FAR 158.23c requires that carriers provide written acknowledgement of receipt of this notice within 30 days of issuance. Furthermore, carriers have 30 days from the meeting date to provide written certification of agreement or disagreement with the proposed projects contained in the draft application. Carriers failing to provide timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project are considered to have certified their agreement.

For purposes of official correspondence and notification, please send all correspondence to:

Ms. Patty Clark
Senior Advisor for Aviation Policy
225 Park Avenue South, 9th Floor
New York, NY 10003
pclark@panynj.gov

Please submit any comments to the Port Authority no later than January 17, 2012, using either the following email address or physical address:

passengerfacilitycharge@panynj.gov

Ms. Patty Clark
Senior Advisor for Aviation Policy
225 Park Avenue South, 9th Floor
New York, NY 10003

The draft PFC Application is provided in Exhibit "E" for each airline's review and comment. The projects described in the application are tailored to enhance the operational capabilities of each airport while resolving potential capacity issues. Further detail on these projects will be provided at each airport's PFC consultation meeting. Airlines are encouraged to attend the meeting to discuss pertinent issues with related to each project at that time.

Thank you for your attention.

Sincerely,

Susan M. Baer
Director
Aviation Department



Exhibit A

PFC Exempted Airlines

Exhibit “A”

Airlines Exempt from Passenger Facility Charge Collection

The Port Authority is requesting that certain airlines be exempt from the requirements to collect PFCs. These airlines are included in the distinct operational category known as, “Non-Scheduled / On-Demand Carriers” (ATCO). The airlines in this category represent a very small portion of the total passenger enplanements for each airport. It is believed that the minimal PFC revenues to be collected from these carriers do not justify the administrative burden that would be imposed on the carriers and the airport in collection and accounting for the revenues. The Air Carrier Activity Information System (ACAIS) provides total enplanements for each carrier operating at EWR, JFK, LGA, and SWF. This list has been updated using ACAIS 2010. The carriers included in this class described above represent passenger enplanements of less than 1% of the total passenger enplanements for each airport, and are shown in the following tables:

EWR Air Carriers	Annual Enplanements
Aero Jet Services LLC	1
Fairwind Air Charter (formerly Executive Air Charter of Boca Raton)	37
Jet Solutions LLC	36
Meridian Air Group, Inc.	4
Priester Aviation, LLC	8
Reliant Air Charter, Inc.	1
Seneca Flight Operations	2
Total Enplanements	89
Percent of Total Airport Enplanements	0.0005%

LGA Air Carriers	Annual Enplanements
Aero Jet Services LLC	2
Fairwind Air Charter (formerly Executive Air Charter of Boca Raton)	1
Jet Solutions LLC	70
L J Associates, Inc.	110
Meridian Air Group, Inc.	1
Priester Aviation, LLC	5
Reliant Air Charter, Inc.	5
Seneca Flight Operations	1
USAirports Air Charters	4
Total Enplanements	199
Percent of Total Airport Enplanements	0.0016%

JFK Air Carriers	Annual Enplanements
Aero Jet Services LLC	1
Air Lexington, Inc.	8
AirDialog LLC	7
Averitt Air, Inc.	2
Blue Bell Air LLC	10
Crow Executive Air, Inc.	8
Fairwind Air Charter (formerly Executive Air Charter of Boca Raton)	2
Jet Solutions LLC	52
Maine Instrument Flight	5
Priester Aviation, LLC	10
Reliant Air Charter, Inc.	10
Seneca Flight Operations	6
Wall Street Helicopters	11
Wellsville Flying Service, Inc.	3
Total Enplanements	135
Percent of Total Airport Enplanements	0.0005%

SWF Air Carriers	Annual Enplanements
Aero Jet Services LLC	2
AMAV, Inc.	9
DAE Aviation Enterprises Corp	26
Fairwind Air Charter (Executive Air Charter of Boca Raton)	3
Jet Solutions LLC	2
Reliant Air Charter, Inc.	1
Seneca Flight Operations	3
Total Enplanements Percent of Total Airport Enplanements	46 0.02%



Exhibit B

Anticipated PFC Revenue

PFC Estimated Collection Schedule

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

Port Authority of New York and New Jersey					
Anticipated Passenger Facility Charge Revenue					
Annual and Cumulative Collection at \$4.50					
Annual Collections (in thousands)	2012	2013	2014	2015	2016
Newark Liberty International Airport	\$66,887	\$68,638	\$70,411	\$72,126	\$73,815
LaGuardia Airport	\$51,070	\$52,635	\$53,763	\$54,899	\$56,004
John F. Kennedy International Airport	\$96,237	\$98,437	\$100,690	\$102,446	\$104,476
Stewart International Airport	\$933	\$1,048	\$1,212	\$1,368	\$1,539
Total Annual	\$215,127	\$220,758	\$226,076	\$230,839	\$235,834
Cumulative Collections (in thousands)	2012	2013	2014	2015	2016
Newark Liberty International Airport	\$66,887	\$135,525	\$205,936	\$278,062	\$351,877
LaGuardia Airport	\$51,070	\$103,705	\$157,468	\$212,367	\$268,371
John F. Kennedy International Airport	\$96,237	\$194,674	\$295,364	\$397,810	\$502,286
Stewart International Airport	\$933	\$1,981	\$3,193	\$4,561	\$6,100
Total Cumulative	\$215,127	\$435,885	\$661,961	\$892,800	\$1,128,634

Notes:

Collection authority is projected to expire in the fourth quarter of 2016.

These collection amounts include \$270 M of current collection authority.



Exhibit C

Airport Capital Improvement Plan (ACIP) Projects

Federal Aviation Administration		Airport Capital Improvement Plan								
1. Airport: John F. Kennedy International			2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK		
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date	
	Sponsor	Discretionary		PFC	Other					
FY 2012										
LOI - DELAY REDUCTION PROJECTS, PAYMENT 4		14,800			4,933	19,733	Approved	Oct-08	Dec-14	
Taxiway YA Extension, KA Holding Pad							Cat Ex Approved	Oct-08	May-09	
Extend Taxiway KK (TWs KC, KK, KC & K intersection, KD, K north)							FONSI	Apr-09	Dec-09	
Runway 31L Taxiway Access Improvements (East Apron, TWs JA, JB, Z north, J & Z intersection)							FONSI	Sep-10	Dec-11	
SW Quadrant Taxiway Improvements (West Apron, TWs PF, PE, PD bet TW Q & RW 13R)							FONSI	Sep-10	Sep-11	
High Speed Exit Taxiways (MD & L)							FONSI	Oct-09	May-10	
Taxiway Fillet Improvements (PC, PA, MC, MB & M)							FONSI	Oct-09	May-10	
New Taxiway South of Runway 31L (East of Runway 4L)							FONSI	Jan-11	Dec-11	
New Taxiway South of Runway 31L (West of Runway 4L)							FONSI	Jan-12	Dec-12	
SCHOOL SOUNDPROOFING		34,449			8,612	43,061	N/A	Jan-09	Dec-13	
REHAB TW P - PHASE I		30,875			3,431	34,305	To be initiated	Oct-11	Mar-12	
REHAB TW R - PHASE I		5,490			610	6,100	To be initiated	Apr-12	Dec-12	
REHAB TAXIWAY C		19,255			6,418	25,673	To be initiated	Jan-12	Dec-13	
REHAB T/Ws FA & FB (4R-22L TO Y)		3,558			1,186	4,744	To be initiated	Jul-12	Apr-14	
SLURRY SEAL TW A & CROSS TWS		3,708			1,236	4,944	To be initiated	Jan-12	Dec-13	
SLURRY SEAL TWS B, A, G		1,191			397	1,587	To be initiated	Jan-11	Dec-13	
REHAB TW QG		2,768			923	3,690	To be initiated	Jan-11	Dec-13	
REHAB RW 4L ILS		20,470			6,823	27,293	To be initiated	Jan-11	Dec-13	
REHAB NORTH BOUNDARY ROAD		2,676			892	3,567	To be initiated	Jan-11	Dec-13	
SECURITY - GUARD POST ANTI-RAM VEHICLE BARRIERS		1,146			382	1,528	To be initiated	Jan-11	Dec-11	
REHAB TW C PLANNING		150			50	200				

REHAB TW Q PLANNING		195			65	260			
REHAB TW QG PLANNING		525			175	700			
REHAB TW Z & PORTIONS OF F, H, G, J PLANNING		188			63	250			
REHAB CB (RW 13L-31R TO NORTH END) PLANNING		600			200	800			
REHAB TW CE (TW C TO LEASE LINE) PLANNING		563			188	750			
REHAB TW FA PLANNING		975			325	1,300			
REHAB TW K PLANNING		2,625			875	3,500			
REHAB TW H & PORTIONS OF TW Z PLANNING		3,525			1,175	4,700			
REGIONAL PLANNING STUDY				9,200		9,200	N/A	Jun-11	Dec-13
REHAB RW 4L - PFC				150,000		150,000	To be initiated	Jun-12	Dec-15
REHAB TW P PLANNING - PFC				2,000		2,000	To be initiated	Jun-10	Sep-11
TERM 3 & 4 REDEVELOPMENT - PFC				215,000		215,000	To be initiated	Apr-12	Dec-15
CONSTRUCT CENTRALIZED DE-ICING FACILITY - PFC				60,000		60,000	Cat Ex Approved	Jan-11	Sep-12
RELOCATE RSR BRIDGES J2 & J8 - PFC				24,000		24,000	To be initiated	Jun-10	Jun-13

Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: John F. Kennedy International			2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2013									
LOI - DELAY REDUCTION PROJECTS, PAYMENT 5		11,800			3,933	15,733	Approved	Oct-08	Dec-14
Taxiway YA Extension, KA Holding Pad							Cat Ex Approved	Oct-08	May-09
Extend Taxiway KK (TWs KC, KK, KC & K intersection, KD, K north)							FONSI	Apr-09	Dec-09
Runway 31L Taxiway Access Improvements (East Apron, TWs JA, JB, Z north, J & Z intersection)							FONSI	Sep-10	Dec-11
SW Quadrant Taxiway Improvements (West Apron, TWs PF, PE, PD bet TW Q & RW 13R)							FONSI	Sep-10	Sep-11
High Speed Exit Taxiways (MD & L)							FONSI	Oct-09	May-10
Taxiway Fillet Improvements (PC, PA, MC, MB & M)							FONSI	Oct-09	May-10
New Taxiway South of Runway 31L (East of Runway 4L)							FONSI	Jan-11	Dec-11
New Taxiway South of Runway 31L (West of Runway 4L)							FONSI	Jan-12	Dec-12
SCHOOL SOUNDPROOFING		8,780			2,195	10,975	N/A	Jan-09	Dec-13
RECONSTRUCT R/W 4L-22R		174,000			58,000	232,000	To be initiated	Jun-13	Dec-15
RW 4L RSA IMPROVEMENTS		16,571			5,524	22,095	To be initiated	Jan-11	Dec-14
RW 4L HIGH SPEED EXITS		16,569			5,523	22,092	To be initiated	Mar-13	Dec-17
RW 31R ACCESS TAXIWAY IMPROVEMENTS		55,171			18,390	73,561	To be initiated	Jan-13	Dec-18
REHAB N. BOUNDARY ROAD		1,526			509	2,035	To be initiated	Jan-13	Jan-14
REHAB TW P CONSTRUCTION		33,750			11,250	45,000	To be initiated	Oct-11	Dec-12
REHAB RW 4L - PFC				150,000		150,000	To be initiated	Jun-12	Dec-15
REHAB TW P PLANNING - PFC				2,000		2,000	To be initiated	Jun-10	Sep-11
TERM 3 & 4 REDEVELOPMENT - PFC				215,000		215,000	To be initiated	Apr-12	Dec-15
CONSTRUCT CENTRALIZED DE-ICING FACILITY - PFC				60,000		60,000	Cat Ex Approved	Jan-11	Sep-12
RELOCATE RSR BRIDGES J2 & J8 - PFC				24,000		24,000	To be initiated	Jun-10	Jun-13

Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: John F. Kennedy International			2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK	
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2014									
LOI - DELAY REDUCTION PROJECTS, PAYMENT 6		10,900			3,633	14,533	Approved	Oct-08	Dec-14
Taxiway YA Extension, KA Holding Pad							Cat Ex Approved	Oct-08	May-09
Extend Taxiway KK (TWs KC, KK, KC & K intersection, KD, K north)							FONSI	Apr-09	Dec-09
Runway 31L Taxiway Access Improvements (East Apron, TWs JA, JB, Z north, J & Z intersection)							FONSI	Sep-10	Dec-11
SW Quadrant Taxiway Improvements (West Apron, TWs PF, PE, PD bet TW Q & RW 13R)							FONSI	Sep-10	Sep-11
High Speed Exit Taxiways (MD & L)							FONSI	Oct-09	May-10
Taxiway Fillet Improvements (PC, PA, MC, MB & M)							FONSI	Oct-09	May-10
New Taxiway South of Runway 31L (East of Runway 4L)							FONSI	Jan-11	Dec-11
New Taxiway South of Runway 31L (West of Runway 4L)							FONSI	Jan-12	Dec-12
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
RW 13L RSA IMPROVEMENTS		16,596			5,532	22,128	To be initiated	Jan-14	Dec-17
IMPROVE TW FILLETS FOR NLA		13,086			4,362	17,447	To be initiated	Jan-14	Dec-17
REHAB RW 4L - PFC				150,000		150,000	To be initiated	Jun-12	Dec-15
REHAB TW P PLANNING - PFC				2,000		2,000	To be initiated	Jun-10	Sep-11
TERM 3 & 4 REDEVELOPMENT - PFC				215,000		215,000	To be initiated	Apr-12	Dec-15
CONSTRUCT CENTRALIZED DE-ICING				60,000		60,000	Cat Ex Approved	Jan-11	Sep-12
RELOCATE RSR BRIDGES J2 & J8 - PFC				24,000		24,000	To be initiated	Jun-10	Jun-13

Federal Aviation Administration		Airport Capital Improvement Plan				3.NPIAS No.: 3-36-0066		4. LOCID: JFK	
1.Airport: John F. Kennedy International			2.State: New York						
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2015									
LOI - DELAY REDUCTION PROJECTS, PAYMENT 7		7,000			2,333	9,333	Approved	Oct-08	Dec-14
Taxiway YA Extension, KA Holding Pad							Cat Ex Approved	Oct-08	May-09
Extend Taxiway KK (TWs KC, KK, KC & K intersection, KD, K north)							FONSI	Apr-09	Dec-09
Runway 31L Taxiway Access Improvements (East Apron, TWs JA, JB, Z north, J & Z intersection)							FONSI	Sep-10	Dec-11
SW Quadrant Taxiway Improvements (West Apron, TWs PF, PE, PD bet TW Q & RW 13R)							FONSI	Sep-10	Sep-11
High Speed Exit Taxiways (MD & L)							FONSI	Oct-09	May-10
Taxiway Fillet Improvements (PC, PA, MC, MB & M)							FONSI	Oct-09	May-10
New Taxiway South of Runway 31L (East of Runway 4L)							FONSI	Jan-11	Dec-11
New Taxiway South of Runway 31L (West of Runway 4L)							FONSI	Jan-12	Dec-12
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
REHAB RUNWAY 4R-22L		38,111			12,704	50,815	To be initiated	Apr-16	Dec-16
REPLACE 4R ALS PIER		12,522			4,174	16,696	To be initiated	Nov-14	Dec-17
RW EMAS for the 13s		13,193			4,398	17,590	To be initiated	Sep-15	Dec-17
REHAB RW 4L - PFC				150,000		150,000	To be initiated	Jun-12	Dec-15
REHAB TW P PLANNING - PFC				2,000		2,000	To be initiated	Jun-10	Sep-11
TERM 3 & 4 REDEVELOPMENT - PFC				215,000		215,000	To be initiated	Apr-12	Dec-15
CONSTRUCT CENTRALIZED DE-ICING FACILITY - PFC				60,000		60,000	Cat Ex Approved	Jan-11	Sep-12
RELOCATE RSR BRIDGES J2 & J8 - PFC				24,000		24,000	To be initiated	Jun-10	Jun-13

Federal Aviation Administration

Airport Capital Improvement Plan

1. Airport: John F. Kennedy International		2. State: New York			3. NPIAS No.: 3-36-0066		4. LOCID: JFK		
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2016									
LOI - DELAY REDUCTION PROJECTS, PAYMENT 8		7,000			2,333	9,333	Approved	Oct-08	Dec-14
Taxiway YA Extension, KA Holding Pad							Cat Ex Approved	Oct-08	May-09
Extend Taxiway KK (TWs KC, KK, KC & K intersection, KD, K north)							FONSI	Apr-09	Dec-09
Runway 31L Taxiway Access Improvements (East Apron, TWs JA, JB, Z north, J & Z intersection)							FONSI	Sep-10	Dec-11
SW Quadrant Taxiway Improvements (West Apron, TWs PF, PE, PD bet TW Q & RW 13R)							FONSI	Sep-10	Sep-11
High Speed Exit Taxiways (MD & L)							FONSI	Oct-09	May-10
Taxiway Fillet Improvements (PC, PA, MC, MB & M)							FONSI	Oct-09	May-10
New Taxiway South of Runway 31L (East of Runway 4L)							FONSI	Jan-11	Dec-11
New Taxiway South of Runway 31L (West of Runway 4L)							FONSI	Jan-12	Dec-12
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
REHAB RUNWAY 4R-22L		38,111			12,704	50,815	To be initiated	Apr-16	Dec-16
REPLACE 4R ALS PIER		12,522			4,174	16,696	To be initiated	Nov-14	Dec-17
RW EMAS for the 13s		13,193			4,398	17,590	To be initiated	Sep-15	Dec-17
REHAB RW 4L - PFC				150,000		150,000	To be initiated	Jun-12	Dec-15
REHAB TW P PLANNING - PFC				2,000		2,000	To be initiated	Jun-10	Sep-11
TERM 3 & 4 REDEVELOPMENT - PFC				215,000		215,000	To be initiated	Apr-12	Dec-15
CONSTRUCT CENTRALIZED DE-ICING FACILITY - PFC				60,000		60,000	Cat Ex Approved	Jan-11	Sep-12
RELOCATE RSR BRIDGES J2 & J8 - PFC				24,000		24,000	To be initiated	Jun-10	Jun-13

Federal Aviation Administration									
Airport Capital Improvement Plan									
1. Airport: La Guardia			2. State: New York			3. NPIAS No.: 3-36-0068		4. LOCID: LGA	
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2012									
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
REHAB RUNWAY 13-31 & ASSOC TAXIWAYS		19,624			6,541	26,166	To be initiated	Jan-12	Dec-16
REHAB TAXIWAYS A & B		5,128			1,709	6,838	To be initiated	Jan-12	Dec-15
TW B & BB PLANNING		5,625			1,875	7,500			
REHAB TWS R, S, P & G		4,699			1,566	6,265	To be initiated	Nov-11	Dec-14
RON PARKING & DEMO HANGAR 2 & 4		16,704			5,568	22,272	To be initiated	Jan-11	Dec-13
REHAB STRUCTURAL ITEMS, RW DECK REHAB		4,662			1,554	6,216	To be initiated	Jun-12	Dec-14
TW PAVING & LIGHTING REHAB. - PHASE I		6,385			2,128	8,513	To be initiated	Jan-12	Dec-16
AIR TERMINAL HIGHWAY REHAB. - PHASE II		9,009			3,003	12,011	To be initiated	Jun-11	Dec-16
MODERNIZE AERO. INSTRUMENTS		3,861			1,287	5,148	To be initiated	Jun-11	Dec-14
ILS PIERS (Listed in 2011 in Cap. Plan)		3,823			1,274	5,098	To be initiated	Jun-12	Dec-15
REHAB OF DIKE WALL		2,564			855	3,419	To be initiated	Apr-12	Mar-15
REHAB EAST END ROAD PAVEMENT		758			253	1,010	To be initiated	Dec-11	Oct-13
CTB MODERNIZATION - ENG. PLANS & SPECS. - PFC				25,000		25,000	N/A	Jan-13	Dec-18
PIDS - PFC				28,000		28,000		Jan-05	Dec-12
RW 4 & 31 RSA PLANNING, ENG. & ENV. - PFC				24,000		24,000		Jan-12	Dec-13
RW 31 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-12	Jan-14
DELAY REDUCTION - PFC				45,000		45,000	To be initiated	Jan-12	Dec-14

Federal Aviation Administration									Airport Capital Improvement Plan		
1. Airport: LaGuardia			2. State: New York			3. NPIAS No.: 3-36-0068		4. LOCID: LGA			
5. Project Description	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date		
	Sponsor	Discretionary		PFC	Other						
FY 2013											
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-11	Dec-11		
RW DECK STRUCTURAL REHAB STAGE III		7,781			2,594	10,374	To be initiated	Apr-13	Dec-17		
REHAB OF RUNWAYDECK WEARING SURFACE, RW DECK REHAB		3,263			1,088	4,351	To be initiated	Dec-12	Dec-14		
TW PAVING & LIGHTING REHAB. - PHASE II		6,385			2,128	8,513	To be initiated	Jan-12	Dec-16		
REHAB RUNWAY DRIVE PAVEMENT (WEST END RDWY IMPROVE. In cap plan)		6,341			2,114	8,454	To be initiated	Oct-12	Dec-15		
CTB MODERNIZATION - ENG. PLANS & SPECS. - PFC				25,000		25,000	N/A	Jan-13	Dec-18		
PIDS - PFC				28,000		28,000		Jan-05	Dec-12		
RW 4 & 31 RSA PLANNING, ENG. & ENV. - PFC				24,000		24,000		Jan-12	Dec-13		
RW 31 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-12	Jan-14		
RW 4 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-13	Jan-15		
DELAY REDUCTION - PFC				45,000		45,000	To be initiated	Jan-12	Dec-14		
Federal Aviation Administration									Airport Capital Improvement Plan		
1. Airport: LaGuardia			2. State: New York			3. NPIAS No.: 3-36-0068		4. LOCID: LGA			
5. Project Description	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date		
	Sponsor	Discretionary		PFC	Other						
FY 2014											
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-11	Dec-11		
REHABILITATE TAXIWAY ZA		1,812			604	2,416	To be initiated	Jan-13	Dec-17		
REDEVELOP WEST END OF AIRPORT		138,890			46,297	185,187	To be initiated	Jan-12	Dec-20		
CTB MODERNIZATION - ENG. PLANS & SPECS. - PFC				25,000		25,000	N/A	Jan-13	Dec-18		
PIDS - PFC				28,000		28,000		Jan-05	Dec-12		
RW 4 & 31 RSA PLANNING, ENG. & ENV. - PFC				24,000		24,000		Jan-12	Dec-13		
RW 31 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-12	Jan-14		
RW 4 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-13	Jan-15		
DELAY REDUCTION - PFC				45,000		45,000	To be initiated	Jan-12	Dec-14		

Federal Aviation Administration									Airport Capital Improvement Plan		
1. Airport: LaGuardia			2. State: New York			3. NPIAS No.: 3-36-0068		4. LOCID: LGA			
5. Project Description	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date		
	Sponsor	Discretionary		PFC	Other						
FY 2015											
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-11	Dec-11		
DE-ICING PRODUCT RECOVERY		3,708			1,236	4,944	To be initiated	Dec-16	Dec-19		
SECURITY - PROTECTION OF TERM. BLDG. GLASS		10,629			3,543	14,172	To be initiated	Jan-17	Dec-17		
SECURITY-VEHICLE ALERT AT ACCESS RDS		4,690			1,563	6,253	To be initiated	Jan-17	Dec-17		
REPLACE BARRIERS AT NINE LOCATIONS (\$0 in incaps) not yet authorized 07/09/10		3,200			1,067	4,267	To be initiated	Jan-17	Dec-17		
CTB MODERNIZATION - ENG. PLANS & SPECS. - PFC				25,000		25,000	N/A	Jan-13	Dec-18		
PIDS - PFC				28,000		28,000		Jan-05	Dec-12		
RW 4 & 31 RSA PLANNING, ENG. & ENV. - PFC				24,000		24,000		Jan-12	Dec-13		
RW 31 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-12	Jan-14		
RW 4 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-13	Jan-15		
DELAY REDUCTION - PFC				45,000		45,000	To be initiated	Jan-12	Dec-14		

Federal Aviation Administration									Airport Capital Improvement Plan		
1. Airport: LaGuardia			2. State: New York			3. NPIAS No.: 3-36-0068		4. LOCID: LGA			
5. Project Description	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date		
	Sponsor	Discretionary		PFC	Other						
FY 2016											
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-11	Dec-11		
DE-ICING PRODUCT RECOVERY		3,708			1,236	4,944	To be initiated	Dec-16	Dec-19		
SECURITY - PROTECTION OF TERM. BLDG. GLASS		10,629			3,543	14,172	To be initiated	Jan-17	Dec-17		
SECURITY-VEHICLE ALERT AT ACCESS RDS		4,690			1,563	6,253	To be initiated	Jan-17	Dec-17		
REPLACE BARRIERS AT NINE LOCATIONS (\$0 in incaps) not yet authorized 07/09/10		3,200			1,067	4,267	To be initiated	Jan-17	Dec-17		
CTB MODERNIZATION - ENG. PLANS & SPECS. - PFC				25,000		25,000	N/A	Jan-13	Dec-18		
PIDS - PFC				28,000		28,000		Jan-05	Dec-12		
RW 4 & 31 RSA PLANNING, ENG. & ENV. - PFC				24,000		24,000		Jan-12	Dec-13		
RW 31 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-12	Jan-14		
RW 4 RSA CONSTRUCTION - PFC				74,500		74,500		Jan-13	Jan-15		
DELAY REDUCTION - PFC				45,000		45,000	To be initiated	Jan-12	Dec-14		

Federal Aviation Administration		Airport Capital Improvement Plan								
1. Airport: Newark Liberty International			2. State: New Jersey			3. NPIAS No.: 3-34-0027		4. LOCID: EWR		
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date	
	Sponsor	Discretionary		PFC	Other					
FY 2012										
SCHOOL SOUNDPROOFING		6,000			1,500	7,500	N/A	Jan-10	Dec-13	
REHAB APRON off UA & UB		3,167			1,056	4,223	To be initiated	Apr-13	Mar-14	
REHAB TAXIWAY A From RC to RF		3,576			1,192	4,767	To be initiated	Jan-11	Dec-14	
REHABILITATE TAXIWAY P (from N to K)		4,622			1,541	6,162	To be initiated	Mar-13	Nov-13	
REHAB TWs D, B (from RA to R) & PA		5,071			1,690	6,761	To be initiated	Mar-12	Mar-14	
REHAB TW Y FROM RM TO S - PFC		6,750			2,250	9,000	To be initiated	Mar-12	Mar-14	
REHAB TW Z FROM RM EDGE TO UA - PFC		3,000			1,000	4,000	To be initiated	Mar-12	Mar-14	
INSTALL FIBER OPTIC INFRASTRUCTURE		630			210	840	To be initiated	May-11	May-12	
SECURITY-SUBSTATION ENHANCEMENT		5,184			1,728	6,912	To be initiated	Apr-10	Apr-12	
SECURITY-PHYSICAL ENHANCEMENT OF AOA PERIMETER (\$1900 2010-2019)		9,770			3,257	13,027	To be initiated	Mar-07	Dec-12	
DELAY REDUCTION ENVIR & BCA - PFC					5,000	5,000	To be initiated	Jan-12	Dec-13	
DELAY REDUCTION - PHASE II - PFC					61,000	61,000	To be initiated	Jan-13	Dec-15	
REHAB RW 4R-22L - PFC					46,250	46,250	To be initiated	Jan-12	Dec-13	
TAXIWAY P REHAB WITH HI-SPEED TWS - PFC					27,500	27,500	To be initiated	Jan-12	Dec-15	
REHAB 4L-22R - PFC					46,250	46,250	To be initiated	Jan-13	Dec-14	
IMPROVE 11-29 RSA & RELOCATION OF BREWSTER ROAD - PFC					25,000	25,000	Cat Ex Approved-RW 11 EMAS & RW 29 EMAS	Jun-12	Jun-16	
CHRP - PFC					28,000	28,000	To be initiated	Jan-12	Jan-16	
ELECTRICAL DISTRIBUTION - PHASE I - PFC					21,000	21,000	To be initiated	Jan-12	Dec-16	
4TH ELECTRICAL SUBSTATION TERM B - PFC					21,000	21,000	To be initiated	Jan-12	Dec-16	
SECURITY-PERIMETER (PIDS) - PFC					30,000	30,000	Approved	Jan-09	Jan-12	
TERM. A MODERNIZATION & EXPANSION - PLANNING - PFC					30,000	30,000	To be initiated	Nov-09	Dec-14	
VERTICAL CIRCULATION IMPROVE. IN TERMINAL A - PLANNING - PFC					29,000	29,000	Approved	Jan-07	Dec-11	
UPGRADE NAVIGATIONAL AIDS R/W 4L, 22R & 22L - PFC					18,000	18,000	Approved	Jun-10	Dec-11	
MODERNIZATION OF TERM. B - AMENDED PFC					30,500	30,500	Initiated	Jan-06	Dec-12	
BOLLARDS - TENANT TERMINAL (A & C)					37,400	37,400	Initiated	Apr-08	Dec-14	

1. Airport: Newark Liberty International		2. State: New Jersey			3. NPIAS No.: 3-34-0027		4. LOCID: EWR		
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2013									
SCHOOL SOUNDPROOFING		5,467		1,367		6,834	N/A	Jan-09	Dec-13
REHAB TW Y (from RM to S)		4,051		1,350		5,401	To be initiated	Mar-14	Apr-15
DELAY REDUCTION ENVIR & BCA - PFC				5,000		5,000	To be initiated	Jan-12	Dec-13
DELAY REDUCTION - PHASE II - PFC				61,000		61,000	To be initiated	Jan-13	Dec-15
REHAB RW 4R-22L - PFC				46,250		46,250	To be initiated	Jan-12	Dec-13
TAXIWAY P REHAB WITH HI-SPEED TWS - PFC				27,500		27,500	To be initiated	Jan-12	Dec-15
REHAB 4L-22R - PFC				46,250		46,250	To be initiated	Jan-13	Dec-14
IMPROVE 11-29 RSA & RELOCATION OF BREWSTER ROAD - PFC				25,000		25,000	Cat Ex Approved-RW 11 EMAS & RW 29 EMAS	Jun-12	Jun-16
CHRP - PFC				28,000		28,000	To be initiated	Jan-12	Jan-16
ELECTRICAL DISTRIBUTION - PHASE I - PFC				21,000		21,000	To be initiated	Jan-12	Dec-16
4TH ELECTRICAL SUBSTATION TERM B - PFC				21,000		21,000	To be initiated	Jan-12	Dec-16
SECURITY-PERIMETER (PIDS) - PFC				30,000		30,000	Approved	Jan-09	Jan-12
TERM. A MODERNIZATION & EXPANSION - PLANNING - PFC				30,000		30,000	To be initiated	Nov-09	Dec-14
VERTICAL CIRCULATION IMPROVE. IN TERMINAL A - PLANNING - PFC				29,000		29,000	Approved	Jan-07	Dec-11
UPGRADE NAVIGATIONAL AIDS R/W 4L, 22R & 22L - PFC				18,000		18,000	Approved	Jun-10	Dec-11
MODERNIZATION OF TERM. B - AMENDED PFC				30,500		30,500	Initiated	Jan-06	Dec-12
BOLLARDS - TENANT TERMINAL (A & C)				37,400		37,400	Initiated	Apr-08	Dec-14

Federal Aviation Administration		Airport Capital Improvement Plan								
1. Airport: Newark Liberty International			2. State: New Jersey		3. NPIAS No.: 3-34-0027		4. LOCID: EWR			
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date	
	Sponsor	Discretionary		PFC	Other					
FY 2014										
SCHOOL SOUNDPROOFING		0		0	0	N/A	Jan-09	Dec-13		
REHAB TW Z (From RW to UA)		1,276		425	1,701	To be initiated	Jan-13	Dec-15		
INTELLIGENT TRANSPORTATION SYSTEM		7,020		2,340	9,360	To be initiated	Aug-14	Jun-17		
DELAY REDUCTION ENVIR & BCA - PFC				5,000	5,000	To be initiated	Jan-12	Dec-13		
DELAY REDUCTION - PHASE II - PFC				61,000	61,000	To be initiated	Jan-13	Dec-15		
REHAB RW 4R-22L - PFC				46,250	46,250	To be initiated	Jan-12	Dec-13		
TAXIWAY P REHAB WITH HI-SPEED TWS - PFC				27,500	27,500	To be initiated	Jan-12	Dec-15		
REHAB 4L-22R - PFC				46,250	46,250	To be initiated	Jan-13	Dec-14		
IMPROVE 11-29 RSA & RELOCATION OF				25,000	25,000	Cat Ex	Jun-12	Jun-16		
CHRP - PFC				28,000	28,000	To be initiated	Jan-12	Jan-16		
ELECTRICAL DISTRIBUTION - PHASE I - PFC				21,000	21,000	To be initiated	Jan-12	Dec-16		
4TH ELECTRICAL SUBSTATION TERM B - PFC				21,000	21,000	To be initiated	Jan-12	Dec-16		
SECURITY-PERIMETER (PIDS) - PFC				30,000	30,000	Approved	Jan-09	Jan-12		
TERM. A MODERNIZATION & EXPANSION -				30,000	30,000	To be initiated	Nov-09	Dec-14		
PLANNING - PFC										
VERTICAL CIRCULATION IMPROVE. IN				29,000	29,000	Approved	Jan-07	Dec-11		
TERMINAL A - PLANNING - PFC										
UPGRADE NAVIGATIONAL AIDS R/W 4L, 22R &				18,000	18,000	Approved	Jun-10	Dec-11		
22L - PFC										
MODERNIZATION OF TERM. B - AMENDED PFC				30,500	30,500	Initiated	Jan-06	Dec-12		
BOLLARDS - TENANT TERMINAL (A & C)				37,400	37,400	Initiated	Apr-08	Dec-14		

Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: Newark Liberty International			2. State: New Jersey			3. NPIAS No.: 3-34-0027		4. LOCID: EWR	
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2015									
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
SECURITY - GUARD POST TECH. ENHANCEMENTS		2,115			705	2,820	To be initiated	Jan-17	Dec-17
SECURITY - PROTECTION OF TERM. BLDG. GLASS		10,260			3,420	13,680	To be initiated	Jan-17	Dec-17
SECURITY-MONITOR VEHICLE ALERT AT ROADWAYS & FRONTAGES		3,627			1,209	4,836	To be initiated	Jan-17	Dec-17
SECURITY-FUEL FARM PERIMETER STRENGTHENING		2,295			765	3,060	To be initiated	Jan-17	Dec-17
DELAY REDUCTION ENVIR & BCA - PFC					5,000	5,000	To be initiated	Jan-12	Dec-13
DELAY REDUCTION - PHASE II - PFC					61,000	61,000	To be initiated	Jan-13	Dec-15
REHAB RW 4R-22L - PFC					46,250	46,250	To be initiated	Jan-12	Dec-13
TAXIWAY P REHAB WITH HI-SPEED TWS - PFC					27,500	27,500	To be initiated	Jan-12	Dec-15
REHAB 4L-22R - PFC					46,250	46,250	To be initiated	Jan-13	Dec-14
IMPROVE 11-29 RSA & RELOCATION OF CHRP - PFC					25,000	25,000	Cat Ex	Jun-12	Jun-16
ELECTRICAL DISTRIBUTION - PHASE I - PFC					28,000	28,000	To be initiated	Jan-12	Jan-16
4TH ELECTRICAL SUBSTATION TERM B - PFC					21,000	21,000	To be initiated	Jan-12	Dec-16
SECURITY-PERIMETER (PIDS) - PFC					30,000	30,000	Approved	Jan-09	Jan-12
TERM. A MODERNIZATION & EXPANSION - PLANNING - PFC					30,000	30,000	To be initiated	Nov-09	Dec-14
VERTICAL CIRCULATION IMPROVE. IN TERMINAL A - PLANNING - PFC					29,000	29,000	Approved	Jan-07	Dec-11
UPGRADE NAVIGATIONAL AIDS R/W 4L, 22R & 22L - PFC					18,000	18,000	Approved	Jun-10	Dec-11
MODERNIZATION OF TERM. B - AMENDED PFC					30,500	30,500	Initiated	Jan-06	Dec-12
BOLLARDS - TENANT TERMINAL (A & C)					37,400	37,400	Initiated	Apr-08	Dec-14

Federal Aviation Administration		Airport Capital Improvement Plan							
1. Airport: Newark Liberty International			2. State: New Jersey			3. NPIAS No.: 3-34-0027	4. LOCID: EWR		
5. Project Description & year (By funding year in priority order)	Federal Funds		State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary		PFC	Other				
FY 2016									
SCHOOL SOUNDPROOFING		0			0	0	N/A	Jan-09	Dec-13
SECURITY - GUARD POST TECH. ENHANCEMENTS		2,115			705	2,820	To be initiated	Jan-17	Dec-17
SECURITY - PROTECTION OF TERM. BLDG. GLASS		10,260			3,420	13,680	To be initiated	Jan-17	Dec-17
SECURITY-MONITOR VEHICLE ALERT AT ROADWAYS & FRONTAGES		3,627			1,209	4,836	To be initiated	Jan-17	Dec-17
SECURITY-FUEL FARM PERIMETER STRENGTHENING		2,295			765	3,060	To be initiated	Jan-17	Dec-17
DELAY REDUCTION ENVIR & BCA - PFC					5,000	5,000	To be initiated	Jan-12	Dec-13
DELAY REDUCTION - PHASE II - PFC					61,000	61,000	To be initiated	Jan-13	Dec-15
REHAB RW 4R-22L - PFC					46,250	46,250	To be initiated	Jan-12	Dec-13
TAXIWAY P REHAB WITH HI-SPEED TWS - PFC					27,500	27,500	To be initiated	Jan-12	Dec-15
REHAB 4L-22R - PFC					46,250	46,250	To be initiated	Jan-13	Dec-14
IMPROVE 11-29 RSA & RELOCATION OF					25,000	25,000	Cat Ex	Jun-12	Jun-16
CHRP - PFC					28,000	28,000	To be initiated	Jan-12	Jan-16
ELECTRICAL DISTRIBUTION - PHASE I - PFC					21,000	21,000	To be initiated	Jan-12	Dec-16
4TH ELECTRICAL SUBSTATION TERM B - PFC					21,000	21,000	To be initiated	Jan-12	Dec-16
SECURITY-PERIMETER (PIDS) - PFC					30,000	30,000	Approved	Jan-09	Jan-12
TERM. A MODERNIZATION & EXPANSION - PLANNING - PFC					30,000	30,000	To be initiated	Nov-09	Dec-14
VERTICAL CIRCULATION IMPROVE. IN TERMINAL A - PLANNING - PFC					29,000	29,000	Approved	Jan-07	Dec-11
UPGRADE NAVIGATIONAL AIDS R/W 4L, 22R & 22L - PFC					18,000	18,000	Approved	Jun-10	Dec-11
MODERNIZATION OF TERM. B - AMENDED PFC					30,500	30,500	Initiated	Jan-06	Dec-12
BOLLARDS - TENANT TERMINAL (A & C)					37,400	37,400	Initiated	Apr-08	Dec-14

Federal Aviation Administration										
Airport Capital Improvement Plan										
1.Airport: Stewart International			2.State: New York			3.NPIAS No.: 3-36-0085		4. LOCID: SWF		
5. Project Description & year (By funding year in priority order)	Federal Funds			State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary	MAP		PFC	Other				
FY 2012										
RECONSTRUCTION OF RUNWAY 9-27, PHASE II		12,173				641	12,814	To be initiated	Jan-11	Dec-14
RUNWAY INCURSION MITIGATION FROM TW A TO BLDG 2290		3,325				175	3,500	To be initiated	May-11	Dec-13
TAXIWAY C OBJECT FREE AREA		2,660				140	2,800	To be initiated	Jul-11	Dec-12
TERMINAL EXPANSION (FIS), STAGE I - PLANNING		2,090				110	2,200	To be initiated	Jan-10	Dec-11
APPROACH LIGHTING, FIXTURES & CABLES (D & B)		2,253				119	2,371	Cat Ex Approved	Jun-09	Nov-10
RUNWAY WEATHER INFORMATION SYSTEM		561				30	590	To be initiated	Feb-11	Dec-11
SNOW REMOVAL & SAFETY EQUIPMENT PROCUREMENT - PFC						5,802	5,802	To be initiated	Feb-09	Dec-11

Federal Aviation Administration										
Airport Capital Improvement Plan										
1.Airport: Stewart International			2.State: New York			3.NPIAS No.: 3-36-0085		4. LOCID: SWF		
5. Project Description & year (By funding year in priority order)	Federal Funds			State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary	MAP		PFC	Other				
FY 2013										
RECONSTRUCTION OF RUNWAY 9-27, PHASE III		12,173				641	12,814	To be initiated	Jan-11	Dec-14
TAXIWAY C REHAB		6,299				332	6,630	To be initiated	Jul-13	Oct-15
REHAB PORTION OF TAXIWAY A		9,310				490	9,800	To be initiated	Dec-12	Nov-13
REHAB TAXIWAY B		3,444				181	3,625	To be initiated	May-12	Dec-13
RUNWAY INCURSION MITIGATION FROM BLDG 2290 TO N/E FUEL FARM		9,595				505	10,100	To be initiated	Aug-12	Dec-13
TERMINAL EXPANSION (FIS), STAGE I - CONSTRUCTION		7,695				405	8,100	To be initiated	Mar-12	Jun-13
REHAB TAXIWAY F		3,129				165	3,294	To be initiated	Jan-12	Dec-13
TERMINAL GLYCOL RECOVERY SYSTEM		1,520				80	1,600	To be initiated	Jun-12	Nov-13
REPLACEMENT OF AIRFIELD SIGNS		3,135				165	3,300	To be initiated	Feb-12	Dec-13
REHAB OF RAMP DE-ICING PAD		1,425				75	1,500	To be initiated	Apr-12	Nov-13
MILL & OVERLAY TAXIWAY M		1,043				55	1,098	To be initiated	Jan-11	Dec-12
INSTALL FILLETS AT TWS M & N		1,171				62	1,233	To be initiated	Jan-11	Dec-12
REHABILITATE TAXIWAY EDGE LIGHTING - PHASE III	3,341	0				176	3,517	Cat Ex Approved	Jul-09	Jun-11
RECONSTRUCTION OF RUNWAY 9-27, PHASE I		12,173				641	12,814	To be initiated	Jan-11	Dec-14

Federal Aviation Administration										
Airport Capital Improvement Plan										
1.Airport: Stewart International			2.State: New York			3.NPIAS No.: 3-36-0085		4. LOCID: SWF		
5. Project Description & year (By funding year in priority order)	Federal Funds			State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary	MAP		PFC	Other				
FY 2014										
RECONSTRUCTION OF RUNWAY 9-27, PHASE IV		12,173				641	12,814	To be initiated	Jan-11	Dec-14
SOUTH RAMP PAVEMENT REPLACEMENT - PHASE I		3,149				166	3,315	To be initiated	Mar-14	Dec-14
REHAB TAXIWAY L		2,618				138	2,756	To be initiated	Jan-14	Dec-15
MILL & OVERLAY TAXIWAY A		16,914				890	17,804	To be initiated	Jan-14	Dec-15

Federal Aviation Administration										
Airport Capital Improvement Plan										
1.Airport: Stewart International			2.State: New York			3.NPIAS No.: 3-36-0085		4. LOCID: SWF		
5. Project Description & year (By funding year in priority order)	Federal Funds			State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary	MAP		PFC	Other				
FY 2015										
REHAB R/W 16-34 EDGE LIGHTING		4,921				259	5,180	To be initiated	May-19	Nov-20
REMOVAL OF TOWER HILL		114,000				6,000	120,000	To be initiated	Nov-21	Dec-25

Federal Aviation Administration										
Airport Capital Improvement Plan										
1.Airport: Stewart International			2.State: New York			3.NPIAS No.: 3-36-0085		4. LOCID: SWF		
5. Project Description & year (By funding year in priority order)	Federal Funds			State Funds	Local Funds		Total \$	Environmental: status	Start Date	Completion Date
	Sponsor	Discretionary	MAP		PFC	Other				
FY 2016										
REHAB R/W 16-34 EDGE LIGHTING		4,921				259	5,180	To be initiated	May-19	Nov-20
REMOVAL OF TOWER HILL		114,000				6,000	120,000	To be initiated	Nov-21	Dec-25



Exhibit D

Alternative Uses/Projects

Alternative Uses/Projects

This draft application contains both “Impose and Use” and “Impose Only” projects. Projects with a request to “Impose and Use” PFC funds do not require the identification of Alternative Use projects. However, projects that are “Impose Only” require the identification of alternative use projects in the event that any or all of the “Impose Only” projects contained in the application are ultimately abandoned or disapproved.

The Port Authority identified potential projects that may be used as Alternative projects if needed. The table below includes the potential Alternative Use projects considered for this application.

Airport	Project Code	Project Description	Estimated Cost (in \$000s)
LGA	CA02-197	TAXIWAY REHABILITATION	9,999
LGA	CA02-226	MODERNIZE AERONAUTICAL INSTRUMENTS PH I	6,258
LGA	CA02-340	RUNWAY DECK STRUCTURAL REHAB PHASE III	15,748
LGA	CA02-365	CENTRAL ELECTRICAL SUBSTATION	84,000
LGA	CA02-428	INTELLIGENT TRANSPORTATION SYSTEM MASTER PLAN	28,674
LGA	CA02-431	AIR TERMINAL HIGHWAY REHAB - PHASE II	20,001
LGA	CA02-432	REHABILITATION OF TAXIWAY PAVEMENT & LIGHTING	20,001
LGA	CA02-430	REHABILITATION OF RUNWAY DECKS	35,509
LGA	CA02-401	REHABILITATION OF RUNWAY 13-31 AND ASSOCIATED TAXIWAYS	35,324
LGA	CA02-X02	TAXIWAY MODIFICATIONS (A, B & RVSR BETWEEN D & L)	194,118
LGA	CA02-386	CONSOLIDATED RECEIVING WAREHOUSE DISTRIBUTION CENTER	15,173
LGA	CA02-413	SIGNALIZED INTERSECTION SAFETY IMPROVEMENTS	1,465
JFK	CA03-543	T/W "W" (N OF R/W 13L)	6,004
JFK	CA03-X16	WATER SYSTEM REPLACEMENTS	10,000
JFK	CA03-XX5	CENTRAL SUB UNITS E & F	10,000
JFK	CA03-XX6	BERGEN SUBSTATION	30,000
JFK	CA03-XX7	FARMERS SUBSTATION	20,000
JFK	CA03-027	REHAB TAXIWAY C (Not on PC list)	19,135
JFK	CA03-519	AERONAUTICAL PAVEMENT REHAB 2013-2016	33,273
JFK	CA03-582	REHABILITATION OF TAXIWAY G (R/W 4L TO T/W Y)	10,000
JFK	CA03-172	REHABILITATION OF T/W P	38,801
JFK	CA03-529	REHAB TAXIWAY'S Q	23,275
JFK	CA03-599	REHABILITATION OF TAXIWAY CA (R/W 13L-31R TO END)	5,956
JFK	CA03-583	REHABILITATION OF TAXIWAY QG	4,982
JFK	CA03-584	REHABILITATION OF TAXIWAY Z & PORTIONS OF F, H, G, J	22,851
JFK	CA03-602	REHABILITATION OF TAXIWAY FB	11,432

Airport	Project Code	Project Description	Estimated Cost (in \$000s)
JFK	CA03-614	REHABILITATION OF TAXIWAY B (T/W N - T/W TB)	53,863
JFK	CA03-600	REHABILITATION OF TAXIWAY CB (R/W 13L-31R TO NORTH END)	6,191
JFK	CA03-595	DELAY REDUCTION INITIATIVES (FILLET & SMGCS)	24,912
JFK	CA03-601	REHABILITATION OF TAXIWAY CE (T/W C TO LEASE LINE)	5,979
JFK	CA03-615	REHABILITATION OF TAXIWAY FA	10,531
JFK	CA03-207	REHABILITATION OF BULK FUEL FARM ROADWAY	12,123
JFK	CA03-234	REHABILITATION OF CARGO PLAZA ROAD	3,709
EWR	CA04-041	SCHOOL SOUNDPROOFING PHASE III	27,720
EWR	CA04-X15	REHABILITATION OF TAXIWAY S (FROM RF TO Y) & A	4,100
EWR	CA04-466	INTELLIGENT TRANSPORTATION SYSTEM	10,763
EWR	CA04-521	REHABILITATION OF TAXIWAY "Y" (FROM RM TO S)	7,292
EWR	CA04-523	REHABILITATION OF TAXIWAY "A" (FROM RC TO RF)	6,436
EWR	CA04-524	REHABILITATION OF TAXIWAY "Z" (FROM R/W EDGE TO UA)	2,296
EWR	CA04-526	EWR - AOA NEXTGEN PROGRAM	9,500
EWR	CA04-528	REPLACEMENT OF NORTH ELECTRICAL SUBSTATION AT CHRP - BUILDING 46	14,808
EWR	CA04-X17	REHABILITATION OF TAXIWAYS B & R (FROM E TO Y)	8,950
EWR	CA04-X18	REHABILITATION OF TAXIWAY Z FROM, T/W P TO R/W 29 END	3,500
TOTAL			\$ 924,652



Exhibit E

Draft Application

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PFC PLANNING AND PROGRAM ADMINISTRATION

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AMENDMENTS

LAGUARDIA AIRPORT

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LAGUARDIA AIRPORT

**SECTION 1 - Runway 4 and Runway 31 RSA Planning, Environmental, & Engineering
(CA02-417)**

SECTION 2 - Runway 4 and Runway 31 RSA Construction (CA02-417)

SECTION 1

LGA Runway 4 and Runway 31 RSA Planning, Environmental and Engineering (CA02-417)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **LGA Runway 4 and Runway 31 Runway Safety Area (RSA) Planning, Environmental and Engineering (CA02-417)**

2. Project Number: **CA02-417**

3. Use Airport of Project: **LaGuardia Airport (LGA), New York, New York**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 22,800,000**

Bond Financing & Interest: **\$ 1,200,000**

Subtotal PFC Funds*: **\$ 24,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds: **N/A**

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$ 0** Discretionary **\$ 0** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds:

State Grants **\$ N/A**

Local Funds **\$ N/A**

Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ 24,000,000

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The FAA requires commercial service airports to maintain a Runway Safety Area (RSA) at each runway end to provide a measure of safety in the event an aircraft overruns (lands long) or undershoots (lands short) the runway. RSAs must comply with specific FAA dimensional and performance standards as regulated by 14 Code of Federal Regulations (CFR) Part 139, *Certification of Airports*. In November 2005, Congress mandated that RSAs at all commercial service airports be FAA compliant by 2015.

This project includes the effort to complete the planning, engineering design, and environmental compliance documentation required to enhance the Runway Safety Areas (RSAs) on the departure ends of Runway 4 and Runway 31 at LGA for compliance with FAA standards.

RSA planning will explore design alternatives for the enhancement of the existing RSAs to achieve conformance with current FAA standards. A full-range of alternatives for achieving RSA compliance will be considered in this planning and environmental analysis. Potential alternatives may include, but are not limited to, a full-length RSA, installation of an Engineered Materials Arresting System (EMAS) to allow for a reduced length RSA and runway deck alterations. Engineering on a limited scale will be performed in support of the environmental review process. Depending on the outcome of the National Environmental Policy Act (NEPA) environmental review process, this project would also support further design and engineering for the potential construction of the RSA in accordance with FAA standards.

This project will require the FAA to approve a change to LGA's Airport Layout Plan (ALP) and is therefore a federal action, which requires compliance with the National Environmental Policy Act of 1969 (NEPA). Based on the planning analysis findings, the Port Authority will initiate the environmental analysis in order to comply with NEPA requirements. An Environmental Assessment or an Environmental Impact Statement may be required to be completed and submitted to the FAA for determination.

This overall cost breakdown of the elements contained in this project includes the following and addresses planning, engineering and environmental for both runway ends:

	<u>R/W 4-22</u>	<u>R/W 13-31</u>	<u>TOTAL</u>
▪ Conceptual Design and Alternatives Analysis	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
▪ Planning and Phasing	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
▪ Final Design and Engineering	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
▪ Environmental Documentation Permitting	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000
▪ Financial Analysis	\$ 250,000	\$ 250,000	\$ 500,000
TOTAL			\$ 24,000,000

With the environmental documentation complete, the Port Authority will develop plans and specifications to support construction of the approved RSA alternative. As needed and as defined by the approved alternative, the plans and specifications will include designs for pilings and/or fill, deck extensions as needed, EMAS beds, as needed, pavement cross-sections, utilities (electrical, communications, drainage, etc.), marking, lighting, and signage. The construction of the RSAs will be completed as a separate project that is also included in this application: *LGA Runway 4 and Runway 31 Runway Safety Area Construction (CA02-417)*.

Due to the complexity of this project, the Port Authority will complete the planning, environmental and engineering tasks for this project in close coordination with the FAA.

If applicable for terminal projects
 Prior to implementation of this project,
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

At completion of this project,
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

Net change due to this project: N/A
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

LaGuardia Airport has two runways and four terminals, with a total of 74 gates. Although the Airport only has two short and intersecting runways, its operational activity is similar to surrounding, larger airports. In 2010, 23.9 million passengers used the Airport, an 8.3 percent increase from the previous year. The Airport experienced 361,616 aircraft movements in 2010, an approximate 2 percent growth from the previous year. This growth is forecasted to continue. According to the Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), LGA passenger usage is forecasted to increase an average 2.3 percent annually. In addition to its regional significance, Airports Council International (ACI) ranked LGA as #20 nationwide and #55 worldwide for total passengers in 2010. Operations were almost entirely from commercial aviation, with slightly less than 1 percent from general aviation.

This project would advance planning and design, and perform environmental analysis for runway safety areas that would conform to FAA Standards. After NEPA compliance is addressed, the Port Authority would prepare construction documents and specifications for the bid and award of contracts for the construction

of the RSAs. Failure to comply with the FAA standards could result in measures that could result in reduced capacity and further increased delays at the airport.

In addition, the FAA requires that the Port Authority abide by explicit AIP and PFC assurances. Among compliance with relevant federal, state, and local regulations, AIP Grant and PFC Assurances require that Airport sponsors (the Port Authority) comply with FAA airport design, construction standards and specifications contained in Advisory Circulars current on the date of project approval in order to be awarded AIP Grants and collect PFC funds. Failure to comply with AIP Grant and PFC Assurances could hinder the Port Authority's ability to fund capital projects.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to complete the planning, design engineering, and environmental review for the construction of the RSAs of LGA's Runway 4 and Runway 31, in compliance with FAA standards.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project includes the planning, engineering design, and environmental compliance documentation required to enhance the RSAs on the departure ends of Runway 4 and Runway 31 for compliance with FAA standards.

During the planning phase, design alternatives will be explored that will enhance the existing RSAs to achieve conformance with current FAA standards. A full-range of alternatives will be considered in the planning and environmental analysis. This project will require the FAA to approve a change to LGA's Airport Layout Plan (ALP) and is therefore a federal action, which requires compliance with the National Environmental Policy Act of 1969 (NEPA). Based on the planning analysis findings, the Port Authority will initiate the environmental analysis in order to comply with NEPA requirements. An Environmental Assessment or an Environmental Impact Statement may be required to be completed and submitted to the FAA for determination.

When the environmental documentation completed and approved by the FAA, the Port Authority will develop plans and specifications to support construction of the approved RSA alternative.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ____);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice: **N/A**

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 2

LGA Runway 4 and Runway 31 RSA Construction (CA02-417)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **LGA Runway 4 and Runway 31 RSA Construction (CA02-417)**

2. Project Number: **CA02-417**

3. Use Airport of Project: **LaGuardia Airport (LGA), New York, New York**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: \$ **141,550,000**

Bond Financing & Interest: \$ **7,450,000**

Subtotal PFC Funds*: \$ **149,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds: **N/A**

Grant # **N/A** Grant Funds in Project \$ **0**

Subtotal Existing AIP Funds: \$ **0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement \$ **0** Discretionary \$ **0** Total \$ **0**

Subtotal Anticipated AIP Funds: \$ **0**

Other Funds:

State Grants \$ **N/A**

Local Funds \$ **N/A**

Other (please specify) \$ **N/A**

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ 149,000,000

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The FAA requires commercial service airports to maintain Runway Safety Areas (RSA) at each runway end to provide a measure of safety in the event an aircraft overruns (lands long) or undershoots (lands short) the runway. RSAs must comply with specific FAA dimensional and performance standards as regulated under 14 Code of Federal Regulations (CFR) Part 139, *Certification of Airports*. In November 2005, Congress mandated that RSAs at all commercial service airports be FAA compliant by 2015.

This project will fund the construction of FAA compliant RSAs for the departure end of Runway 4 and the departure end of Runway 31. The final designs of the RSAs will depend on the results of the planning, engineering, and environmental efforts described in the project titled: *LGA Runways 4 and 31 RSA Planning, Environmental and Engineering*, contained in this application. Implementation of this project is dependent on upon completion of that planning, environmental, and engineering project.

Construction plans detailing the RSA project design have not yet been developed. However, for estimating purposes, it is assumed that the project may include the construction of an Engineered Materials Arresting System (EMAS) beds at the runway ends. The installation of EMAS beds allow for a reduced length RSA that would still meet FAA design criteria. Along with the RSA construction and consideration of EMAS, designs may also include alterations to the runway deck, shifting of the runway, relocation of Restricted Service Roads, and modifications to the lighting, signage, marking and storm drainage systems for both RSAs.

If applicable for terminal projects:

Prior to implementation of this project,

Number of ticket counters: N/A

Number of gates: N/A

Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

LaGuardia Airport has two runways and four terminals, with a total of 74 gates. Although the Airport only has two short, intersecting runways, its operational activity is similar to surrounding, larger airports. In 2010, 23.9 million passengers used the Airport, an 8.3 percent increase from the previous year. The Airport experienced 361,616 aircraft movements in 2010, an approximate 2 percent growth from the previous year and this similar growth rate is forecasted to continue. According to the Port Authority's 2011-2020 Long-Range Forecast (Moderate

Scenario), LGA passenger usage is forecasted to increase an average 2.3 percent annually. In addition to its regional significance, the Airports Council International (ACI) ranked LGA as #20 nationwide and #55 worldwide for total passengers in 2010. Operations at LGA are almost entirely from commercial aviation, with slightly less than 1 percent from general aviation.

This project will bring the RSAs for Runway 4 and Runway 31 into compliance with FAA RSA standards, and will ultimately serve to comply with the congressional mandate to have standard RSAs by 2015. Failure to comply with the FAA mandate by 2015 could result in the FAA imposing other operational restrictions at LGA that could result in capacity reductions on air carrier activities and further contribute to airport delays.

In addition, the FAA requires that the Port Authority abide by explicit AIP and PFC assurances. Among compliance with relevant federal, state, and local regulations, AIP Grant and PFC Assurances require that Airport sponsors (the Port Authority) comply with FAA airport design, construction standards and specifications contained in advisory circulars current on the date of project approval in order to be awarded AIP Grants and collect PFC funds. Failure to comply with AIP Grant and PFC Assurances could hinder the Port Authority's ability to fund capital projects.

FAA statistics ranked LGA as the 16th most delayed (total delays) airport in the nation, with an average delay time of approximately 46 minutes in 2010. Although the airport has been under operating limitations during peak-hours, delays persist at LGA. Due to the nature of airline activity at LGA, these delays tend to propagate throughout the entire NAS. Therefore, the Port Authority seeks to provide RSAs that are fully compliant with FAA standards, and that preserve the operational capability of LGA and enable the NAS to operate as efficiently as possible.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance safety and comply with the FAA's Runway Safety Area Program for Runway 4 and Runway 31 at LGA.

FOR FAA USE

- 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Through a Congressional mandate, all airports certificated under 14 Code of Federal Regulations (CFR) Part 139 must comply with the FAA's Runway Safety Area Program by 2015. In compliance with that mandate, the RSAs for Runway 4 and Runway 31 will be modified in accordance with the project's final design, bringing the RSAs into compliance with FAA standards.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition

benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice: **N/A**

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



JOHN F. KENNEDY INTERNATIONAL AIRPORT TABLE OF CONTENTS

SECTION 1 – Rehabilitation of Runway 4L-22R (CA03-168)

SECTION 2 – Taxiway P Rehabilitation Planning & Engineering (CA03-172)

**SECTION 3 – Terminal 3 Site Redevelopment & Capacity Improvements Project
(CA03-591)**



SECTION 1

Rehabilitation of Runway 4L-22R (CA03-168)

Other: **\$0**

Subtotal Other Funds: \$ **N/A**

Total Project Cost: **\$150,000,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will rehabilitate the Runway 4L-22R pavement. This runway is the second longest at JFK, measuring 11,351 feet long and 150 feet wide and approximately 100,000 annual aircraft operations occur on this runway. Runway rehabilitation will address pavement deterioration along the entire runway length with associated improvements on drainage, airfield lighting and signage, and marking improvements.

The runway pavement rehabilitation is part of an overall program of improvements on Runway 4L-22R planned by the Port Authority. The other projects include the construction of a Runway Safety Area (RSA), runway pavement widening and high-speed taxiways. These project elements will not be funded with PFC revenues.

The cost breakdown for the design and construction of the Runway 4L-22R Pavement Rehabilitation Project is estimated to be:

▪ Planning and Design:	\$ 19,500,000
▪ Project Management:	\$ 18,000,000
▪ Financing:	\$ 7,500,000
▪ R/W 4L-22R Rehabilitation – Construction:	\$ 105,000,000

Total Project: \$ 150,000,000*

***The above estimate is for the Runway 4L-22R pavement rehabilitation only. This estimate does not include costs related to the RSA, runway pavement widening and high-speed taxiways.**

The RSA, runway pavement widening and high-speed taxiway construction will occur simultaneously in order to limit impacts to airport operations and minimize airline and passenger delays during construction. The Port Authority will apply many of the practices and management controls used successfully during the Bay Runway Project completed at JFK in 2010 to limit impacts to airline schedules and to deliver the project within budgetary limits.

If applicable for terminal projects
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

John F. Kennedy International Airport (JFK) is the largest airport in the New York Region. The airport has four runways and eight operating terminals with more than 125 gates. The majority of operations are from commercial aircraft, with approximately two percent of operations by cargo and less than one percent general aviation. In 2010, almost two-thirds of the region's international passengers flew out of JFK. The Port Authority reports that 46.5 million passengers used the Airport in 2010, which is a 600,000 (1.3 percent) increase in passengers from 2009. According to the Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), JFK passenger usage is forecasted to increase an average 2.1 percent annually. The Airports Council International ranked JFK as #6 nationwide and #14 worldwide for total passengers in 2010.

FAA statistics ranked JFK as the 10th most delayed airport in the nation, with an average total delay time of 53 minutes per aircraft operation in 2010, two minutes longer than in 2009. In 2008, in an attempt to limit delays, the U.S. Department of Transportation capped operations to 81-flights-per-hour, per-16-hour period each day. Due to the nature of airline activity at JFK, delays tend to propagate throughout the entire National Aerospace System (NAS).

This project is vitally important to ensure the continued safe and efficient operation of aircraft at JFK and to accommodate future operations. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition. However, at its current rate of aircraft arrivals and departures, it is anticipated that pavement rehabilitation would be required within the next two to three years. If the pavement is not rehabilitated, the structural section of the runway pavement 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 runway will have to be closed for a long period of time for a major reconstruction to be performed in order to bring the pavement strength up to the required load bearing capabilities for Group VI aircraft. 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 NAS.

In addition to the pavement improvements, this project will upgrade the existing runway centerline and edge lighting system. 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 FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

This project will preserve the Runway 4L-22R pavement in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for JFK, other airports in the New York/New Jersey Region, and the entire NAS.

FOR FAA USE

- 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Although the asphalt pavement for the runway is structurally sound, the wearing course is beginning to exhibit signs of age-related stress cracking and the pavement has reached the end of its useful life. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition. However, at its current rate of aircraft arrivals and departures, it is anticipated that pavement rehabilitation would be required this year.

As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized pavement to preserve the structural sections of the runway pavement and permit safe and efficient aircraft operations. By rehabilitating the runway before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. The Port Authority anticipates that limited structural repairs may need to be made in select areas, but an overall pavement reconstruction is not required at this time. As part of its planning for the project, the Port Authority is analyzing the life cycle costs and benefits of repaving the runway in asphalt or concrete.

While the runway pavement is 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, and signs. 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 enhancing the centerline and edge lighting systems, airfield safety and efficiency will be enhanced by providing the air carriers with additional runways for use during low-visibility conditions.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 _____);
 - Noise compatibility planning as described in 49 U.S.C. 47505;
 - Noise compatibility measures eligible under 49 U.S.C. 47504.
 - Project approved in an approved Part 150 noise compatibility plan;
Title and Date of Part 150: _____
 - Project included in a local study.
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 _____);
 - PFC Program Update Letter _____
 - Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):
Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
- No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
- No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice: **N/A**

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



Relocate North Boundary Road

Widen Runway 200 ft Required for Group VI Aircraft

Runway 4L Pavement Rehabilitation

Taxiway

Legend

- Rehabilitate Runway 4L-22R (PFC Funding)
- Widen/Improve Runway (Non-PFC Funding)
- Construct Access/High Speed Taxiways (Non-PFC Funding)

CA03-168



SECTION 2

Taxiway P Rehabilitation Planning & Engineering (CA03-172)

Local Funds \$ 0

Other (please specify) \$0

Subtotal Other Funds: \$ 0

Total Project Cost: \$ 2,000,000

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will analyze the rehabilitation and widening of Taxiway P at JFK by examining alternatives for the repair of the taxiway's pavement surface as well as selectively widening sections of the taxiway to improve efficiency.

Taxiway P is the main feeder for Runway 13R-31L, and that runway handles approximately 30 percent of the Airport's annual departures and 35 percent of the Airport's annual total operations. The taxiway is critical to the runway's use and the taxiway is exhibiting signs of distress and requires rehabilitation. Due to the current condition of the taxiway pavement, it is anticipated that between eight and 12 inches of asphalt surface along 5,500 feet of taxiway would need to be removed and replaced. Although the Port Authority has performed several temporary repairs on the taxiway over the past three years, the taxiway's condition continues to deteriorate and reconstruction is the best long-term solution. This study will consider the use of concrete or asphalt to repave the taxiway and asphalt to repave the taxiway's shoulders. Along with planning for the rehabilitation of the taxiway pavement, the study will examine designs that would increase the operational efficiency of the Airport and maintain a safe, usable taxiway surface. The study will also include engineering designs for associated drainage, airfield lighting, signage, and marking improvements.

This project will include preliminary designs and engineering specifications for the pavement widening and rehabilitation. In addition to the rehabilitation, this project will also consider the widening of the taxiway from 75 to 82 feet, and the associated shoulders from 25 to 40 feet. The turning radii on the north side of Taxiway P at the intersections of Taxiways PC, PA, and MC are too narrow to accommodate Group VI aircraft. The study will also include overlaying 18 inches of pavement across the widened width of the taxiway and four inches of pavement for the shoulders. As with all airside projects, the Port Authority will identify methods of construction that will minimize operational impacts to the airlines.

If applicable for terminal projects,
Prior to implementation of this project
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project:
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

John F. Kennedy International Airport (JFK) is the largest airport in the New York Region. The airport has four runways and eight terminals, with more than 125

aircraft gates serving the terminals. The majority of operations are from commercial aircraft, with only approximately two percent of operations by cargo and less than one percent general aviation. In 2010, almost two-thirds of the region's international passengers flew out of JFK. The Port Authority reports that nearly 400,000 aircraft operations occurred at the Airport and 46.5 million passengers used the Airport in 2010. According to the Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), JFK passenger enplanements are expected to increase an average 2.1 percent annually. The Airports Council International ranked JFK as #6 nationwide and #14 worldwide for total passengers in 2010.

FAA statistics ranked JFK as the 10th most delayed airport in the nation, with an average total delay time of 53 minutes per aircraft operation in 2010 – two minutes longer than in 2009. In 2008, in an attempt to limit delays, the U.S. Department of Transportation capped operations to 81-flights-per-hour per-16-hour period each day. Due to the nature of airline activity at JFK, delays tend to propagate throughout the entire NAS.

The Taxiway P Rehabilitation Planning Study will analyze and identify pavement rehabilitation and widening alternatives that would enhance the safety and efficiency of aircraft operations and that would accommodate future operations. If the repairs are not made and the pavement structure deteriorates beyond a simple rehabilitation, the taxiway will have to be closed for extended periods of time to allow for a major reconstruction to be performed in order to bring the pavement strength up to the required load bearing capabilities.

In addition to the pavement improvements, the study includes an examination of the widening of Taxiway P and its shoulders to meet Group VI standards. Widening these areas would increase the operational efficiencies and enable larger aircraft to use the taxiway. In addition, plans will include designs for an infiltration trench, airfield signage, and marking improvements.

Taxiway P is the primary taxiway used by aircraft operating on Runway 13R-31L. Approximately 30 percent of the Airport's annual departures and 35 percent of the Airport's annual total operations occur on this runway. As such, the taxiway pavement is subject to rutting by aircraft queuing for departure. This condition is exacerbated during high summer temperatures. To address this, the study will evaluate the use of concrete or asphalt for the taxiway rehabilitation in an effort to reduce the rutting potential and provide a long-life pavement wearing surface.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to conduct a planning and engineering study for the rehabilitation and widening of Taxiway P. The taxiway is the primary access to Runway 13R-31L and approximately 35 percent of the total airport operations occur on Taxiway P. This project will examine alternatives for pavement rehabilitation and widening that would enhance airfield efficiency, reduce delays, and provide a rehabilitated pavement surface needed to accommodate the existing and future aircraft fleet mix at JFK.

FOR FAA USE

___ 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Taxiway P is the primary taxiway for Runway 13R – 31L at JFK. Since 2008, Taxiway P has been recommended for repaving and has been temporarily repaired to keep the taxiway’s pavement surface safe for aircraft operations. Pavement inspections performed by the Port Authority revealed that the pavement has deteriorated eight to 12 inches in depth and temporary repairs are no longer sufficient to ensure continued service and safety. This project will plan for the rehabilitation and widening of the taxiway pavement to accommodate Group VI aircraft that use Airport.

The Port Authority’s Pavement Management Plan notes that the taxiway is reaching the end of its useful life. The Pavement Management Plan supports the decision to develop a plan to rehabilitate the taxiway surface. Pavement rehabilitation is required to replace the existing wearing course with revitalized pavement to improve the structural surface of the taxiway pavement and permit safe and efficient aircraft operations. Besides taxiway pavement rehabilitation, associated drainage, airfield signage and marking improvements will also be analyzed. Designs for the the lighting systems will include modern upgrades for the edge lights, centerline lighting and lighted signage. By enhancing 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 Surface Movement Guidance and Control System (SMGCS) operations.

The Port Authority will consider paving in concrete or asphalt. The taxiway is the main feed to Runway 13R – 31L and aircraft queue for a long time in that area. The long queue times in conjunction with jet blast heat and summertime temperatures contribute to asphalt pavement rutting. In these conditions, concrete may provide better performance when compared with asphalt and this will be examined in the study.

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Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 _____);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: N/A

List of Carriers Certifying Disagreement: N/A

Recap of Disagreements: N/A

Public Agency Reasons for Proceeding: N/A

16. List of Comments Received from the Public Notice: N/A

List of Parties Certifying Agreement: N/A

Recap of Disagreements: N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



SECTION 3

Terminal 3 Site Redevelopment & Capacity Improvements Project (CA03-591)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **JFK Terminal 3 Site Redevelopment & Capacity Improvements Project (CA03-591)**

2. Project Number: **CA03-591**

3. Use Airport of Project: **John F. Kennedy International Airport (JFK), New York, New York**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$215,000,000**

Bond Capital: **\$0**

Bond Financing & Interest: **\$0**

Subtotal PFC Funds*: **\$215,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A**

Grant Funds in Project: **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately): **N/A**

Fiscal Year: **N/A** Entitlement: **\$ 0** Discretionary: **\$ 0** Total: **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds: **N/A**

State Grants: \$ 0
Local Funds: \$ 0
Other (please specify): \$ 0

Subtotal Other Funds: \$ 0

Total Project Cost: **\$215,000,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The Port Authority and Delta Air Lines, Inc. (Delta) both have an acute need to improve the efficiency of operations in the existing Terminal 3 facility at John F. Kennedy International Airport (JFK). Terminal 3 was built in 1960 and is located in the southeast quadrant of JFK, one of the most congested areas of the Central Terminal Area (CTA). The terminal's facilities are outdated and functionally obsolete. The building's irregular shape and aging infrastructure limit modernization efforts, which are needed to accommodate Transportation Security Administration (TSA) functions and staff, and U.S. Customs and Border Protection facilities. Furthermore, the terminal's obsolete design inhibits the movement of connecting passengers and the positioning of modern aircraft, which in many cases are twice the size of the 707 and DC-8 aircraft that the terminal was originally designed to accommodate.

In order to address the need for a modern terminal, Delta has developed a modernization and redevelopment program for Terminals 3 and 4 that would provide the necessary infrastructure to efficiently move passengers through the national air transportation system, accommodate future demand, improve the efficiency of the airfield at JFK, and offer passengers a traveling experience that is consistent with the experience passengers have at the other terminals at JFK. Delta's Terminal 3 and Terminal 4 Modernization and Redevelopment Program includes the following elements:

- 1. Relocate 16 Delta aircraft gates from Terminal 3 to Terminal 4;**
- 2. Expand Concourse B of Terminal 4 by nine gates;**
- 3. Maintain the three existing Delta gates at Terminal 4 and redesignate four existing gates at Terminal 4 as Delta gates;**
- 4. Develop additional passenger processing facilities at Terminal 4 to accommodate the additional passengers;**

5. Extend a secure pedestrian walkway/bridge from Terminal 2 to Terminal 4;
6. Remediate and demolish Terminal 3 and redevelop the Terminal 3 site to accommodate aircraft parking;
7. Install associated water quality treatment devices and modify drainage and utilities as necessary;
8. Relocate and improve airfield taxiway connections between the taxiways and the aircraft parking areas

The Terminal 3 and airfield project elements referenced above are the subject of this application and, hereafter are referred to as the Terminal 3 Site Redevelopment & Capacity Improvements Project (T3 Airfield Project). Specifically, these project elements include:

Terminal 3 Remediation *(Proposed for PFC Funding)*

This project element includes the abatement, containment, and removal of asbestos, lead, mercury, and other hazardous materials prior to demolition activities at the site. The remediation work will follow all Federal, State and local regulations for removal and disposal of the hazardous waste. The cost for the Terminal 3 Remediation work is estimated to be \$11 million.

Terminal 3 Airside and Building Demolition *(Proposed for PFC Funding)*

This project element will demolish the terminal building and elevated roadway structure fronting the terminal. This would require all tenants be removed from the facility and relocated to other terminals. The unique cable-supported roof structure of Terminal 3 will require additional scaffolding and temporary work structures to safely dismantle the cantilevered roof piece by piece. Demolition waste will be hauled off site for disposal. An eight-foot tall barbed wire fence will be installed around the work site's perimeter to secure the area in accordance with TSA regulations, and demolition work will be performed in accordance with federal and state regulations. The cost for the Terminal 3 Airside and Building Demolition is estimated to be \$45 million.

Terminal 3 Site Work & Paving *(Proposed for PFC Funding)*

This project element includes the design and construction of apron pavement capable of accommodating up to 16 hardstand aircraft parking positions (seven Group IV and nine Group V aircraft positions) that will be used for temporary parking, overnight parking, swing space, or as a hold area during ground metering, Severe Weather Avoidance Plan (SWAP) days, Irregular Operations (IROPs), and other periods of congestion. The project scope includes filling in the basement of the Terminal 3 building footprint, constructing the necessary stormwater drainage infrastructure, and installing new high mast lighting, signage, and pavement markings in accordance with FAA standards. The cost for the Terminal Site Work and Paving is estimated to be \$101 million.

Taxi lanes, Throats and Throat Extensions (Proposed for PFC Funding)

This project element consists of the relocation of the entrance and exit taxi lanes on the public use airfield between Terminals 3 and 4 further to the northwest along Taxiways A and B. The new taxiway configuration includes dual Group V capable taxi lanes KG and KF, which will provide improved ingress and egress from the Terminal 3 and 4 sites and will relieve traffic congestion for all carriers using the southeast portion of the JFK airfield.

This element includes widening and strengthening taxi lane HA to provide access to the Terminal 4 aircraft parking areas from Taxiways A and B, and the widening and strengthening of pavement fillets alongside portions of Taxiway A along the Terminal 4 leasehold in order to accommodate larger Group VI aircraft. The cost for the Taxi lanes, Throats and Throat Extensions is estimated to be \$36 million.

Terminal 3 Utilities (Proposed for PFC Funding)

The utility infrastructure on the Terminal 3 site is over 50 years old, some of which will need to be capped, rebuilt, or re-routed. It is anticipated that certain utilities will need to be relocated during construction and work will be necessary to protect utilities during the construction period that will remain in place. In some instances, new infrastructure may need to be constructed to accommodate the new aircraft parking.

This work also includes the reconstruction and installation of Terminal 3 stormwater and drainage infrastructure, water and sewer infrastructure, and electrical ductbanks. Drainage systems will be designed and installed consistent with the Port Authority's State Pollution Discharge Elimination System (SPDES) Permit and Best Management Practices (BMPs). The cost for the Terminal 3 Utilities is estimated to be \$22 million.

The portion of the Program proposed for PFC funding includes the non-exclusive use areas of the apron associated with Terminal 3 and the previously described work related to the public use taxiway system. No PFC funding will be applied to work on the Terminal 4 site or be used to conduct terminal improvements.

The following figure illustrates the southeast quadrant of the Central Terminal Area where the project will take place (PFC-funded portion is represented as hatched).



The following figure presents the proposed configuration of the parking ramp after project implementation.



If applicable for terminal projects,
 Prior to implementation of this project,
 Number of ticket counters: N/A
 Number of gates: N/A

Number of baggage facilities: N/A

At completion of this project,

Number of ticket counters: N/A

Number of gates: N/A

Number of baggage facilities: N/A

Net change due to this project:

Number of ticket counters: N/A

Number of gates: N/A

Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

John F. Kennedy International Airport (JFK) is the largest airport in the New York Region and sixth busiest in the nation, with a reported 46.5 million passengers using the Airport in 2010. The FAA reports that in 2010 JFK had a total of 404,000

operations, ranking it 14th in the nation for total operations. Commercial aircraft operations represented approximately 97 percent of activity at the Airport, cargo operations were two percent of activity, and general aviation operations were less than one percent of the activity.

The Airport has four air carrier runways, one of which is the longest in the Region at 14,572 feet, and can accommodate the largest aircraft in the fleet serving long-haul destinations throughout the world. The Airport has eight terminals with more than 125 aircraft gates serving the terminals. JFK serves almost two-thirds of the region's international passengers and 74 airlines operate out of the Airport.

The Port Authority's forecast used in the *Environmental Assessment Terminals 3 and 4 Redevelopment Project John F. Kennedy International Airport*, projects that the New York/New Jersey Region will experience 2.7 percent annual growth in aircraft movements through 2019, with JFK experiencing 2.8 percent annual growth in aircraft movements. Passenger levels at JFK are expected to reach approximately 62.1 million by 2019. Aircraft operations at JFK are expected to increase to 569,597 in 2019. This growth is forecast to occur with or without the T3 Airfield Project or Delta's Modernization and Redevelopment program. To some degree, JFK's forecast growth may be attributable to capacity limitations at other airports in the Region, in particular LaGuardia Airport (LGA). LGA has a perimeter rule constraining non-stop flights to no more than 1,500 miles and does not have the facilities to process international flights. These limitations at LGA create a unique demand for long-haul and international passenger demand that must be served by JFK.

The T3 Airfield Project makes a Significant Contribution in the following categories:

1. Reduce Congestion/Enhance Capacity:

The new parking positions and improved taxi lanes and throats associated with the T3 Airfield Project will enable carriers at JFK to handle increased passenger demand more efficiently. It will provide new remote aircraft parking positions that are both closer to contact gate positions and capable of handling larger aircraft. This will enhance capacity, reduce congestion on the airfield, and decrease delays.

The aprons associated with Terminal 3 and 4 are currently congested during peak periods. This congestion causes delays and increases controller workload. Moreover, as passenger levels and aircraft movements increase over time (as is projected by the Port Authority and the FAA), periods of congestion will increase in duration and severity, further exacerbating delays and putting greater stress on the safe and efficient operation of the Airport.

The expanded ramp and aircraft parking positions resulting from the demolition of Terminal 3 may be used to hold aircraft for metered taxi and take-off, and to give

delayed aircraft a safe and convenient place to hold that does not obstruct taxiways. This allows other aircraft that are not delayed to continue to taxi to the runway for scheduled departures, thereby reducing airside delays/taxi times and associated costs while enhancing operational efficiency. The new aircraft parking positions will provide airlines at the Airport with more centrally located hardstand parking positions, which reduces the need for extended aircraft towing operations and taxiing from remote hardstands between Terminal 1, Terminal 2, Terminal 3, and Terminal 4 to parking positions closer to where passenger loading occurs. The T3 Airfield Project will allow for more efficient aircraft ground operations, translating into less terminal area congestion, less apron congestion, and greater operational flexibility.

The growth in passenger demand expected by the Port Authority and the FAA for the NY Region and at JFK, specifically, will occur with or without the T3 Airfield Project. The Port Authority needs to meet the demand with improved infrastructure to maximize safety and efficiency, reduce congestion, and improve customer service levels. The current Terminal 3 airside layout is limited by the terminal building layout and infrastructure that was designed in 1960 for first generation, narrow-body (707, DC-8) jet aircraft operating at that time. Based on its outmoded design, Terminal 3 is significantly deficient in all aspects necessary to serve modern wide-body aircraft. The current building and available ramp space does not provide the flexibility to park aircraft of varying size in the same area to support the current flight schedule. As a result, space becomes a restriction that significantly affects the use of gates and wide-body aircraft access, which reduces the operational efficiency of the Terminal 3 apron.

The Terminal 3 Airfield Project will provide the infrastructure capable of handling varying aircraft types in the current JFK fleet, which cannot be accommodated at the existing site. The Project will support Group IV and Group V aircraft operations as needed and will provide for less congestion on the taxi lanes and taxiways around the Terminal 3 site. It is anticipated that the apron will be configured for seven Group IV and nine Group V aircraft, for a total of 16 hardstand positions. As part of the 16 hardstand positions, three positions will be designated as metering positions capable of accommodating Group V aircraft. These three positions will function similar to the existing metering positions currently in use at JFK. The three positions allow departing and arriving aircraft a place to temporarily park while waiting for a departure slot or waiting for a gate position. This allows aircraft to exit the taxiway system and allow non-delayed aircraft to access the runways or terminal area. The benefits of the three new metering positions on the Terminal 3 apron are:

- Reduction in arrival delays and taxi distances for arrivals without an available gate;
- Increase in operational efficiency of the airfield as arrivals without an available gate can access the terminal area and do not have to be staged somewhere on the taxiway or runway system. This can be particularly

beneficial during severe weather conditions, when FAA ATCT has to switch between runway operating configurations in order to adapt to the weather changes; and

- Reduction in FAA ATCT controller workload as a result of the ability for arrivals without an open gate to access the terminal area more quickly, thus enhancing overall efficiency at the airport.

In order to accurately project the effect the T3 Airfield Project will have on the Airport once completed, an airfield simulation modeling analysis was constructed. The analysis was performed using the Total Airspace and Airport Modeler (TAAM, Version V2011.2.0, Release 16). Nine different scenarios were produced, representative of different runway operating configurations and weather conditions. These configurations represent approximately 90 percent of all activity at JFK during a typical year. Validation of the models and throughput numbers was done through meetings with JFK ATC, Port Authority Aviation Planning, JFK operations, and local FAA staff. FAA Aviation System Performance Metrics (ASPM) data was used for the purposes of calibrating the model.

The TAAM results show that the airfield improvements of the T3 Airfield project are expected to contribute to reducing of arrival and departure delays at the airport, particularly during conditions of limited visibility or high winds when delays are more severe. The TAAM results demonstrate that these improvements will result in a benefit to all carriers as the project mainly contributes to reduced gate hold delays because of the new parking spots at the T3 site.

All Carrier Travel Times (minutes per flight)

Configurations	Travel Times (in minutes per flight)		
	Existing	With Project	<i>Project Benefit</i>
VFR 31L/31R switch to 4L/4R/31L			
Average Departure Time	30.3	28.98	1.32
Average Arrival Time	6.46	5.87	0.58
VFR 31L/31R All Day			
Average Departure Time	44.63	38.35	6.29
Average Arrival Time	5.84	5.49	0.35
VFR 31L/31R, IFR 31L/31R Evening			
Average Departure Time	49.39	43.63	5.76
Average Arrival Time	6.23	5.96	0.26
VFR 31L/31R All Day - With Metering			
Average Departure Time	43.07	40.10	2.97
Average Arrival Time	5.97	5.56	0.40
VFR 31L/31R, IFR 31L/31R Evening -With Metering			
Average Departure Time	50.15	43.85	6.3
Average Arrival Time	6.26	5.72	0.55

2. Improve Safety:

The current number and location of hardstand parking positions in the central terminal area is limited and therefore requires a significant amount of aircraft taxi and tow operations between contact gates and remote parking positions. The T3 Airfield Project improves safety by reducing excess aircraft movements on the airfield and reducing the level of ground vehicle activity across and on aprons, taxiways, and taxi lanes around Terminal 4. The project will also allow for more efficient aircraft operations airport-wide since it provides additional parking positions off the active taxiways and taxi lanes closer to the terminals, resulting in improved safety.

The additional aircraft parking positions at Terminal 3 will be closer to most of JFK's terminals than some of the current remote parking positions, allowing for a significant reduction in average tow/taxi time and increasing safety by reducing the chance of an airfield incursion. A reduction in FAA ATCT controller workload is also anticipated as a result of the ability for arrivals without an open gate to access the terminal area more quickly, thus enhancing overall safety at the airport.

The project would reduce the number of towing operations due to the reduction in departure gate hold delays. Gates availability would increase, reducing the need to tow aircraft off the gates and to remote parking areas. Average towing times for Delta show a reduction of 6 to 8 minutes with project implementation as well as a reduction in the number of total towing operations. Total daily towing times for all carriers demonstrate a savings of six to over nine hours a day.

Towing Counts

Configurations	Towing Count per day for All Carriers		
	Existing	With Project	<i>Project Benefit</i>
VFR 31L/31R switch to 4L/4R/31L	160	120	40
VFR 31L/31R all Day	160	146	14
VFR 31L/31R, IFR 31L/31R Evening	152	146	6
VFR 31L/31R All Day - With Metering	162	148	14
VFR 31L/31R, IFR 31L/31R Evening -With Metering	152	146	6

Total Daily Towing Time for All Carriers (minutes)

	Existing (min)	With Project (min)	<i>Project Benefits (min)</i>
VFR 31L/31R switch to 4L/4R/31L	1,843.2	1,254.45	588.75
VFR 31L/31R all Day	1,502.6	1,115.13	387.47
VFR 31L/31R, IFR 31L/31R Evening	1,639.05	1,123.03	516.02
VFR 31L/31R All Day - With Metering	1,650.72	1,123.45	527.27
VFR 31L/31R, IFR 31L/31R Evening -With Metering	1,696.98	1,125.92	571.06

3. Enhance Competition:

The T3 Airfield Project provides all carriers with the opportunity to access additional hardstands, thus enhancing competition among JFK airlines. The T3 Site will be available to Delta Air Lines and its affiliate carriers on a preferential use basis in accordance with the terms of the T3 Site Permit between Delta Air Lines and the Port Authority. The Permit requires that any positions not being used by Delta Air Lines or its affiliate carriers under its preferential rights will be made available to other carriers by the Terminal 3 Hardstand Manager (first to Terminal 4 carriers due to proximity of their operations to the site, then to all other carriers). The Project results in a net increase in the total number of parking positions available to carriers on common or preferential use basis. In fact the project will provide for three hardstand positions that are available for use by all carriers and ATC as needed during SWAP days and IROP.

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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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The Port Authority and Delta Air Lines both have an acute need to improve the level of service and efficiency of operation in the existing Terminal 3 facility and the

surrounding airfield. The objective of the T3 Airfield Project is to provide improved, more convenient and operationally efficient access to the CTA. The Project will achieve this objective through taxi lane and taxiway connection improvements and the construction of additional aircraft hardstand parking positions in place of the demolished Terminal 3. This Project will result in delay reductions, congestion relief, and improved safety at JFK during regular operations. In addition, during irregular operations, a portion of these new hardstands will be made available for metering purposes to both the airport operator and the ATC, thus helping to improve the efficiency of the Airport.

FOR FAA USE

- 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

FAA statistics ranked JFK as the 10th most delayed airport in the Nation with an average total delay time of 53 minutes in 2010, two minutes longer than in 2009. Due to the nature of airline activity at JFK, delays originating here tend to propagate throughout the entire NAS. In 2008, as an attempt to limit delays, the U.S. Department of Transportation imposed an hourly operational limitation on operations at JFK to 81-flights-per-hour per 16-hour period. However, as demonstrated above, even with the operational caps, the level of delay at JFK remains significant by all measures. These delay figures show there is significant need to modernize and optimize the Airport, and this project aims to modernize the Terminal 3/Terminal 4 envelope. Terminal 3 has a functionally obsolete layout and the aircraft apron within the envelope is not adequate to meet the demands of the passengers and airlines at JFK.

Terminal 3 at JFK, formerly known as the Pan Am Terminal, was built in 1960 and is functionally obsolete from modern aircraft operation, security, access, and passenger service perspectives. Terminal 3 has 16 aircraft gates and currently serves as a principal international gateway for Delta Air Lines.

Due to its aged infrastructure, Terminal 3 is expensive and difficult to maintain and lacks check-in, security, and other facilities capable of efficiently handling an international hub operation or adequately meeting passenger needs. Local and connecting passengers are inconvenienced by the inefficient layout and dated facilities of the terminal. In order for Terminal 3 to operate at an efficient level and provide adequate capacity, facilities would need to be modernized to increase passenger handling capacity, enhance security and safety, improve passenger level of convenience, and reduce congestion.

Over the years, several attempts have been made to refurbish and modernize Terminal 3. Since 2008, \$17 million has been invested on repairs and renovations to maintain Terminal 3 in its current condition. However, because of the building's age, irregular shape, and site constraints, these efforts have only resulted in modest improvements and have largely not been successful in providing the passenger processing capacity or providing the level of customer service expected in a modern international terminal.

Similar to the passenger terminal, Terminal 3's airside layout is constrained by the terminal's apron configuration. The layout was designed in 1960 for the aircraft operating at that time. The apron layout has a gate design intended to accommodate early-generation, narrow-body (707, DC-8) jet aircraft. The existing gates are limited to fewer types of aircraft, with only a few gates capable of handling Group V aircraft. The remaining gates can only serve Group III and smaller Group IV aircraft. This restriction severely limits the airline's ability to match aircraft gauge with passenger demands for a particular route and when larger aircraft are introduced at the terminal, some gates are unusable due to space limitations.

The Terminal 3 apron layout cannot efficiently accommodate modern wide-body aircraft and handling the current demands of the TSA and Customs and Border Patrol without severely compromising passenger circulation through the terminal. Also, the apron between Terminal 3 and Terminal 4 is not adequately sized for simultaneous operation of aircraft and ground vehicle movements. This contributes to ground delays that affect all aircraft movements at the Airport.

As previously described, TAAM analysis was conducted in order to model the effect the T3 Airfield Project will have on the Airport once the project is completed. A summary of the TAAM analysis results are shown in the table below (TAAM analysis utilized Peak Month Average Weekday):

Total Daily Savings (in Hours)				
	<u>Delta</u>	<u>IAT</u>	<u>Other</u>	<u>Total</u>
<u>Without Metering</u>				
VFR 31L/31R switch to 4L/4R/31L	15.83	7.22	9.05	32.11
VFR 31L/31R All Day	50.64	12.96	18.05	81.65
VFR 1L/31R, IFR 31L/31R Evening	50.56	-1.66	28.70	77.61
<u>With Metering</u>				
VFR 31L/31R All Day	39.09	1.56	6.88	47.53
VFR 31L/31R, IFR 31L/31R Evening	34.64	6.76	48.10	89.50

These results demonstrate the total daily savings in hours of travel time and towing times. It demonstrates that the benefits of the T3 Airfield Project will be realized by all carriers at JFK. The TAAM analysis shows that the project achieves these reductions in overall congestion at the Airport by reducing aircraft congestion on taxiways and ramps, providing more closely located and easily accessible remote parking positions for long ground time aircraft, providing a large aircraft holding apron for inbound aircraft that do not have an available gate, and providing a more closely located and easily accessible holding apron for outbound aircraft that incur a metering delay off the gate. The T3 Airfield Project also provides additional benefits not quantified by the TAAM analysis. The T3 Airfield Project enhances capacity by creating new aircraft parking positions capable of handling larger aircraft (Group IV and Group V) than T3 can currently accommodate.

The proposed airfield and taxi lane reconfiguration, in addition to improving airfield efficiency and capacity, provides additional safety by eliminating the narrow taxi lane and apron areas present in the current Terminal 3/Terminal 4 envelope. The reduction in average time of aircraft on the airfield and the addition of extra parking positions and metering positions off of active taxiways will again increase overall airport safety levels by reducing the workload of air traffic control.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

[] Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement

List of Carriers Certifying Disagreement: Recap of Disagreements:

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement:

Recap of Disagreements: Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



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SECTION 1

Delay Reduction Phase II - Planning and Engineering (CA04-569)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Delay Reduction Phase II - Planning and Engineering (CA04-569)**

2. Project Number: **CA04-569**

3. Use Airport of Project: **Newark Liberty International Airport (EWR), Newark, New Jersey**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 4,750,000**

Bond Financing & Interest: **\$ 250,000**

Subtotal PFC Funds*: **\$ 5,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

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

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project is Phase II of the Port Authority's Delay Reduction Program at EWR that is designed to enhance capacity and reduce delays. The Delay Reduction Program was initiated with the construction of the Multiple Entrance Taxiway project approved as part of the 2010 PFC application. The primary goal of this Phase II project is to complete preliminary engineering, airfield modeling and benefit/cost analysis for the proposed construction of End Around Taxiways (EAT) that will serve Runways 22L and 22R.

In a conventional taxiway system at a parallel runway airport, aircraft may be required to cross active runways when entering or exiting a runway. This requires runways to be closed to arriving and departing aircraft while aircraft are taxiing across the active runway. The EAT project will construct taxiways that go around the ends of the runways and are intended to allow aircraft to taxi between runways without interfering with adjacent runway operations. This project will study the feasibility of constructing EAT at EWR. The main elements of this study include:

- **Preliminary design, engineering, and cost estimates;**
- **Capacity and Flow Improvement Analysis;**
- **Benefit/Cost Analysis;**
- **Environmental Permitting.**

This project will include preliminary design and engineering for pavement construction. It is anticipated that the EAT will include approximately 10,000 linear feet of pavement and paved shoulders. The preliminary engineering and design will include drainage, pavement markings, signage, and lighting.

The outcome of the study will determine the benefit and feasibility of moving forward with the EAT construction and will support potential future designs and

construction. The benefit cost analysis will be performed in accordance with FAA criteria. The environmental permitting will only be initiated should the study demonstrate that an acceptable delay reduction benefit would be realized.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region. In 2010, the Airport served 33 million passengers through its three Terminals, and experienced 403,339 aircraft movements on its three runways. The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. Operations consist of approximately 93 percent commercial, 5.5 percent cargo, and 1.5 percent general aviation.

The Port Authority's 2011-2020 Long-Range Forecast (*Moderate Scenario*), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the Nation. In response to the delay situation at EWR, the Port Authority convened a Flight Delay Task Force. The Task Force was comprised of stakeholders from the Airlines, the FAA, State and local officials. The operational recommendations determined by the Flight Delay Task Force were incorporated into the Airport's operational procedures. One of the key recommendations resulting from the Task Force's work is to improve aircraft ground movements on the EWR taxiway system. The Task Force developed an overall Delay Reduction Program that was initiated in 2010 with the Multiple Entrance Taxiway project.

Although there is currently an 81-flights-per-hour cap on scheduled aircraft operations at EWR, short- and long-term delay reduction initiatives identified in the Delay Reduction Program will likely reduce delays and facilitate growth at EWR. In addition to the delay reductions associated with this project, other delay reduction initiatives that will contribute to increased aircraft operational capacity at EWR include: the introduction of the Ground Based Augmentation System (GBAS); use of fanned headings; and, by 2018, the introduction of a significant number of Next Generation Air Transportation System (NextGen) technological, operational, and procedural improvements, which will increase capacity to handle an additional 20,000 annual IFR operations, according to a FAA/RTCA NextGen Task Force study.

The EAT Planning and Engineering project will provide preliminary engineering and design in support of determining the costs and returns of the project. The project will address key feasibility issues designed to determine the capacity benefits of this proposed project.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of the project is to perform preliminary planning and engineering study and design, benefit/cost analysis, and airfield modeling that will validate the delay reduction benefit of constructing the EAT on Runways 22R and 22L at EWR.

FOR FAA USE

- ___ 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region. In 2010, the Airport served 33 million passengers through its three Terminals, and 403,339 aircraft movements on its three runways. The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. Operations consist of approximately 93 percent commercial, 5.5 percent cargo, and 1.5 percent general aviation.

The Port Authority's 2011-2020 Long-Range Forecast (*Moderate Scenario*), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed airport in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

In response to the delay situation at EWR, the Port Authority will undertake this study to further serve its goals of reducing delays at EWR. This planning and engineering study will address key issues associated with the expected benefits of constructing EAT on Runways 22L and 22R.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 2

Delay Reduction Phase II - Construction (CA04-580/581)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Delay Reduction Phase II – Construction (CA04-580/ 581)**

2. Project Number: **CA04-580/581**

3. Use Airport of Project: **Newark Liberty International Airport (EWR), Newark, New Jersey**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 57,950,000**

Bond Financing & Interest: **\$ 3,050,000**

Subtotal PFC Funds*: **\$ 61,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds: **N/A**

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately): **N/A**

Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds:

State Grants \$ **N/A**

Local Funds \$ **N/A**

Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ **61,000,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project is Phase II of the Port Authority's Delay Reduction Program at EWR that is designed to enhance capacity and reduce delays. The Delay Reduction Program was initiated with the construction of the Multiple Entrance Taxiway project approved as part of the 2010 PFC application. The primary goal of this Phase II project is to construct End Around Taxiways (EAT) that will serve Runways 22L and 22R.

In a conventional taxiway system at a parallel runway airport, aircraft may be required to cross active runways when entering or exiting a runway. This requires runways to be closed to arriving and departing aircraft while aircraft are taxiing across the active runway. The EAT project will construct taxiways that go around the ends of the runways that allow aircraft to taxi between runways without interfering with runway operations.

This is a companion project to the *EWR Delay Reduction Phase II - Planning and Engineering* (CA04-569), contained in this application. Implementation of this construction project is dependent upon completion of the planning and engineering project. The findings of the Planning and Engineering study will inform the decision to move forward with EAT construction. Anticipating that the results of the Delay Reduction Planning and Engineering study will find that the construction of the EAT would generate a delay reduction benefit worthy of the cost to construct the taxiways, the Port Authority will subsequently move forward with advancing the design as well as conduct engineering and construction of this project.

This project will construct EAT consistent with the findings of the Planning and Engineering study. This project will advance the project beyond preliminary planning and will include all required final designs and construction activities.

The EAT taxiways will be designed and constructed to accommodate aircraft currently operating at EWR. The project will provide taxiway pavement that has load bearing capabilities and adequate separation required to accommodate Design

Group V aircraft, like the 747-400 and A340-500/600, while allowing enhanced runway access for arriving and departing aircraft.

It is anticipated that the EAT will include approximately 10,000 linear feet of pavement, paved shoulders, drainage, pavement markings, signing, and lighting.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region. In 2010, the Airport served 33 million passengers through its three Terminals, and experienced 403,339 aircraft movements on its three runways. Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. Operations consist of approximately 93 percent commercial, 5.5 percent cargo, and 1.5 percent general aviation.

The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the nation. In response to the delay situation at EWR, the Port Authority convened a Flight Delay Task Force. The Task Force was comprised of stakeholders from the Airlines, the FAA, State and local officials. The operational recommendations determined by the Flight Delay Task Force were incorporated into the Airport's operational procedures. One of the key recommendations resulting from the Task Force's work is to improve aircraft ground movements on the EWR taxiway system. The Task Force developed an overall Delay Reduction Program that was initiated in 2010 with the Multiple Entrance Taxiway project.

Although there is currently an 81-flights-per-hour cap on scheduled aircraft operations at EWR, short- and long-term delay reduction initiatives identified in the Delay Reduction Program will likely reduce delays and facilitate growth at EWR. In addition to the delay reductions associated with this project, other delay reduction initiatives that will contribute to increased aircraft operational capacity at EWR include: the introduction of the Ground Based Augmentation System (GBAS); use of fanned headings; and, by 2018, the introduction of a significant number of Next Generation Air Transportation System (NextGen) technological, operational, and procedural improvements, which will increase capacity to handle an additional 20,000 annual IFR operations, according to a FAA/RTCA NextGen Task Force study.

This project is a companion project to the Delay Reduction Planning and Engineering study. Anticipating that the results of the Delay Reduction Planning and Engineering study will find that the construction of the EAT would generate a delay reduction benefit worthy of the cost to construct the taxiways, the Port

Authority will subsequently move forward with advancing the design and conducting the engineering and construction of this project.

This project will construct EAT consistent with the findings of the Planning and Engineering study. This project will advance the project beyond preliminary planning and will include all required final designs and construction activities.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of the project is enhance airfield capacity and reduce delays at EWR by finalizing the design and engineering to support construction of the EAT on Runways 22R and 22L.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region. In 2010, the Airport served 33 million passengers through its three Terminals, and experienced 403,339 aircraft movements on its three runways. The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. Operations consist of approximately 93 percent commercial, 5.5 percent cargo, and 1.5 percent general aviation.

The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed airport in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

This project is a companion project to the Delay Reduction Planning and Engineering study. Anticipating that the results of the Delay Reduction Planning and Engineering study will find that the construction of the EAT would generate a delay reduction benefit worthy of the cost to construct the taxiways, the Port Authority will subsequently move forward with advanced design and conduct engineering and construction of this project.

This project will construct EAT consistent with the findings of the Planning and Engineering study. This project will advance the project beyond preliminary planning and will include all required final designs and construction activities.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement:

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 3

Runway 4R-22L Rehabilitation (CA04-454)

Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ 46,250,000

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes the planning, design, and construction of pavement rehabilitation of R/W 4R-22L. The dimensions of the runway are 9,980 feet by 150 feet. Runway rehabilitation will also 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. The system 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.

In addition to the runway rehabilitation, this project includes the planning, design, and construction of the intersections/stubs of associated taxiway exits, including new high-speed taxiway exits on Runway 4R-22L (constructed as part of the High-Speed Taxiway and Rehabilitation of Taxiway P project). These high-speed taxiways will facilitate the efficient movement of landing aircraft, reducing delays at EWR.

The cost for design and construction of the Runway/Taxiway Pavement Rehabilitation Project is estimated to be:

▪ Planning and Design	\$ 4,000,000
▪ R/W 4R-22L Rehabilitation – Construction:	\$ 32,250,000
▪ Partial High-Speed Taxiways – Construction:	\$ 8,000,000
<hr/>	
Total Project:	\$ 44,250,000

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region with three runways and three terminals with 104 gates. In 2010, 33 million passengers used the Airport. The Airport also experienced 403,339 aircraft movements in 2010. Operations consisted of approximately 93 percent commercial, 5.5 percent cargo, and the remaining as general aviation.

The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. The Port Authority's 2011-2020 Long-

Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. The pavement for Runway 4R-22L was previously rehabilitated in 2004. As with many large-hub airports, due to the operational frequencies (landings and takeoffs) of large aircraft, the runway pavements at EWR typically require rehabilitation approximately every eight to ten years. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition with a Pavement Condition Index (PCI) of 69. This indicates that the runway pavement requires rehabilitation before major structural repairs would be necessary.

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 that would require reconstruction of the pavement subgrade. Reconstruction would require the runways and taxiways to be closed for a long period of time for construction, in order to bring the pavement strength up to the required load bearing capabilities. 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).

In addition to the pavement improvements, this project will expand the existing runway and taxiway centerline and edge lighting system. Furthermore, runway guard lights will be installed at key runway and taxiway intersections to further reduce the likelihood of runway incursions and to support the future establishment of a SMCGS Plan to expand low-visibility operations.

The high-speed taxiways component of this project is to conduct intersection/ stub work as a complimentary project and in coordination with the High-Speed Taxiway and Rehabilitation of Taxiway P project. High speed taxiways are essential to enhancing airfield efficiency and reducing delays at EWR by allowing arriving aircraft to leave the runway at higher speeds, thereby vacating the runway more quickly and permitting another aircraft to land or depart in a shorter space of time. If not implemented, aircraft operation delays will remain and will increase as traffic continues to recover and grow.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The project objective is to preserve the runway and taxiway pavement of 4R-22L in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for EWR, other airports in the New York/New Jersey Region and the entire NAS. In addition, this project will enhance the operational capacity of the Airport by constructing sections of new high-speed taxiways that reduce congestion and delays.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Runway 4R-22L is one of primary runways at EWR. Over the past several years, approximately 600 daily aircraft operations are conducted on 4R-22L by aircraft that vary in size from the largest variants of the Boeing 747 to smaller Regional Jet aircraft. The asphalt pavement for the runway and taxiway intersections is structurally sound. However, the wearing course is beginning to exhibit signs of age-related stress cracking.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. The pavement for Runway 4R-22L was previously rehabilitated in 2004. As with many large-hub airports, due to the operational frequencies (landings and takeoffs) of large aircraft, the runway pavements at EWR typically require rehabilitation approximately every eight to ten years. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition with a Pavement Condition Index (PCI) of 69. This indicates that the runway pavement requires rehabilitation before major structural repairs would be necessary.

As a result, pavement rehabilitation is required to replace the existing wearing course with revitalized asphalt pavement to preserve the structural sections of the runway pavement and permit safe and efficient aircraft operations. By rehabilitating the runway before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. 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 pavement is closed for rehabilitation, 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. 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 low-visibility conditions.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice:
List of Parties Certifying Agreement: N/A
Recap of Disagreements: N/A
Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 4

Taxiway P Rehabilitation including High-Speed Taxiways (CA04-525/522)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Taxiway P Rehabilitation including High-Speed Taxiways (CA04-525/522)**

2. Project Number: **CA04-525/522**

3. Use Airport of Project: **Newark Liberty International Airport (EWR), Newark, New Jersey**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 25,500,000**

Bond Financing & Interest: **\$ 2,000,000**

Subtotal PFC Funds*: **\$ 27,500,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds:

State Grants \$ **N/A**

Local Funds \$ N/A
Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ **27,500,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes the planning, design, and construction of high-speed taxiways that will connect Taxiway P to R/W 4L-22R and R/W 4R-22L, and the rehabilitation of Taxiway P.

Plans will be developed for two new proposed high-speed taxiways. These high-speed taxiways will facilitate the efficient aircraft movement and delay reduction at EWR. The project also includes installing new taxiway, shoulder, and erosion pavement on three existing taxiways. As typical with taxiways, work cannot occur to the exact limits of a particular taxiway because that could interfere with connecting runway operations. Therefore, while the bulk of the high-speed taxiway planning, design, and construction will be completed in this project, this work will be coordinated with, and would connect to, the high-speed taxiway intersections constructed as part of the R/W 4R-22L and R/W 4L-22R Rehabilitation Projects.

This project will also include the planning, design, and construction of pavement rehabilitation on Taxiway P. The dimensions of the taxiway impacted by this project are 10,000 feet long by 75 feet wide. The project will also 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 system 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 High-Speed Taxiways and Rehabilitation of Taxiway P is estimated to be:

▪ Planning and Design:	\$ 2,000,000
▪ High-Speed T/W Construction:	\$ 19,500,000
▪ T/W P Construction:	\$ 4,000,000
<hr/>	
Total Project:	\$ 25,500,000

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York/New Jersey Region with three runways and three terminals with 104 gates. In 2010, 33 million passengers used the Airport through 403,339 aircraft movements. Operations consisted of approximately 93 percent commercial, 5.5 percent cargo, and the remaining as general aviation.

The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. The Port Authority's *2011-2020 Long-Range Forecast (Moderate Scenario)*, estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the nation. In response to the delay situation at EWR, the Port Authority convened a Flight Delay Task Force. The Task Force was comprised of stakeholders from the Airlines, the FAA, State and local officials. The operational recommendations determined by the Flight Delay Task Force were incorporated into the Airport's operational procedures. One of the key recommendations resulting from the Task Force's work is to improve aircraft ground movements on the EWR taxiway system. The Task Force developed an overall Delay Reduction Program that was initiated in 2010 with the Multiple Entrance Taxiway project.

Although there is currently an 81-flights-per-hour cap on scheduled aircraft operations at EWR, short- and long-term delay reduction initiatives identified in the Delay Reduction Program will likely reduce delays and facilitate growth at EWR. In addition to the delay reductions associated with this project, other delay reduction initiatives that will contribute to increased aircraft operational capacity at EWR include: the introduction of the Ground Based Augmentation System (GBAS); use of fanned headings; and, by 2018, the introduction of a significant number of Next Generation Air Transportation System (NextGen) technological, operational, and procedural improvements, which will increase capacity to handle an additional 20,000 annual IFR operations, according to a FAA/RTCA NextGen Task Force study.

The Port Authority has completed and is undertaking a variety of projects that are designed to improve the overall efficiency of EWR. These include navigational aids improvements, apron reconfiguration, gate relocation, and taxiway relocation. The High-Speed Taxiways and Rehabilitation of Taxiway P Project is part of the Port Authority's overall Delay Reduction Program. The primary goal of this project is to reduce delays by creating opportunities for airfield efficiencies. This project is vitally important to enhancing airfield efficiency and reducing delays at EWR.

High-speed taxiways will allow arriving aircraft to leave the runway at higher speeds, thereby vacating the runway more quickly and permitting another aircraft to land or depart in a shorter span of time. If not implemented, aircraft delays will continue to increase as aircraft operations recover and grow.

Current average runway occupancy times (ROT) at EWR are approximately 60 seconds for northeast and southwest flows. High-speed taxiways at EWR are estimated to reduce the arrival ROTs by approximately 8 seconds and approximately 6 seconds per use, respectively. This results in approximately 18 hours of ROT savings per day and 6,570 hours of ROT savings a year, which increases capacity and reduces delay at the Airport.

In addition to delay reduction, the rehabilitation of Taxiway P will ensure the continued safe and efficient operation of aircraft at EWR that will accommodate future operations. If the pavement is not rehabilitated, the structural section of the pavement will further degrade contributing to pavement failure. Deterioration beyond a simple rehabilitation will require closure of the taxiway to allow for a major reconstruction to be performed that will bring the pavement strength up to the required load bearing capabilities. This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. According to the Port Authority's 2009-2015 Pavement Management Plan, the taxiway is determined to be in fair condition. However, at the current level of operations, it is anticipated that pavement rehabilitation would be required within the next three years. If the pavement is not rehabilitated, the structural section of the taxiway pavement will further degrade, precipitating an erosion of the pavement structural sections.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. The T/W P pavement was previously rehabilitated in 2004. As with many large-hub airports, due to the operational frequencies of large aircraft, the taxiway pavements at EWR typically require rehabilitation approximately every eight to ten years. According to the Port Authority's 2009-2015 Pavement Management Plan, the taxiway is noted to be in fair condition with a Pavement Condition Index (PCI) of 68. This indicates that the pavement requires rehabilitation before major structural repairs would be necessary.

If the repairs are not made and the pavement structure deteriorates beyond a simple rehabilitation, the taxiway will have to be closed for a long period of time for a major reconstruction to be performed in order to bring the pavement strength up to the required load bearing capabilities. A full-depth pavement reconstruction will result in extended taxiway closures and rerouting of surface traffic that would result in congestion implications for the New York Airport System as well as the National Aerospace System (NAS).

This project will also result in safety improvements from the expansion of the existing taxiway centerline and edge lighting system. This will provide additional taxiway routes to be designated for use during low 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 Surface Movement Guidance and Control System (SMCGS) Plan.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The project objective is to preserve the taxiway pavement of Taxiway P in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for EWR, other airports in the New York/New Jersey Region and the entire NAS. In addition, this project will enhance the operational capacity of the Airport by constructing new high-speed taxiways that reduce congestion and delays.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

By creating and improving existing high-speed taxiways, the Airport will achieve enhanced arrival capability and delay reduction with an improved and efficient intersection arrival at R/W 4R and 4L. Constructing high-speed taxiways will allow arriving aircraft to leave the runway at higher speeds and vacate the runway for other aircraft to land or depart in a shorter span of time. If not implemented, aircraft operation delays will remain constant and/or increase as traffic continues to recover and grow. These delays would continue to be detrimental to the NAS in addition to resulting in loss of revenue to the Port Authority and its airline customers, as well as increasing emissions associated with longer idling of delayed aircraft. This project is integral to mitigating flight delays within the region.

In addition to delay reduction, the rehabilitation of Taxiway P will ensure the continued safe and efficient operation of aircraft at EWR and will accommodate future operations. If the pavement is not rehabilitated, the structural section of the 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 taxiway will have to be closed for significant periods of time to allow for major reconstruction to be performed that will bring the pavement strength up to the required load bearing capabilities.

This project will also result in safety improvements resulting from the expansion of the existing taxiway centerline and edge lighting system. This will provide

additional taxiway routes to be designated for use during low 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 FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):
Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: N/A

List of Carriers Certifying Disagreement: N/A

Recap of Disagreements

Public Agency Reasons for Proceeding: N/A

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: N/A

Recap of Disagreements: N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 5

Runway 4L-22R Rehabilitation (CA04-455)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Runway 4L-22R Rehabilitation (CA04-455)**

2. Project Number:
CA04-455

3. Use Airport of Project: **Newark Liberty International Airport (EWR),
Newark, New Jersey**

4. Project Type
 Impose Only:
 Concurrent: **IMPOSE AND USE**
 Use Only:
Link to application:

5. Level of Collection:
 \$1.00 \$4.00
 \$2.00 \$4.50
 \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$
Bond Capital: **\$ 44,250,000**
Bond Financing & Interest: **\$ 2,000,000**

Subtotal PFC Funds*: **\$ 46,250,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:
Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):
Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds:
State Grants \$ **N/A**

Local Funds \$ N/A
Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ **46,250,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes the planning, design, and construction of pavement rehabilitation on R/W 4L-22R. The dimensions of the runway impacted by this project are 11,000 feet by 150 feet. Runway rehabilitation will also 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, which 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.

In addition to the runway rehabilitation, this project will include the planning, design, and construction of the high-speed taxiway intersections/stubs of associated taxiway exits, including new high-speed taxiway exits on R/W 4L-22R, which will ultimately connect with Taxiway P. The construction of the high-speed taxiways will be coordinated with the High-Speed Taxiway and Rehabilitation of Taxiway P project. These high-speed taxiways will facilitate the efficient movement of landing aircraft, reducing delays at EWR.

The cost for design and construction of the Runway/Taxiway Pavement Rehabilitation Project is estimated to be:

▪ Planning and Design:	\$ 4,000,000
▪ R/W 4L-22R Rehabilitation – Construction:	\$ 32,250,000
▪ Partial High-Speed Taxiways – Construction:	\$ 8,000,000
<hr/>	
Total Project:	\$ 44,250,000

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region with three runways and three terminals with 104 gates. In 2010, 33 million passengers used the Airport. The Airport experienced 403,339 aircraft movements in 2010. Operations consisted of approximately 93 percent commercial, 5.5 percent cargo, and the remaining as general aviation.

The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. The Port Authority's *2011-2020 Long-Range Forecast (Moderate Scenario)*, estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed (total delays) airport in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. The pavement for Runway 4L-22R was previously rehabilitated in 2003. As with many large-hub airports, due to the operational frequencies (landings and takeoffs) of large aircraft, the runway pavements at EWR typically require rehabilitation approximately every eight to ten years. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition with a Pavement Condition Index (PCI) of 65. This indicates that the runway pavement requires rehabilitation before major structural repairs would be necessary.

At its current rate of aircraft arrivals and departures, it is anticipated that pavement rehabilitation would be required within the next two to three years. 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 a long period of time for a major reconstruction to be performed in order to bring the pavement strength up to the required load bearing capabilities. 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).

In addition to the pavement improvements, this project will expand the existing runway centerline and edge lighting system. Furthermore, runway guard lights will be installed at key runway and taxiway intersections to further reduce the likelihood of runway incursions and to support the future establishment of a SMCGS Plan.

The high-speed taxiways component of this project is to conduct the intersection/stub work as a complimentary project to the High-Speed Taxiway and Rehabilitation of Taxiway P project. High speed taxiways are essential to enhancing airfield efficiency and reducing delays at EWR by allowing arriving aircraft to leave the runway at higher speeds, thereby vacating the runway more quickly and permitting another aircraft to land or depart in a shorter space of time. If not

implemented, aircraft operation delays will remain and/or expand as traffic continues to recover and grow.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The project objective is to preserve the runway and taxiway pavement of Runway 4L-22R in order to avoid a more costly pavement reconstruction that would involve significant aircraft operational impacts for EWR, other airports in the New York/New Jersey Region, and the entire NAS. In addition, this project will enhance the operational capacity of the Airport by constructing new high-speed taxiways that reduce congestion and delays.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Runway 4L-22R is one of primary runways at EWR. Over the past several years, approximately 600 daily aircraft operations are conducted on R/W 4L-22R 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 intersections is structurally sound. However, the wearing course is beginning to exhibit signs of age-related stress cracking.

This project is vitally important to ensure the continued safe and efficient operation of aircraft at EWR and to accommodate future operations. The pavement for Runway 4L-22R was previously rehabilitated in 2003. As with many large-hub airports, due to the operational frequencies (landings and takeoffs) of large aircraft, the runway pavements at EWR typically require rehabilitation approximately every eight to ten years. According to the Port Authority's 2009-2015 Pavement Management Plan, the runway is noted to be in fair condition with a Pavement Condition Index (PCI) of 65. This indicates that the runway pavement requires rehabilitation before major structural repairs would be necessary.

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 pavement and permit safe and efficient aircraft operations. By rehabilitating the runway before more extensive pavement degradation occurs, the structural section will not deteriorate, thereby eliminating the need for more extensive pavement reconstruction. 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 pavement is 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.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: N/A

Recap of Disagreements: N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SECTION 6

Runway 11 RSA & Relocation of Brewster Road (CA04-512)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Runway 11 RSA & Relocation of Brewster Road (CA04-512)**

2. Project Number: **CA04-512**

3. Use Airport of Project: **Newark Liberty International Airport (EWR), Newark, New Jersey**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 23,750,000**

Bond Financing & Interest: **\$ 1,250,000**

Subtotal PFC Funds*: **\$ 25,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

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

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The FAA requires commercial service airports to maintain a Runway Safety Area (RSA) at each runway end to provide a measure of safety in the event that an aircraft overruns (lands long) or undershoots (lands short) the runway. RSAs must comply with specific FAA dimensional and performance standards as regulated under 14 Code of Federal Regulations (CFR) Part 139, *Certification of Airports*. In November 2005, Congress mandated that RSAs at all commercial service airports be FAA compliant by 2015.

Runway 11-29, the cross-wind runway at EWR, is 6,800 feet in length and presently has an Engineered Material Arresting System (EMAS) at the Runway 29 Departure overrun area. The Runway is oriented in an approximate east-west direction and is bound on the east (11 Departure) end by Brewster Road, which is the sole access road to EWR Public Parking Lot "P-7", Guard Post I, as well as other maintenance and operational facilities located to the south. Taxiway "Z" connects to the north side and Taxiway "CC" connects to the south side of the Runway, at right angles, approximately 150 feet from the runway end.

To comply with the mandate, an EMAS will be installed in the RSA of the Runway 11 departure overrun at EWR. Construction of an acceptable EMAS requires relocating Brewster Road onto NJ Turnpike property, realigning the existing Blast Fence, and modifying Taxiways "Z" and "CC" at the end of Runway 11-29. Initially, planning focused on developing a compliant RSA within the existing property limits of the Airport. This would have resulted in a reduction of the runway length. Shortening the runway would reduce the utility of the runway, and limits to its utility would result in more congestion on Runways 4R-22L and 4L-22R. To avoid exacerbating the existing congestion problem, the Port Authority proposes to shift the EMAS to the east. This would require the relocation of Brewster Road onto Turnpike Authority property.

The proposed EMAS is designed to be 182 feet long by 170 foot wide, and will have a 35-foot long lead-in ramp, which meets the design criteria of 40 knot arresting speed for B757-200 aircraft, with maximum takeoff weight of 255,000 lbs. To

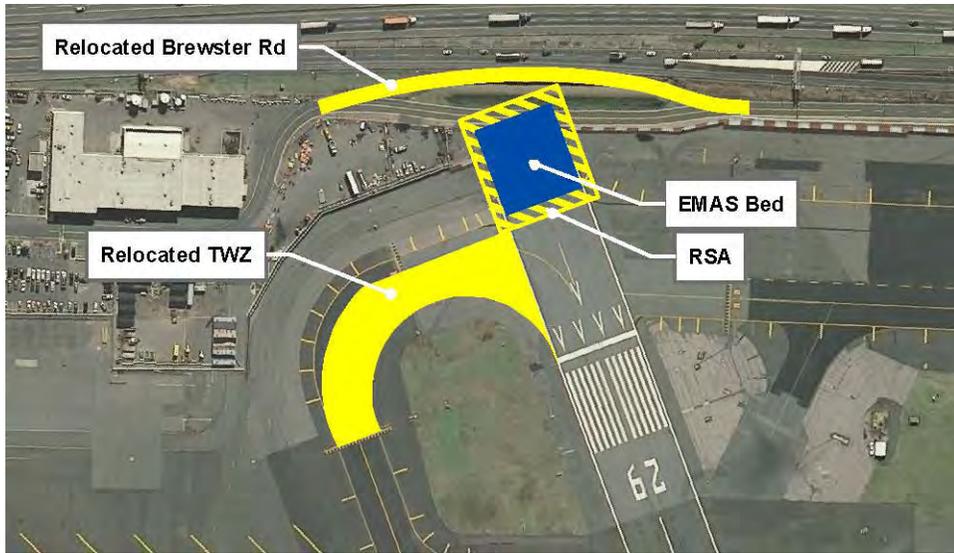
accommodate the 40 knot EMAS bed, the right-hand corner of the EMAS bed will be tapered back on a diagonal, thereby limiting the runway length reduction to 74 feet.

Taxiways Z and CC will be relocated to align with the 74-foot shortening of the end of the Runway. Since relocation of Taxiway Z will require filling and paving the existing turf infield, environmental permits will be required. In order to equalize the proposed amount of fill in the floodplain and additional pervious paved surfaces, it is proposed to construct grass areas on both sides of the Arresting Bed. These turf areas, equal in area to the new pavement, would be pervious, slightly depressed, and act as a buffer to discourage errant motor vehicles and aircraft from encroaching on the EMAS. The grass areas will support emergency vehicles and meet the New Jersey Department of Environmental Protection (NJDEP) requirements for a Stream Encroachment Permit (Fill in Floodplain) and a Storm Water Management Permit.

After relocating a 2-inch electrical conduit, permanent steel sheeting would be installed to protect the existing fiber-optic cable and maintain the embankment. A combination retaining wall and Screen/Crash Barrier will be installed. Then, Brewster Road and a 10-inch water main would be relocated, and a new storm drain system, lighting, and signing would be constructed and installed. Afterwards, a concrete barrier aeronautical security fence and blast fence would be installed.

Once the road is relocated, airside construction will occur, including the removal of the existing Brewster Road, storm drainage facilities, artificial turf, electrical work, guidance signs, paving, and line striping. After the site work is complete, the Design-Build Contractor would install the EMAS, including base pavement, deflector grade beam, lead-in ramp pavement, and the Arrestor Bed.

Traffic designs are in accordance with the latest editions of the FHWA Manual on Uniform Traffic Control Devices, the American Association of State Highway and Transportation Officials' (AASHTO) A Policy of Geometric Design of Highways and Streets, and AASHTO's Roadside Design Guide.



If applicable for terminal projects,
 Prior to implementation of this project,
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

At completion of this project,
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

Net change due to this project: N/A
 Number of ticket counters: N/A
 Number of gates: N/A
 Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region with three runways and three terminals with 104 gates. In 2010, 33 million passengers used the Airport. The Airport also experienced 403,339 aircraft movements in 2010. Operations consisted of approximately 93 percent commercial, 5.5 percent cargo, and the remaining as general aviation.

The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

Along with growth, average delay per aircraft operation has also increased, reaching 61 minutes in 2010. FAA statistics for 2010 indicate that EWR is the 6th most delayed airport (total delays) in the nation. In 2008, as an attempt to limit delays, the U.S. Department of Transportation implemented an 81 flights-per-hour cap on scheduled aircraft operations at EWR.

This project will bring the Runway 11 departure RSA into compliance with the Congressional mandate and FAA standards by 2015. This project will also preserve the operational capability of R/W 11-29 and EWR as a whole by limiting the runway length reduction needed to accommodate the EMAS.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The project will install an EMAS bed in the Runway 11 RSA departure overrun at EWR in order to comply with the Congressional mandate and the FAA’s RSA standards.

FOR FAA USE

___ 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Through a Congressional mandate, all airports certificated under 14 Code of Federal Regulations (CFR) Part 139 must comply with the FAA's Runway Safety Area Program by 2015. In compliance with that mandate, the Port Authority examined a variety of methods of achieving an FAA compliant RSA. The most viable alternative is the installation of an EMAS in the RSA of the Runway 11 departure overrun at EWR. Developing an RSA system within the existing property limits of the Airport would require excessive runway length reduction that would negatively impact the Airport's operational capability. Shortening the runway would reduce the utility of the runway, and force greater utilization of the already congested Runways 4R-22L and 4L-22R.

A planning study conducted by the Port Authority considered this, determined reducing the runway's utility was not prudent, and recommended that the proposed EMAS be moved eastward and Brewster Road be relocated on property of the NJ Turnpike Authority. This approach allows for the installation of a 40-knot EMAS bed capable of accommodating a B-757-200 aircraft at maximum takeoff weight of 255,000 lbs. The design results in a minimum runway length reduction of 74 feet, thereby preserving the operational capability of the runway.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

- Noise compatibility measures eligible under 49 U.S.C. 47504.
- Project approved in an approved Part 150 noise compatibility plan;
Title and Date of Part 150: _____
- Project included in a local study.
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 _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):
Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
- No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
- No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: N/A

List of Carriers Certifying Disagreement: N/A

Recap of Disagreements

Public Agency Reasons for Proceeding: N/A

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: N/A

Recap of Disagreements: N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



CA04-512

Newark Liberty International Airport

Runway 11 Runway Safety Area and Relocation of Brewster Road



THE PORT AUTHORITY OF NY & NJ



SECTION 7

Electrical Distribution & Substation Improvements (CA04-528/579/539)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **EWR Electrical Distribution and Substation Improvements (CA04-528, 539, 579)**

2. Project Number: **CA04-528, CA04-539, CA04-579**

3. Use Airport of Project: **Newark Liberty International Airport (EWR), Newark, New Jersey**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$ 66,500,000**

Bond Financing & Interest: **\$ 3,500,000**

Subtotal PFC Funds*: **\$ 70,000,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A** Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$ 0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement \$ **N/A** Discretionary \$ **N/A** Total **\$ 0**

Subtotal Anticipated AIP Funds: **\$ 0**

Other Funds:

State Grants \$ **N/A**

Local Funds \$ N/A
Other (please specify) \$ N/A

Subtotal Other Funds: \$ N/A

Total Project Cost: \$ 70,000,000

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The existing electrical distribution infrastructure at Newark Liberty International Airport (EWR) was originally installed when the Airport was expanded in 1973 and the system is currently functioning beyond its useful life. Since its original installation, the electrical distribution system has been maintained by the Port Authority and has received safety upgrades and some modifications. However, unscheduled repairs are often required as a result of frequent service interruptions.

In response to concerns over the reliability of electrical service, the Port Authority proposes to undertake a facility-wide project that will modernize the electrical distribution system and restore reliable electrical service at the Airport. It is anticipated that this project will replace and rehabilitate substations, transmission lines, transformers, monitoring devices and system security. These components facilitate electrical service to passenger terminals, the airfield (lighting and navigational aids), Air Traffic Control Tower, air cargo complex, Central Heating and Refrigeration Plant (CHRP), and the Airport maintenance facility.

Improving electrical system reliability is a key element of this project. This will be accomplished through the installation of a cross connection from the main south substation to the north substation in order to facilitate uninterrupted operation in the event of a failure of one of the primary electric utility feeders. This project will also install additional emergency generator backup in order to provide peak load shedding to the terminals during an extended electrical outage. Other specific improvements may include:

- **A new 4,000 KVA substation to accommodate expansion efforts in Terminal B such as preconditioned air, 400 hertz aircraft power, Federal Inspection Station (FIS) in-line baggage screening, and security systems.**
- **A new diesel emergency generator of approximately 2,250 KW output. The new generator will be located beneath the original B-3 connector and will be fully integrated into the central building systems.**
- **Modernized automatic transfer capability with a manual over-ride and automatic re-transfer capability to ensure seamless power restoration upon re-energizing of the utility grid.**

These improvements will provide required capacity and modern control and safety devices, resulting in consistent power delivery and reduced surging and power outages. The costs outlined in this application are programmed for planning, design, construction and project management of the Electrical Distribution and Substation Improvements.

• Planning and Design:	\$10,500,000
• Equipment Procurement:	\$17,500,000
• Construction:	\$24,500,000
• Contingencies:	\$10,500,000
• Project Administration:	\$ 7,000,000
<hr/>	
• Estimated Total Cost:	\$70,000,000

This project is focused entirely on improving the Airport's electrical infrastructure. This project is not designed to improve or enhance electrical service within the Airport's landside (terminals, cargo buildings, maintenance buildings, etc.) facilities.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region. In 2010, the Airport served 33 million passengers through its three Terminals, and experienced 403,339 aircraft movements on its three runways. The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

The reliability of the Airport's power distribution system is critical element of the operation, safety, and security of the Airport. The electrical distribution system was originally installed in the early 1970's and has exceeded its design life. The Port Authority and the utility provider perform routine maintenance and servicing on the system equipment and components to ensure safe and reliable operation. However, with the age of the equipment, servicing and maintenance has become more difficult as unscheduled outages increase in frequency and spare parts become difficult to procure.

The Airport has experienced power outages of varying severity in recent years, raising concern regarding the reliability of the main electrical power infrastructure and associated substations. Some of these outages occurred during peak travel times and periods of severe weather, when the terminals are at capacity with passengers and electrical usage on the airfield is critical to support low-visibility aircraft operations.

A primary cause of outages is due to demand exceeding available capacity. Electrical demands in the Airport are much greater than the original system was designed to supply. For example, the terminals currently provide preconditioned air and 400 hertz aircraft power at the gates and this electrical load was not

considered when the system was designed and constructed in 1973. Other additional loads are attributed to TSA equipment installations, in-line baggage screening, and facility enlargement related to passenger terminal gate and terminal concessions expansion. These improvements have introduced additional electrical loads which, while currently accommodated, have reduced the spare capacity of the system. As a result, there is a narrow margin between everyday electrical demand and peak demand.

A key design issue will be the capability of the distribution system to respond to peak loads in a stable manner. Currently, the Airport experiences power surges and brownouts during peak use that has resulted in disruptions to passenger services and maintenance issues with computer based equipment within the terminals. The deficiencies of the electrical distribution system also require routine reliance on back-up and emergency power sources. This requires emergency generators to be run more frequently and for longer hours. This puts greater strain on back-up electrical systems that are designed for limited use during emergency situations.

This project will replace existing substations and install additional substations that are sized appropriately to accommodate existing and future demand. The distribution system will also be rehabilitated and modernized to accommodate the electrical load of a modern airfield and terminal complex, while providing uninterrupted power supply and required emergency generation. The project will include the preparation of complete contract drawings and specifications. It is anticipated that the project will incorporate modern control and remote monitoring systems, integrated protection systems, cross-connections with existing electrical equipment, load shedding capability, and advanced troubleshooting capabilities.

To the greatest extent possible, the modernized distribution system will incorporate commercial off the shelf (COTS) components that are abundantly available on the market at competitive prices. The project will also include a comprehensive training program for the operation of the distribution system components.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

This project will modernize the electrical distribution system to accommodate the electrical load of a modern airport and terminal complex, while providing for uninterrupted power supply and emergency generation.

This project will expand the capacity of the existing system, replace and rehabilitate substations, transmission lines, transformers, monitoring devices and system security to accommodate existing and future demand.

FOR FAA USE

- 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Newark Liberty International Airport (EWR) is the second largest airport in the New York Region with three runways and three terminals with 104 gates. In 2010, the Airport accommodated 33 million passengers and experienced 403,339 aircraft movements. The Airports Council International ranked EWR as #14 nationwide and #34 worldwide for total passengers in 2010. Operations consisted of approximately 93 percent commercial, 5.5 percent cargo, and the remaining as general aviation.

The Port Authority's 2011-2020 Long-Range Forecast (Moderate Scenario), estimates that EWR passenger usage will increase by 2.1 percent annually. FAA's Terminal Area Forecast (issued in December 2010) estimates that enplanements at EWR were approximately 16.6 million in 2010 and will increase to approximately 26.3 million enplanements by 2030.

To safely accommodate the current use and anticipated growth at EWR, the reliability of the Airport's electrical distribution system is critical element of the operation, safety, and security of the Airport. This project is designed to improve the reliability of the main electrical power distribution infrastructure in order to accommodate existing and future electrical demand.

The electrical distribution system was originally installed in 1973 and has exceeded its design life. The Port Authority and the utility provider perform routine maintenance and servicing on the system equipment and components to ensure safe and reliable operation. However, with the age of the equipment, servicing and maintenance has become more difficult as unscheduled outages increase in frequency and spare parts become difficult to procure. In recent years, there have been several outages and power interruptions, with some occurring during peak travel times and periods of severe weather, when the terminals are at capacity with passengers and electrical usage on the airfield is critical to support low-visibility aircraft operations.

A key design issue will be the capability of the distribution system to respond to peak loads in a stable manner. Currently, the Airport experiences power surges and brownouts during peak use that has resulted in disruptions to passenger services and maintenance issues with computer based equipment within the terminals. The deficiencies of the electrical distribution system also require routine reliance on back-up and emergency power sources. This requires emergency generators to be run more frequently and for longer hours. This puts greater strain on back-up electrical systems that are designed for limited use during emergency situations.

The project to modernize the distribution system will include the preparation of complete contract drawings and specifications. It is anticipated that the project will incorporate modern control and remote monitoring systems, integrated protection systems, cross-connections with existing electrical equipment, load shedding capability, and advanced troubleshooting capabilities.

To the greatest extent possible, the modernized distribution system will incorporate COTS components that are abundantly available on the market at competitive prices. The project will also include a comprehensive training program for the operation of the distribution system components.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: N/A

List of Carriers Certifying Disagreement: N/A

Recap of Disagreements

Public Agency Reasons for Proceeding: N/A

16. List of Comments Received from the Public Notice:
List of Parties Certifying Agreement: N/A
Recap of Disagreements: N/A
Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

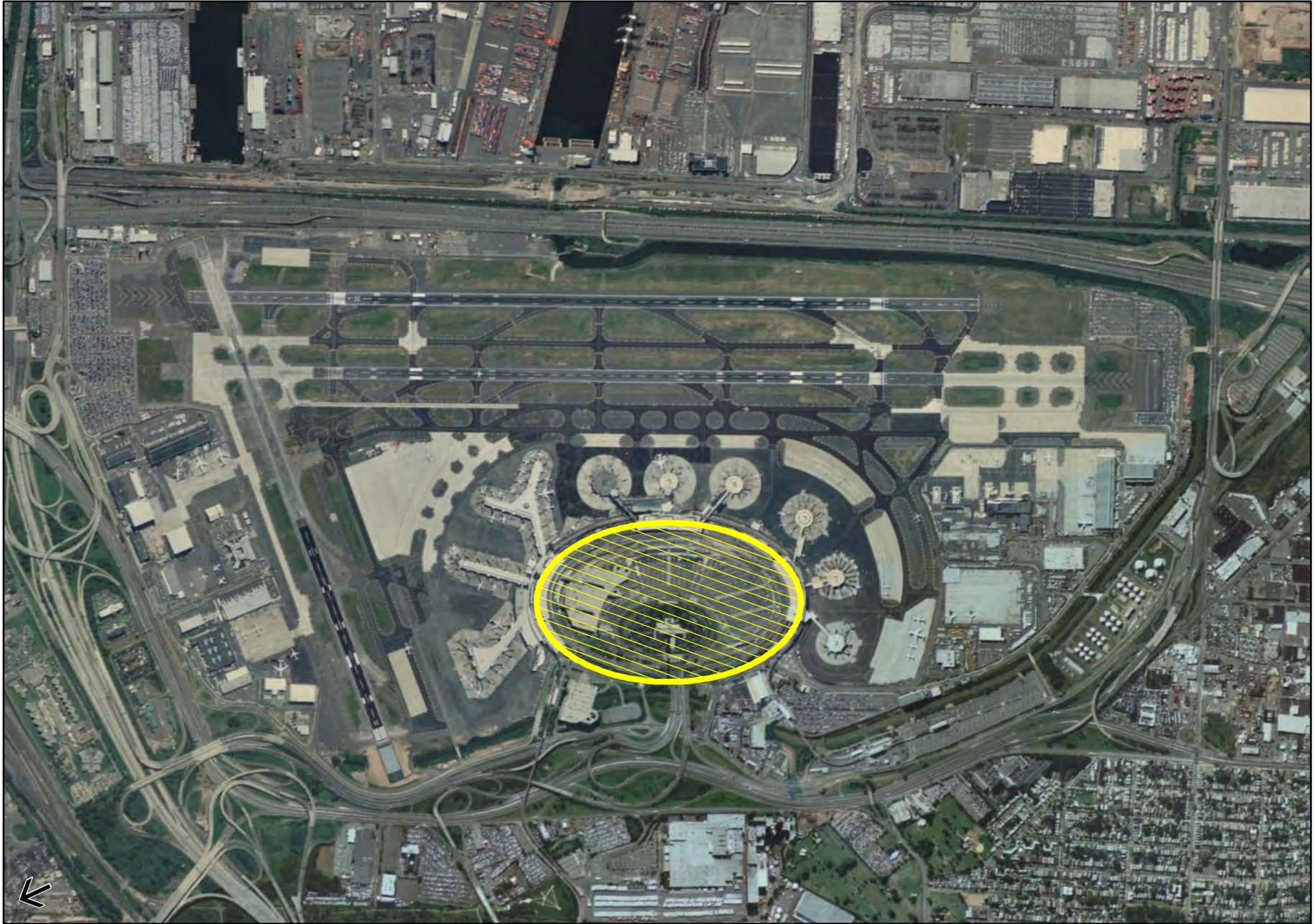
Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



PFC PLANNING AND PROGRAM ADMINISTRATION TABLE OF CONTENTS

SECTION 1 - PFC Planning and Program Administration



SECTION 1

PFC Planning and Program Administration

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

Subtotal Other Funds: \$ N/A

Total Project Cost: **\$1,500,000**

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The Port Authority of New York and New Jersey (Port Authority) Capital Plan and Budget includes a host of eligible projects that the Port Authority is seeking to finance using PFC revenues, and which are subject to the preparation and FAA approval of a PFC application. Under FAA guidelines, an application and consultation with air carriers is required, and the FAA must approve the completed application. It is anticipated the Port Authority will retain outside consultant services to prepare the financial plan based on enplaned passenger and associated PFC revenue projections, as well as to prepare application documentation and provide an advisory role for the development of the information necessary for the PFC application.

In addition, the Port Authority is required to perform ongoing oversight of the PFC program, including filing quarterly reports, managing PFC collection, reporting and other administrative tasks. The Port Authority staff is responsible for administering the PFC program. However, it is anticipated that the Port Authority will utilize outside consultant services to assist with the administration of the PFC program and the tracking of PFC revenue distribution. The costs associated with the above described items are included in this project.

The previous application approved in 2010 included a PFC Planning and Program Administration project to “assure compliance and monitoring of the proposed PFC projects included in the 2010 PFC application.” This 2011 draft application also includes services related to the administration, oversight, compliance, and implementation of projects included in the 2011 PFC Application, which are different and distinct from the projects contained in the 2010 application. It is estimated that this work with regard to the administration of the 2011 application projects will start immediately upon approval by the FAA, as there are several Impose Only projects and complex airport planning projects that will require application development and management early in 2012.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

This project supports the implementation of PFC-funded projects included in this application. These projects collectively improve safety and security, increase the competition among air carriers, improve passenger flow, and enhance operations and reduce delays at Port Authority’s airports, which are integral to the national airspace system. The project is considered eligible under FAA 5500.1 – Passenger Facility Charge Program.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

This project will assure the preparation, compliance, and monitoring of the proposed PFC projects included in 2011 PFC Application. The proposed projects included in this PFC application promote safety of operations and provide improvements in security and overall operational efficiency of Port Authority’s Airports, consistent with ongoing requirements and developments in the aviation industry as well as FAA standards and federal regulations.

FOR FAA USE

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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The FAA guidelines require development of an application concerning projects proposed under the PFC program. This project provides for development/preparation of the PFC application, the preparation of financial plans and provision of specialized consulting services, the consultation with air carriers, PFC collection and reporting, and administration of the PFC funded projects included in this application. The services performed under the PFC Programming and Administration project provide necessary support to the PFC collection and reporting process as well as to the administration and management of other projects in the PFC application, which collectively improve safety and security, increase the competition among air carriers, improve passenger flow, and enhance operations and reduce delays at Port Authority's Airports, which are integral to the national airspace system.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 ___);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):

Estimated Project Completion Date (Month and Year):

See Item #8 for further detail on implementation date.

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **N/A**

List of Carriers Certifying Disagreement: **N/A**

Recap of Disagreements

Public Agency Reasons for Proceeding: **N/A**

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: **N/A**

Recap of Disagreements: **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



AMENDMENTS TABLE OF CONTENTS

LAGUARDIA AIRPORT

Section 1 - Perimeter Intrusion Detection System (PIDS) Amended (CA02-231)

LAGUARDIA AIRPORT SECTION 1

Perimeter Intrusion Detection System (PIDS) Amended (CA02-231)

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Perimeter Intrusion Detection System (PIDS) - Amended (CA02-231)**

2. Project Number: **CA02-231**

3. Use Airport of Project: **La Guardia Airport (LGA), New York, New York**

4. Project Type

Impose Only:

Concurrent: **IMPOSE AND USE**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital: **\$28,000,000**

Bond Financing & Interest **\$0**

Subtotal PFC Funds*: **\$28,000,000 (2011 Amendment)**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A**

Grant Funds in Project **\$ 0**

Subtotal Existing AIP Funds: **\$0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** Total **\$N/A**

Subtotal Anticipated AIP Funds: **\$N/A**

Other Funds:

State Grants **\$N/A**

Local Funds **\$N/A**

Other (**Total 2006 PFC Application**): **\$10,000,000**

Subtotal Other Funds: \$10,000,000

Total Project Cost: \$38,000,000 (Including Amendment)

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:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. 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

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: N/A

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

ORIGINAL PROJECT DESCRIPTION FROM 2006 APPLICATION

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.

AMENDED PROJECT DESCRIPTION FOR THE 2011 AMENDMENT

The Port Authority is seeking an amendment of \$28,000,000 to this application due to increased project costs resulting from the introduction of new project elements and cost escalation since the original construction cost estimate was developed in 2003.

The estimate prepared for the Perimeter Security Project that was included in the 2006 PFC application was based on a preliminary design that enhanced the security system on the northeast, north and northwest perimeter of the Airport. This is the part of the Airport that faces Flushing Bay, the East River and Bowery Bay. The preliminary design did not include the landside areas of the Airport.

The preliminary design used to estimate costs for the 2006 PFC application was subsequently refined and expanded to address operational and regulatory issues that have arisen over the past five years. The design revisions required by the operational and regulatory changes specific to LGA were not included in the original Perimeter Security Project budget and were addressed after the 2006 PFC application was approved.

The amendment includes the installation of security measures in the landside section of the Airport, as well as the installation of additional capability and equipment modifications required since the initial implementation of the project. These project description changes were accomplished in accordance with the Airport's security plan and in coordination with the TSA Federal Security Director (FSD).

The project description for this amendment is as follows:

- *Added perimeter security sensors and equipment in areas between the landside facilities. After the original project was approved as part of the 2006 PFC application, it was determined that additional security equipment needed to be installed along the landside areas of the Airport that was not previously required. The Port Authority revised the design to include power and communications capabilities that were not preexisting within and between the landside facilities. This added approximately 10,000 feet of conduit required to support the installation of power and communications cable and associated manholes. This power and communication infrastructure is used to connect security system components with monitoring systems.*
- *Along with the added coverage areas, the amendment includes the installation of additional fiber-optic cable over the original estimate. The preliminary design assumed that existing fiber-optic cable installations had available capacity to accommodate the communications requirements of the security components. As the design was advanced beyond the preliminary stage, it was determined that the existing fiber-optic system did not have available capacity. This required the final design to include the installation of approximately 20,000 feet of new fiber-optic communications cable within the existing communications duct banks.*
- *During the initial operation of the system, it was determined that portions of existing facilities presented an obstruction to the operation of the security system. In order to remedy this, it was necessary for the Port Authority to reposition security system components and install additional components to mitigate for the obstructions and ensure the system provided thorough coverage. Also through coordination with the TSA FSD, it was determined that additional coverage per square foot was required to achieve the needed resolution for cameras and detection systems to provide optimal effectiveness.*
- *Also during initial review, the FAA determined that certain components cameras, light poles, motion detection systems, etc. presented potential obstruction hazards to operating aircraft.*

This state-of-the-art system was made operational in stages beginning with waterside areas in 2009. The airport wide system will be operational in 2011.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

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

9. Significant Contribution:

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

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

The FSD has certified that this project is consistent with the FSD Security Plan for LGA.

FOR FAA USE

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.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. 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

- 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)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

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

The FSD has certified that this project is consistent with the FSD Security Plan for LGA.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

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 _____);

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

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

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 _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **October 2005**

Estimated Project Completion Date (Month and Year): **December 2011 Amended**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs 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, would the public agency 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. List of Carriers Certifying Agreement: **ORIGINAL 2006 APPLICATION: None**

AMENDED 2006 APPLICATION (2011):

List of Carriers Certifying Disagreement: **ORIGINAL 2006 APPLICATION: Eight (8) air carriers certified disagreement with this project.**

AMENDED 2006 APPLICATION (2011):

Recap of Disagreements

Public Agency Reasons for Proceeding: N/A

16. List of Comments Received from the Public Notice:
List of Parties Certifying Agreement: N/A
Recap of Disagreements: N/A
Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



