

**SCHEDULE OF CHARGES
FOR AIR TERMINALS
New Jersey Airports:
Newark Liberty International Airport
and
Teterboro Airport**

Revised October 2011

Issued By
Aviation Department
THE PORT AUTHORITY OF NY & NJ
225 Park Avenue South
9th Floor
New York, NY 10003

For:
NEWARK LIBERTY INTERNATIONAL AIRPORT
Newark, New Jersey 07114
and
TETERBORO AIRPORT
399 Industrial Avenue
Teterboro, New Jersey 07608

Foreword

Under the terms of agreements with the City of New York, dated April 17, 1947, and with the City of Newark, dated October 22, 1947, The Port Authority of New York and New Jersey is responsible for the improvement, development, operation and maintenance of LaGuardia Airport, John F. Kennedy International Airport and Newark Liberty International Airport.

The Port Authority of New York and New Jersey under the terms of purchase agreements with the owners of property and buildings comprising Teterboro Airport acquired this airport on April 2, 1949. The airport has been operated and maintained by the Port Authority of New York and New Jersey and AMPORTS, Inc and subsequently AvPorts, Inc. since December 1, 2000. Before this, Teterboro Airport was under the operation of Johnson Controls World Service, Inc.

The Port Authority-Downtown Heliport was constructed on a site leased from the City of New York, and went into operation on December 8, 1960.

Permits for occupancy and privileges at LaGuardia, John F. Kennedy International, Newark Liberty International and Teterboro Airports may be obtained upon application to The Port Authority of New York and New Jersey, Aviation Department, Properties Division, 225 Park Avenue South, 9th Floor, New York, New York 10003.

The managers of LaGuardia, John F. Kennedy International, Newark Liberty International and Teterboro Airports and the Heliport are authorized to act for the undersigned in connection with the enforcement of all rules and regulations applying to these airports.

Susan M. Baer
Deputy Director
Aviation Department

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PREFACE

This document is published as a guide to the Schedule of Charges for Air Terminals for the benefit of airport patrons and tenants, and of Port Authority staff. It is not a codification of the resolutions of the Port Authority Board of Commissioners and its Committees, and must not be construed as such.

Interpretation

Any words or phrases used herein which are especially designed for the Schedule of Charges in the Resolution of the Committee on Operations of The Port Authority of New York and New Jersey adopted July 12, 1951, establishing rules and regulations governing the operation of Port Authority Air Terminals (which appears at page 22 et seq. of the official minutes of that date), as amended, shall be read and construed in accordance with such special definitions.

Credit Arrangements

All charges under the Schedule of Charges published herein shall be payable in cash as they are incurred unless credit arrangements satisfactory to the Treasurer have been made in advance including, but not limited to, the payment of all arrears in accounts with the Port Authority. Any airport patron or tenant in arrears in its accounts with the Port Authority may be denied the use of any Port Authority Facility based thereon.

NEWARK LIBERTY INTERNATIONAL AIRPORT - SCHEDULE OF CHARGES For The Use of the Public Landing Area, and Related Areas and Services

I. Public Landing Area Charges

1. (a) Except as set forth in paragraph 1.(b) below, the charge for each aircraft takeoff shall be \$7.20 per thousand pounds of maximum gross weight, prorated per fraction thereof, provided that the minimum charge for each such takeoff shall be as follows:

.....\$25.00*; (effective August 1, 2010)

Notwithstanding the provisions of any Schedule of Charges heretofore adopted for the use of the public areas at Newark International Airport, no charge shall be made for the use of such areas at such Air Terminal by the following aircraft:

* With the exception of scheduled commuter air carriers maintaining a schedule of one or more round trips per day, at least five days a week into a single airport, pursuant and subject to a Port Authority permit, the minimum fee for each such take-off shall be \$20, provided that the minimum fee for each such take-off by an aircraft which either takes-off or lands (or both) between the hours of 8:00 A.M. and 10:00 A.M. and between the hours of 5:00 P.M. and 10:00 P.M. shall be \$50.

- (b) For each aircraft either landing or taking off or both landing and taking-off between the hours of 8:00 A.M. and 10:00 A.M. and between the hours of 5:00 P.M. and 10:00 P.M. every day, there shall be a charge of \$100 in addition to the charge based on maximum gross weight.
 - (c) The additional charge of \$100 set forth in paragraph 1. (b) above shall not apply to helicopters, scheduled commuters or airlines.
2. Maximum gross weight for takeoff shall mean the maximum gross weight which an aircraft may lawfully have, at the time of leaving the ground at any airport in the United States (under the most favorable conditions which may exist at such airport and without regard to special limiting factors arising out of the particular time, place or circumstances of the particular takeoff, such as runway length, air temperature, or the like.) If such maximum gross weight is not fixed by or pursuant to law, then said phrase shall mean the actual gross weight at takeoff.
 - (a) In the event an aircraft departs from the Air Terminal for another destination, which aircraft, without making a stop to another airport, is forced to land at the Air Terminal because of meteorological conditions, operating causes, or for any similar emergency or precautionary reason,

such charge shall not be payable in connection with the subsequent departure of such aircraft or a substituted aircraft; provided, however, that on such subsequent departure the aircraft or substituted aircraft is destined for the same point and transports the same or substantially the same load.

II. Public Ramp and Apron Area Charges

1. For an aircraft remaining on the public ramp and apron area for more than 10 minutes after the Manager of the Air Terminal has directed that such aircraft be removed because of congestion of aircraft upon the said area, the urgency for making space available for other aircraft, snow removal, or other operational requirements, which said notice shall not in any event be given to an aircraft which has been assigned a parking position until the aircraft has been on such area for 20 minutes: (effective 10/1/90)

For the first 15 minutes or fraction thereof.....	\$500.00
For each additional 15 minutes or fraction thereof....	\$1,000.00

(effective 5/1/00)

III. Public Aircraft Parking and Storage Area Charges (effective 10/1/11.)

1. For each eight (8) hours or fraction thereof
For each eight hours or fraction thereof
 - (a) For each aircraft not exceeding 100,000 pounds maximum gross weight for take-off... \$45.00
 - (b) For each aircraft exceeding 100,001 pounds but not exceeding 200,000 pounds of maximum gross weight for take-off... \$70.00
 - (c) For each additional 25,000 pounds or fraction thereof in excess of 200,000 pounds maximum gross weight for take-off an additional... \$25.00
2. Maximum gross weight for take-off shall have the meaning set forth in the Public Landing Area Charges of the Schedule of Charges.
3. Operators of aircraft who have entered into agreements with The Port Authority of New York and New Jersey for the exclusive use of a portion of the public aircraft parking and storage areas sufficient to accommodate their aircraft, shall not be subject to payment of the charges set forth in this section.

IV. Free Use of Air Terminal

Notwithstanding the provisions of any Schedule of Charges heretofore adopted for the use of the public areas at Newark Liberty International Airport, no charge shall be made for the use of such areas at such Air Terminal by the following aircraft:

1. Aircraft owned, leased or chartered by the agencies of the following governmental entities:
 - a. The United States of America provided, however, that during any calendar month;
 - 1) The total number of movements (counting each landing as a movement and each takeoff as a movement) of such government aircraft does not exceed 300, and

2) The gross accumulative weight of such government aircraft (the total movements multiplied by gross certified weights of such aircraft) does not exceed five million pounds.

- b. The State of New York and their agencies.
 - c. The State of New Jersey and their agencies.
 - d. States other than New York and New Jersey and their agencies with whom the Port Authority may enter into reciprocal fee- waiver agreements wherever practical at the discretion of the Director of Aviation.
 - e. Local governmental agencies within the Port District.
 - f. Any local governmental agency, when there is a reciprocal agreement between that agency and The Port Authority of New York and New Jersey.
2. Aircraft owned, leased or chartered by The Port Authority of New York and New Jersey.

V. 1. Federal Inspection Space Charges Terminal B (International)

For each passenger disembarking from an aircraft and using space made available for the inspection and examination of aircraft passengers and their property by the Bureau of Customs, the Immigration and Naturalization Service, the Public Health Service, the Bureau of Entomology and Plant Quarantine and other governmental agencies.....\$ \$14.75 (effective 1/01/2012)

V. 2. Terminal B - General Terminal Charge.

For each passenger (Domestic or International) arriving or departing at the Terminal B International Facility \$6.80

The cumulative charges stated in V.1 and V.2 shall be no less than \$50.00 for each aircraft arriving at or departing from the airport via Terminal B International Facility.

VI. Passenger Facility Charge (PFC)

Per F.A.A. Regulation 158.43 of 14 CFR, for each eligible enplaned passenger (Domestic or International) departing from any terminal.....\$4.50 (effective 04/01/06)

VII. Special Terminal Charge

For each 8 hour police tour, or at the discretion of the Airport Manager any portion thereof, for providing police security requested by an airline or required by federal regulation when the airline in question has no prior agreement with the Port Authority as to the provision of such service.....\$942.00 (effective 1/01/2012)

The Aviation Director may revise the rate at his / her discretion.

VIII. AirTrain (formerly Monorail) Charge

To recover the costs of constructing and operating the airport AirTrain (formerly monorail) system, the charge for each passenger aircraft utilizing the central terminal buildings shall be \$2.45 (effective 01/01/06) per thousand pounds of maximum gross takeoff weight.

IX. Terminal B (International) Departure Ticket Counter Charge

For each shared departure ticket counter position with a baggage belt.....\$5.60 per hour and for each shared departure ticket counter position without a baggage belt.....\$4.25 per hour (effective 10/1/98)

NEWARK LIBERTY INTERNATIONAL AIRPORT - SCHEDULE OF CHARGES - For The Use Of Public Vehicular Parking Areas

I. Public Vehicular Parking Areas

- 1 a. The fee for parking automotive vehicles in Short Term Lots A, B, C shall be as follows:

Up to 1/2 hour or part.....\$3.00
Up to 1 hour.....\$6.00

Thereafter, \$3.00 each half-hour or part thereof to a maximum of \$33.00 for each 24 hours.

- b. The fee for Daily parking automotive vehicles in P1, P3, and P4 shall be as follows:

Up to 1/2 hour or part.....\$3.00
Up to 1 hour\$6.00

Thereafter, for each succeeding half hour or part an additional \$3 to a maximum of \$24.00 for each 24 hours. Maximum of \$27 in P4.

The fee for parking vehicles of the disabled shall be the same as the lowest rate available at the airport. Spaces for disabled persons are identified by the international symbol for the disabled. Vehicles parked in these specially designated spaces must display state or municipal identification or they will be towed away. For additional information, write to The Port Authority of New York and New Jersey, Aviation Customer, Cargo and Airport Services Division, 225 Park Avenue South, 9th Floor, New York, New York 10003.

- c. The fees for parking automotive vehicles in Economy Parking Lots P6, and P7 (and on a designated basis, during certain peak periods, other public lots) shall be as follows:

First 24- hour period or part.....\$18.00
Each additional 8- hour period or part.....\$6.00

- d. The fees for parking automotive vehicles in the Valet Parking Lot at AirTrain Station P4 shall be as follows:

\$ 40.00 for the first day or part
\$ 20.00 for each 12 hours or part thereafter

2. The foregoing Schedule of Charges shall not apply to the following vehicles:
 - a) Vehicles owned by the Port Authority.
 - b) Vehicles carrying holders of annual passes or **E-ZPass** issued by the Port Authority.
 - c) For the first 24 hours of parking, vehicles carrying persons who present Port Authority Official Business Passes. At the expiration of the first 24-hour parking period the vehicular parking charge shall commence.
 - d) Vehicles carrying authorized Port Authority represented employee staff, who present personal passes or an employee E-ZPass issued by the Port Authority, with the exception of Short Term Lots A, B and C, and Daily Lots P1, P3 and P4 at Newark Liberty International Airport, where the free parking privilege is limited to 4 hours. At the expiration of the first 4-hour period in these lots, the vehicular parking charge shall commence as of the time the vehicle was initially parked; in Lot P6 the vehicular parking is free of charge; and in all other lots the vehicular parking charge shall commence at the expiration of the first 24-hour- parking period. (This section does not apply to Hourly Lots.)
 - e) For the first 24 hours of parking, vehicles carrying newsmen and photographers holding press passes. (Newsmen and photographers presenting press passes may make arrangements to park for an extended period of time by obtaining prior permission from the Airport Manager.) At the expiration of the first 24-hour parking period the vehicular parking charge shall commence (except for short term Hourly Lots where the free parking time is limited to the first 6 hours of parking; after the expiration of the first 6 hour parking period, the short term Hourly Lots vehicular parking charge shall commence.)
 - f) For the first 24 hours of parking, company identified vehicles carrying employees of public utility companies provided these employees be on official business involving the Air Terminal at which parked. If such official business requires parking for more than 24 hours, prior permission must be obtained from the Airport Manager. At the expiration of the first 24-hour parking period the vehicular parking charge shall commence. (This section does not apply to Hourly Lots.)

- g) For the first 24 hours of parking, vehicles carrying federal, state or municipal police officers and health, fire, building, labor or sanitation inspectors on official business affecting the Air Terminal at which parked. If such official business requires parking for more than 24 hours, prior permission must be obtained from the Airport Manager. At the expiration of the first 24-hour parking period the vehicular parking charge shall commence. (This section does not apply to Hourly Lots.)
- h) For the first 24 hours of parking, vehicles carrying employees of the Federal Aviation Administration, The Department of Transportation, The Federal Communications Commission and the National Transportation Safety Board on official business at a Port Authority Air Terminal. If such official business requires parking for more than 24 hours, prior permission must be obtained from the Airport Manager. (Federal employees of the above-mentioned federal agencies permanently stationed at a Port Authority Air Terminal shall not park without fee at any other place at the Air Terminal except in the parking area set aside for such employees unless their official duties require their presence elsewhere at a Port Authority terminal.) At the expiration of the first 24-hour parking period the vehicular parking charge shall commence. (This section does not apply to Hourly Lots.)
- i) Vehicles carrying employees of those airport lessees and permittees whose leases and permits provide for parking without additional charge. (This section does not apply to Hourly Lots.)
- j) Vehicles carrying as passengers or vehicles waiting to receive as passengers any one of the following persons and their official parties:
 - 1. The President of the United States, the Vice President of the United States, the Governors of the States of New York and New Jersey, the United States Senators for the States of New York and New Jersey, and United States Congressmen from the Port District;
 - 2. The Mayor of any municipality in which any Airport is totally or partially located;
 - 3. Speakers of the New York State and New Jersey State Assembly and Presidents of the New York State and New Jersey State Senate.
 - 4. Chiefs of Staff of any branch of the military service and Chiefs of military missions;
 - 5. Foreign dignitaries of the rank of ambassador or consul-general or a rank equivalent to any of the above.

- k) Vehicles parked pursuant to the terms of a permit, lease or other agreement with the Port Authority.

TETERBORO AIRPORT - SCHEDULE OF CHARGES - For The Use Of The Public Landing Area

The operator of any aircraft using the public landing area at Teterboro Airport, except pursuant to the terms of a lease or other agreement with The Port Authority of New York and New Jersey or the Airport Operator, shall pay for such use at the rate set forth herein.

I. Public Landing Area Charges (Effective 07/01/09).

1. For each takeoff of aircraft not exceeding 6,000 pounds of maximum gross weight for takeoff\$17.00.
2. For each takeoff of aircraft exceeding 6,000 pounds but not exceeding 12,500 pounds of maximum gross weight for takeoff.....\$25.00.
3. For each takeoff of aircraft exceeding 12,500 pounds but not exceeding 80,000 pounds of maximum gross weight for takeoff \$3.50 per 1,000 pounds of maximum gross weight for takeoff.
4. For each takeoff of aircraft exceeding 80,000 pounds: \$6.50 per 1,000 pounds of maximum gross weight for takeoff.
5. Maximum gross weight for takeoff shall mean the maximum gross weight which an aircraft may lawfully have, at the time of leaving the ground at any airport in the United States (under the most favorable conditions which may exist at such airport and without regard to special limiting factors arising out of the particular time, place or circumstances of the particular takeoff, such as runway length, air temperature, or the like.) If such maximum gross weight is not fixed by or pursuant to law, then said phrase shall mean the actual gross weight at takeoff.
6. For each "Touch and Go" operation, the normal landing fee for that aircraft will be charged.

II. Free Use of Public Landing Area

Notwithstanding the provisions of any Schedule of Charges heretofore adopted for the use of Teterboro Airport, no charge shall be made for the use of such Air Terminal by the following aircraft:

1. Aircraft owned, leased or chartered by the agencies of the following governmental entities:
 - a. The United States of America provided, however, that during any calendar month;
 - 1) The total number of movements (counting each landing as a movement and each takeoff as a movement) of such government aircraft does not exceed 300, and
 - 2) The gross accumulative weight of such government aircraft (the total movements multiplied by gross certified weights of such aircraft) does not exceed five million pounds.
 - b. The State of New York and their agencies.
 - c. The State of New Jersey and their agencies.
 - d. States other than New York and New Jersey and their agencies with whom the Port Authority may enter into reciprocal fee-waiver agreements wherever practical at the discretion of the Director of Aviation.
 - e. Local governmental agencies within the Port District.
 - f. Any local governmental agency, when there is a reciprocal agreement between that agency and The Port Authority of New York and New Jersey.
2. Aircraft owned, leased or chartered by The Port Authority of New York and New Jersey.
3. Aircraft operated under orders of the Civil Air Patrol when engaged in the execution of official airport search and rescue missions or in officially ordered practice aircraft search and rescue missions.